

No: 9/90

Ref: EW/G90/06/26

Category: 1b

**Aircraft Type
and Registration:**

Reims Cessna F406, G-DFLT

No & Type of Engines: 2 Pratt and Whitney PT 6A-112 piston engines

Year of Manufacture: 1989

Date and Time (UTC): 17 June 1990 at 2045 hrs

Location: 20 nm South West of Norwich Airport, Norfolk

Type of flight: Public Transport

Persons on Board: Crew - 1 Passengers - None

Injuries: Crew - None Passengers - N/A

Nature of Damage: Minor damage to crew door

Commander's Licence: Airline Transport Pilot's Licence

Commander's Age: 55 years

**Commander's Total
Flying Experience:** 13,000 hours (of which 35 were on type)

Information Source: Aircraft Accident Report Form submitted by the pilot

The aircraft was on a positioning flight, single crew, from London Heathrow to Norwich and was climbing out on the Brookmans Park standard instrument departure when at 6000 ft the crew door warning light illuminated and the master warning light came on. As the pilot suspected that the door microswitch was at fault, he 'thumped' the door and adjusted the handle to assure himself that it was in fact closed, and the lights went out. However, during the remainder of the flight, both lights kept illuminating. Each time the pilot was able to extinguish them by "thumping" the door and "wiggling" the handle. Since it was dark and the aircraft was in instrument meteorological conditions (IMC) at the time, the pilot reported that the lights caused him considerable distraction.

The flight continued relatively uneventfully until, when some 20 nm from Norwich and at a height of 3000 feet, there was a sudden loud roar and the door "disappeared". Apart from a slight pitch change, there were no handling difficulties and so the pilot reduced speed to lower the noise level, notified ATC and landed without further incident. After landing it was discovered that the door had hinged back over the cabin roof and had not been lost.

The aircraft was examined by the maintenance company responsible for it who examined the door in detail and found no defects associated with the locking mechanism. The door was refitted prior to positioning the aircraft to Stansted for further checks. The door remained closed during this flight.

The flight manual for this model of aircraft stated that should the door warning lights illuminate in flight, then the affected door should not be touched and that a landing should be made as soon as practicable.

Aircraft Type and Registration:	Auster 2, G-APRF
No & Type of Engines:	1 Lycoming O-290-D piston engine
Year of Manufacture:	1958
Date and Time (UTC):	30 June 1990 at 1020 hrs
Location:	Kent International Airport, Maresfield, Kent
Type of Flight:	Private
Persons on Board:	Crew - 1 Passengers - 1
Injuries:	Crew - None Passengers - None
Nature of Damage:	Left main landing gear collapsed and left wingtip bent
Commander's Licence:	Private Pilot's Licence
Commander's Age:	24 years
Commander's Total Flying Experience:	168 hours (of which 27 were on type)
Information Source:	Aircraft Accident Report Form submitted by the pilot

The pilot reports that following an approach for a crosswind landing on runway 29 at Maresfield Airport, as the aircraft was sighted and flared for landing it started to yaw back into wind. Despite the application of full right rudder and into wind aileron he was unable to control the ground run, and the left main-landing gear collapsed allowing the left wingtip to contact the surface whereupon the aircraft ground looped and came to a stop. There were no injuries to the pilot or passenger who vacated the aircraft via the normal exit.

The surface wind at the time was reported to be 100/15 knots. The aircraft Flight Manual states that the "maximum crosswind component in which the aeroplane has been demonstrated to have safe handling characteristics for take-off and landing is 18 miles per hour (15 knots)".