**SERIOUS INCIDENT**

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| **Aircraft Type and Registration:** | Britten-Norman BN2A Mk III-2 Trislander, G-RLON |
| **No & Type of Engines:** | 3 Lycoming O-540-E4C5 piston engines |
| **Year of Manufacture:** | 1975 (Serial no: 1008) |
| **Date & Time (UTC):** | 11 October 2013 at 1645 hrs |
| **Location:** | En route Jersey to Guernsey |
| **Type of Flight:** | Commercial Air Transport (Passenger) |
| **Persons on Board:** | Crew - 1 Passengers - 15 |
| **Injuries:** | Crew - None Passengers - None |
| **Nature of Damage:** | Cowling partially unsecured, minor damage to cowling and propeller blades |
| **Commander's Licence:** | Airline Transport Pilot's Licence |
| **Commander's Age:** | 54 years |
| **Commander's Flying Experience:** | 14,584 hours (of which 1,008 were on type)<br>Last 90 days - 179 hours<br>Last 28 days - 41 hours |
| **Information Source:** | Aircraft Accident Report Form submitted by the pilot |

**Summary**

Following an uneventful flight to Guernsey it was found that the cowling on the rear (No 2) engine had become partially detached as a result of the failure of one of the fasteners. This had allowed movement of the upper half of the cowling such that it had contacted the propeller, causing minor damage to the blades.

**Incident details**

Following an uneventful flight from Jersey the passengers were disembarking from G-RLON when the ground staff noticed that the cowling on the rear (No 2) engine had become partially detached. The commander was informed and he stated that he had noted nothing untoward during the pre-flight walk around; the aircraft handling and indications had been normal during the flight, with no abnormal noise or vibrations apparent.

**Investigation**

Photographs of the front of the centre engine are shown on the next page.

It can be seen that the cowling is made up of upper and lower fibreglass 'clamshells'. It was apparent that the front right hand fitting on the lower section had pulled out of the fibreglass and was missing. The resultant loss of structural rigidity would have allowed movement to occur in the upper cowling, which probably accounted for two clips, securing the upper

*Photos: Aurigny Air Services Ltd*

and lower sections together, having become undone on the right-hand side. The degree of movement was such that the upper cowling had made light contact with the propeller blades, leaving rub marks on them that subsequently required repair.

The organisation conducting the repairs to the aircraft commented that it was not unusual for cracks to appear in the cowlings of aircraft of this age, although this was the first that had resulted in the loss of one of the front fastener fittings. In the absence of the fitting it was not possible to establish the mechanism that led to the failure. A fleet check was not considered necessary, as engine cowling security is covered by the Daily Inspection.

The operator stated that the details of this event will be added to their continuation training syllabus.