

No: 5/83

Ref: EW/C825/01

Aircraft: DHC C6-310 Twin Otter G-STUD (light twin turbo-prop aircraft)

Year of manufacture: 1972

Date and time (GMT) 20 April 1983 at 1200 hrs

Location: Flotta aerodrome, Orkney Islands

Type of flight: Private charter

Persons on board: Crew - 2 Passengers - 10

Injuries: Crew - 2 (minor) Passengers - 5 (minor)

Nature of damage: Aircraft destroyed

Commander's Licence: Airline Transport Pilot's Licence

Commander's age: 42 years

Commander's total flying experience: About 9010 hours (of which 1503 hours were on type)

The aircraft was on a private charter flight from Aberdeen Airport to Flotta aerodrome, Orkney Islands, with a crew of two and ten passengers on board. The weather forecast for the flight was good, but with strong surface winds from the west, mean speed 25 knots with gusts. The aircraft took off from Aberdeen Airport at 1118 hours and was cleared for a Visual Flight Rules (VFR) flight to Flotta aerodrome. The cruise was normal and at 1153 hours the aircraft contacted Kirkwall Air Traffic Control and requested the latest Kirkwall weather conditions. This was passed as a surface wind of 260 degrees 28 knots gusting to 34 knots, with no significant weather, a visibility of 30 kilometres, and one okta of cloud at 1800 feet. At 1156 hours the aircraft contacted the Air/Ground station at Flotta aerodrome, reporting an estimated landing time of 1200 hours, and was informed that the surface wind was indicating 260 degrees at 24 knots. The runway orientation at Flotta aerodrome is 35/17, and the Commander elected to make a straight-in approach to runway 35. The flight crew reported that the approach was stable and that the landing touch down was normal. Shortly after the aircraft had touched down and the Commander had selected reverse power from the aircraft's propellers, the left wing started to rise. Although the Commander took full corrective action, the left wing continued to rise, and the right wing-tip contacted the ground. The aircraft then yawed and 'cartwheeled' before coming to rest, with both wings detached and the fuselage on its side, on soft moorland just outside the aerodrome boundary fence. There was no significant fire and the crew and passengers were able to vacate the aircraft with only minor injuries.

The Chief Inspector of Accidents has ordered an Inspector's Investigation into this accident.