

## AIRCRAFT ACCIDENT REPORT No. 3/93

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### REPORT ON THE ACCIDENT TO LOCKHEED 1011 TRISTAR, 9Y-TGJ, NEAR 'KIRN' VOR, GERMANY ON 9 MARCH 1992

The accident was notified to the Air Accidents Investigation Branch (AAIB) by Heathrow Police on Monday 9 March 1992 and, following agreement with the German authorities, the investigation began the same day.

The accident occurred when, on departure from Frankfurt Airport bound for St Lucia, the translating cowl of the No 1 engine thrust reverser became detached, struck the leading edge of the left horizontal stabiliser and fell to the ground. The commander subsequently shut down the engine and diverted to London Heathrow Airport where an uneventful overweight landing was made. The aircraft had had two previous malfunctions of the No 1 engine thrust reverser system.

The report concludes that, the ground engineer took actions which were not supported by his knowledge of the aircraft and, unrealised by him, were not mandated by the master minimum equipment list (MMEL). The ground engineer's supervisors failed to identify that an incorrect procedure had been followed although he had communicated his actions clearly to them. Damage became evident which was probably an indication of progressive cowl failure but it was not recognised as such.

Two Safety Recommendations have been made to the CAA concerned with the handling and routing of aircraft in emergency situations:-

- a It is recommended that the CAA require that, when an aircraft in an emergency situation is required or requested to divert to an airfield other than that at which the commander has elected to land, he should be apprised of the reason for that requirement or request.
- b It is recommended that the CAA take action to advise the appropriate agencies that when selecting the route for an aircraft in an emergency the avoidance of densely populated areas should be a primary consideration; when appropriate, and subject to the agreement of the aircraft commander a diversion to an alternate runway or airfield should be considered.