

AIRCRAFT ACCIDENT REPORT 3/95

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ACCIDENT TO VICKERS VISCOUNT 813, G-OHOT NEAR UTTOXETER, STAFFORDSHIRE ON 25 FEBRUARY 1994

The accident occurred when the aircraft, which was engaged on a freight (packages) flight from Edinburgh to Coventry, encountered severe icing conditions which resulted in the sequential loss of three engines. Only the No 2 engine was re-started successfully and the remainder of the flight was conducted on the two left-hand engines alone. An emergency was declared and Birmingham Airport was nominated as the intended diversion, although East Midlands airport was nearer. The aircraft was unable to maintain height and latterly the commander was unable to control the aircraft in yaw. The aircraft struck the ground and an intense fire consumed the cabin section between the rear of the flight deck and the front of the empennage. The commander did not survive the impact, but the seriously injured first officer was assisted from the flight deck wreckage by two bystanders and taken to hospital. There were no other crew members or passengers.

The following causal factors were identified:

- a. Multiple engine failures occurred as a result of flight in extreme icing conditions.
- b. Incomplete performance of the emergency drills by the crew, as a result of not referring to the Emergency Checklist, prejudiced the chances of successful engine re-starts.
- c. Crew actions for securing and re-starting the failed engines, which were not in accordance with the operator's procedures, limited the power available. The drag from the unfeathered propellers of the two failed engines and the weight of the heavily iced airframe resulted in a loss of height and control before the chosen diversion airfield could be reached.
- d. Poor Crew Resource Management reduced the potential for emergency planning, decision making and workload sharing. Consequently, the crew had no contingency plan for the avoidance of the forecast severe icing conditions, and also was unaware of the relative position of a closer diversion airfield which could have been chosen by making more effective use of air traffic services.

Two safety recommendations have been made, one dealing with the need to remind all pilots of the correct procedures to be used when making distress radio calls and one dealing with research into the optimum presentation of emergency information on the flight deck.