

**SERIOUS INCIDENT**

<b>Aircraft Type and Registration:</b>	Beech 200C Super King Air, G-NIAB
<b>No &amp; Type of Engines:</b>	2 Pratt & Whitney Canada PT6A-41 turboprop engines
<b>Year of Manufacture:</b>	1980 (Serial no: BL-16)
<b>Date &amp; Time (UTC):</b>	29 August 2017 at 0955 hrs
<b>Location:</b>	10 nm south of Belfast International Airport
<b>Type of Flight:</b>	Commercial Air Transport (Passenger)
<b>Persons on Board:</b>	Crew - 1                      Passengers - 2
<b>Injuries:</b>	Crew - None                      Passengers - None
<b>Nature of Damage:</b>	Burnt out flap control motor
<b>Commander's Licence:</b>	Commercial Pilot's Licence
<b>Commander's Age:</b>	47 years
<b>Commander's Flying Experience:</b>	1,866 hours (of which 894 were on type) Last 90 days - 113 hours Last 28 days - 34 hours
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot

After departure from Belfast International Airport, the pilot and passengers became aware of an unusual smell in the cabin, reminiscent to that of a solvent. As a precaution, the pilot donned his oxygen mask, declared a PAN and prepared to return to Belfast.

When configuring the aircraft to land, the pilot found that the flaps would not deploy when selected. He performed a successful flapless landing, taxied to the apron and shut down the aircraft.

Subsequent examination of the aircraft identified that the flap motor circuit breaker had tripped and the flap motor had burnt out. The failure of the flap motor was likely to have caused the unusual smell. The cause was not established; however, the maintenance organisation commented that flap motor failure is not uncommon on this type of aircraft.