Safety Regulation Group
Safety Information and Data Department

Follow-up Action on Occurrence Report

SERIOUS INCIDENT TO BEECH B200 KING AIR, G-PCOP, IN SCOTTISH TMA ON 28 MARCH 2006

CAA FACTOR NUMBER	:	F21/2007
FACTOR PUBLICATION DATE	:	10 July 2007
OPERATOR	:	Private
CAA OCCURRENCE NUMBER	:	2006/02397
AAIB REPORT	:	Bulletin 6/2007

SYNOPSIS

From AAIB Report:
After takeoff and whilst in IMC, the commander noticed a gradual and progressive loss of information on his flight instruments, followed by a loss of radio communications. The commander concluded that the aircraft had suffered a major avionics failure. When ATC became aware of the loss of communications, they arranged for an RAF Tornado aircraft to intercept G-PCOP. While attempting to guide the aircraft below cloud, the RAF crew saw it enter cloud in an apparently uncontrolled fashion and they transmitted a 'MAYDAY RELAY' message. However G-PCOP re-appeared from the cloud. Eventually G-PCOP descended to VMC below cloud and landed at RAF Leuchars.

On the ground, with an electrical source attached to the aircraft, the instruments and radios worked correctly. The next day, after inspection, the aircraft was ferried by another pilot to Blackbushe for further examination. This revealed damage to the outer wing skins and wing leading edges. The damage to the aircraft was characteristic of it having been subjected to abnormally high flight loads and the outer wing panels had to be replaced. Despite extensive investigation, no defects were found with the electrical generation and distribution systems of the aircraft. Recommendations were made relating to information in the Airplane Flight Manual and to the certification standards of the aircraft.

FOLLOW UP ACTION

The one Safety Recommendation made by the AAIB following their investigation is reproduced below together with the CAA's response.

Recommendation 2007-022

The Raytheon Aircraft Company should amplify the information in the Beech 200 series Airplane Flight Manual to reflect that the generators can be reset regardless of battery voltage but they cannot be reset if the IGNITION AND ENGINE START switches are in the ON position.

CAA Response

This Recommendation is not addressed to the CAA.

CAA Status - Closed