

SERIOUS INCIDENT

Aircraft Type and Registration:	DHC-8-402 Dash 8, G-JECJ	
No & Type of Engines:	2 Pratt & Whitney Canada PW150A turboprop engines	
Year of Manufacture:	2005 (Serial no: 4110)	
Date & Time (UTC):	12 February 2014 at 1940 hrs	
Location:	Belfast City Airport	
Type of Flight:	Commercial Air Transport (Passenger)	
Persons on Board:	Crew - 4	Passengers - 47
Injuries:	Crew - None	Passengers - None
Nature of Damage:	None reported	
Commander's Licence:	Airline Transport Pilot's Licence	
Commander's Age:	46 years	
Commander's Flying Experience:	8,304 hours (of which 1,871 were on type) Last 90 days - 96 hours Last 28 days - 13 hours	
Information Source:	Aircraft Accident Report Form submitted by the pilot	

Synopsis

During the landing flare, in gusty conditions, the commander's prosthetic arm became detached, control was lost, and a heavy landing resulted.

History of the flight

The aircraft was on a scheduled commercial air transport flight from Birmingham to Belfast City, with the commander, in the left flight deck seat, as pilot flying. It was night, and although there was no low cloud affecting the airport, the wind at Belfast was a strong west-south-westerly, gusting up to 48 kt. Before the approach, the commander checked that his prosthetic lower left arm was securely attached to the yoke clamp which he used to fly the aircraft, with the latching device in place.

Although gusts over the crosswind limit for the aircraft were reported, the final wind report from ATC was within the limit, and the approach continued. The commander disconnected the autopilot and flew the aircraft manually. As he made the flare manoeuvre, with somewhat more than flight idle torque still applied, his prosthetic limb became detached from the yoke clamp, depriving him of control of the aircraft. He made a rapid assessment of the situation and considered alerting the co-pilot and instructing him to take control. However, because the co-pilot would have had little time to assimilate the information necessary to take over in the challenging conditions, the commander concluded that his best course of action was to

move his right hand from the power levers onto the yoke to regain control. He did this, but with power still applied, and possibly a gust affecting the aircraft, a normal touchdown was followed by a bounce, from which the aircraft landed heavily.

Safety action

The commander commented that he would in future be more cautious about checking the attachment on his prosthesis, as his check may have dislodged the latching mechanism; that he would brief his co-pilots about the possibility of a similar event; and that they should be ready to take control at any time.