

AIRCRAFT ACCIDENT REPORT NO 10/88

REPORT ON THE ACCIDENT TO CESSNA 441 G-MOXY ON 26 APRIL 1987 AT BLACKBUSHE AIRPORT

The Inspector's report on this accident was published in March 1989 and copies are now available from HMSO bookshops and accredited agents.

The accident occurred at Blackbushe airfield following a go-around from an approach to land on runway 26. The aircraft appeared to begin the go-around normally but was then seen to bank to the left and start turning left. The turn continued through 135° of heading, at a low height, with the bank angle increasing progressively, until the aircraft crashed into trees, semi-inverted, approximately 550 metres from the runway 26 threshold. The reason for the initiation of the go-around was an unsafe main landing gear indication caused by a defective microswitch. The reason for the subsequent loss of control could not be determined.

The effectiveness of the investigation was considerably reduced by the lack of flight recorders. There was no evidence of pilot incapacitation. Extensive examination of the wreckage revealed no flap or flying control malfunction, neither was there any evidence of failure of either engine or propeller control mechanism. The curved flight path of the aircraft from go-around to impact and progressive increase in bank angle suggest that an asymmetric thrust condition was most probable.

The report recommended that:

The Civil Aviation Authority should initiate action to re-appraise the stability margins of the engine control systems, involving operation in all modes, but particularly at high power under limiting conditions, both with and without the synchrophaser.

The Department of Transport should require that all multi-engined turbine powered public transport aircraft should, where possible, be fitted with a flight data recorder and a cockpit voice recorder, in accordance with the recommendations contained in Annex 6 to the Convention on International Civil Aviation.