

**INCIDENT**

<b>Aircraft Type and Registration:</b>	Beech B200C Super King Air, G-SASD
<b>No &amp; Type of Engines:</b>	2 Pratt & Whitney Canada PT6A-42 turboprop engines
<b>Year of Manufacture:</b>	2005 (Serial no: BL-151)
<b>Date &amp; Time (UTC):</b>	10 October 2013 at 1050 hrs
<b>Location:</b>	Aberdeen Airport, Scotland
<b>Type of Flight:</b>	Commercial Air Transport (Passenger)
<b>Persons on Board:</b>	Crew - 2                      Passengers - 3
<b>Injuries:</b>	Crew - None                      Passengers - None
<b>Nature of Damage:</b>	Damage to both left main gear tyres
<b>Commander's Licence:</b>	Airline Transport Pilot's Licence
<b>Commander's Age:</b>	57 years
<b>Commander's Flying Experience:</b>	16,130 hours (of which 3,667 were on type) Last 90 days - 60 hours Last 28 days - 10 hours
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot

The aircraft was conducting an air ambulance flight from Lerwick to Aberdeen with five persons on board, including a stretcher patient. The touchdown at Aberdeen was normal and full reverse-thrust was selected initially. As the aircraft approached the E3 exit it started to veer to the right and the pilot became aware that it was not slowing down normally. The aircraft veered onto the grass and came to a halt after about 50 m.

When engine ground runs were performed later that day, the left engine immediately accelerated to maximum torque. The left engine Fuel Control Unit (FCU) was suspected to be faulty and was replaced.

The FCU was shipped to the manufacturer in Quebec and stripped in the presence of a representative from the Transportation Safety Board of Canada. Debris was obstructing the Py orifice which would have had the effect of increasing the fuel flow, which was consistent with the observed symptoms. The debris was identified as being organic and metallic, but the source of the debris could not be determined.