

AAIB Bulletin No: 4/95

Ref: EW/G95/01/11

Category: 1.1

Aircraft Type and Registration: Dornier DO.228-202K, G-BVTY

No & Type of Engines: 2 TPE331 turboprop engines

Year of Manufacture: 1989

Date & Time (UTC): 26 January 1995 at 1617 hrs

Location: London City Airport

Type of Flight: Public Transport

Persons on Board: Crew - 3 Passengers - None

Injuries: Crew - None Passengers - N/A

Nature of Damage: Fuselage frames 18 and 19 damaged beyond repair, surrounding skin wrinkled and enclosed window cracked; main landing gear damaged (MLG): subsequently would not retract; right MLG brake pack damaged; right MLG tyre burst

Commander's Licence: Airline Transport Pilot's Licence

Commander's Age: 49 years

Commander's Flying Experience: 6,688 hours (of which 82 were on type)
Last 90 days - 76 hours
Last 28 days - 39 hours

Information Source: Aircraft Accident Report Form submitted by the pilot

The aircraft was landing on Runway 28 at London City Airport having flown from Humberside. The wind was 330°/16 gusting 32 kt. Following what the pilot considers to have been a normal flare at $V_{ref} + 10$ kt, at a height of 3 to 5 feet, as he closed the power levers the aircraft suddenly dropped very heavily, right wheel first, onto the runway. The right tyre burst and the pilot became aware of a rumbling vibration as he continued the roll out to the 'B' turn off, where the airport fire services were waiting, having been alerted by ATC who had noticed the tyre burst. The pilot then shut down the engines.

An engineer was sent from the operator's base at Humberside with a spare wheel. It was dark by this time and he inspected the aircraft by torch light. Much of the undercarriage assembly was covered by fairings and there was no obvious damage to it. The engineer noticed a cracked window in the cabin but he considered that it did not affect the airworthiness of the aircraft and so he declared it fit to return to Humberside. After takeoff from London City Airport, it was discovered that the landing gear would

not retract but the engineer, who was on board, considered this may have been due to a faulty microswitch which could have been damaged by the heavy landing. In this condition the aircraft was then flown from Humberside to Fair Oaks where a heavy landing check was conducted by the maintenance organisation and the damage discovered.

The operating company did report this accident but it was subsequently reported to the CAA area surveyor's office by the maintenance organisation conducting the heavy landing check.