

**ACCIDENT**

<b>Aircraft Type and Registration:</b>	Cessna 402, VP-AAK	
<b>No &amp; Type of Engines:</b>	2 Continental TSIO-520-EB engines	
<b>Year of Manufacture:</b>	1974 (Serial no: C402B)	
<b>Date &amp; Time (UTC):</b>	7 August 2023 at 1757 hrs	
<b>Location:</b>	Anguilla Airport, Anguilla	
<b>Type of Flight:</b>	Commercial Air Transport	
<b>Persons on Board:</b>	Crew - 1	Passengers - None
<b>Injuries:</b>	Crew - None	Passengers - N/A
<b>Nature of Damage:</b>	Damage to right propeller and right wing	
<b>Commander's Licence:</b>	Commercial Pilot's Licence	
<b>Commander's Age:</b>	52 years	
<b>Commander's Flying Experience:</b>	5,747 hours (of which 1,911 were on type) Last 90 days - 110 hours Last 28 days - 34 hours	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot	

The pilot reported that, after departure, he heard a “high pitched whistling sound” coming from the crew door. He diagnosed that it came from the external handle not sitting flush, although the door was securely closed. The pilot elected to return to the airfield to restow the handle. As the aircraft approached the flare it experienced what the pilot described as a “strong windshear/downdraft” which resulted in a heavy landing on the nosewheel and right main landing gear. The heavy landing caused the right propeller to strike the ground and the right wing failed adjacent to the engine cowling (Figure 1).



**Figure 1**  
VP-AAK at the side of Runway 11

The pilot was able to steer the aircraft to the edge of the runway and vacate the cockpit without assistance. The reported weather at 1800 hrs, three minutes after the accident, gave a recorded wind velocity of 110°/14 kt, with visibility greater than 10 km and there were towering cumulus and cumulonimbus clouds in the vicinity of the airfield. While the pilot was aware of the cumuliform clouds in the vicinity of the airport, he had not expected them to cause windshear and was unable to prevent the heavy landing that ensued.