

No: 7/91

Ref: EW/G91/04/09

Category: 1a

**Aircraft Type and Registration:** Vanguard 953C, G-APEP  
**No & Type of Engines:** 4 Rolls-Royce Tyne 506 turbo-prop engines  
**Year of Manufacture:** 1961  
**Date & Time (UTC):** 17 April 1991 at 2034 hrs  
**Location:** Birmingham Airport  
**Type of Flight:** Public Transport  
**Persons on Board:** Crew - 2 Passengers - None  
**Injuries:** Crew - None Passengers - N/A  
**Nature of Damage:** Both right-hand mainwheel tyres burst; damage to landing gear door and No 3 engine nacelle.  
**Commander's Licence:** Airline Transport Pilot's Licence  
**Commander's Age:** 45 years  
**Commander's Flying Experience:** 8,168 hours (of which 638 were on type)  
**Information Source:** Aircraft Accident Report Form submitted by the pilot and company reports on the accident.

The aircraft departed Belfast (Aldergrove) Airport at 1940 hrs, on a flight to Birmingham, with the First Officer as handling pilot. The weather on arrival at Birmingham was reported as;

Surface wind	360°/7 kt
Visibility	20 km
Cloud	1 okta at 2500 feet
Temperature	+ 4°C.

Radar vectors were given to the downwind position on runway 33, and the First Officer elected to carry out a visual approach. The Commander agreed with the decision and ATC approval was given. On completion of the final turn, the aircraft was seen to be correctly positioned on the glidepath, by reference to both the VASI's and the ILS glideslope indicator. At, or shortly before, the flare, the Commander became concerned about the way the final part of the approach had developed. He took control of the aircraft and carried out the landing. Shortly after touchdown, as the nosewheel was lowered onto the runway, control was returned to the First Officer. The Commander then selected

ground idle. At, or about, this time severe vibration was experienced which was, at first, attributed to nosewheel shimmy. The aircraft came to a halt in a right wing down attitude and the Commander realised that the right-hand tyres had burst. This was confirmed by ATC and, after radio contact had been established with the Airport Fire Service, the aircraft was shut down and evacuated on the runway.

Inspection by company engineers, both at Birmingham and at the base facility, revealed no defect in the landing gear and brake systems. The Commander, in his report to the AAIB gave his assessment of the cause of the accident as a "probable brake application".

The aircraft took off from a farm strip at approximately 1600 hours for a local flight. The weather was fine with a light south westerly wind, a temperature of +1°C and the ground was snow covered. After take-off, the aircraft flew in the local area for some minutes observed by witnesses at the strip which they estimated between 50 feet to 200 feet. The engine was then heard to splutter and the aircraft began to descend. When close to the ground, the engine was heard to splutter again and the aircraft began to climb. It then struck some high voltage power cables which caused the left wing to drop approximately 20 feet above ground level. The aircraft missed the left wing cables but fell in a snow covered field some 100 metres beyond the power cables. The propeller severed with sign of rotation at impact. Both occupants were wearing full restraint harness which held on impact. There was no fire but both occupants sustained serious injuries, mainly to the face and head, although the pilot also suffered chest and pelvic injuries. Neither the pilot nor his passenger have any recollection of the circumstances of the accident.