

## ADDENDUM

### AAIB Bulletins 10/84 and 11/84

Foreign Object Damage to Pilatus Britten Norman BN2A Mk 3-2  
Trilander G-BDOS 24 August 1984

The aircraft was making a night flight from Stansted to Amsterdam and was cruising at FL50 near Ipswich. The pilot felt a bump then checked the aerodynamic controls which were satisfactory, and the flight was continued. Before arrival at Amsterdam the right engine controls were found to be seized and the engine was shut down by switching off the magneto switches.

When the aircraft was inspected after landing the left propeller was found to be damaged, the fuselage structure had been pierced by foreign objects, control runs for the right engine were bent, and damage had occurred to the aileron, and rudder trim cables. Unidentified objects were found in the cabin and were photographed, copies of which appeared in the AAIB Bulletin 11/84. The objects had penetrated the fuselage from left to right.

Recently the objects were identified by a reader of the Bulletin as being part of the speaker assembly of a Motorola MX 300 series hand held transceiver, and the manufacturers confirmed that the red metal housing with its coded numbers, were part of the speaker unit of an early mark of MX 320 transceiver. Certain members of the handling agent's staff carry Motorola MX320 hand held transceivers, and several of these transceivers have been missing from the inventory for some time.

The chief pilot of the operating company has since established that it is the practice of the handling agents to reverse the van along the left side of the aircraft to just short of the front of the left engine. The supervisor may on occasion assist in the loading of newspapers. The engine cooling air intake is approximately 65 inches above ground level and is quite capacious.

The operator's chief pilot also observed that the aircraft would have levelled off at its cruising height in the vicinity of Ipswich.