

Aircraft type and registration:	Britten-Norman BM2A Mk3-2 Trislander G-BDOS (light three engined fixed wing transport aircraft)	
Year of Manufacture:	1976	
Date and time (GMT):	24 August 1984 at 0055 hrs	
Location:	Ipswich, Suffolk	
Type of flight:	Revenue Cargo	
Persons on board:	Crew — 1	Passengers — Nil
Injuries:	Crew — Nil	Passengers — N/A
Nature of damage:	Substantial	
Commander's Licence:	Airline Transport Pilot's Licence	
Commander's Age:	not known	
Commander's total flying experience:	2488 hours (of which 171 hours were on type)	
Information Source:	Aircraft Accident Report Pro-forma submitted by the pilot.	

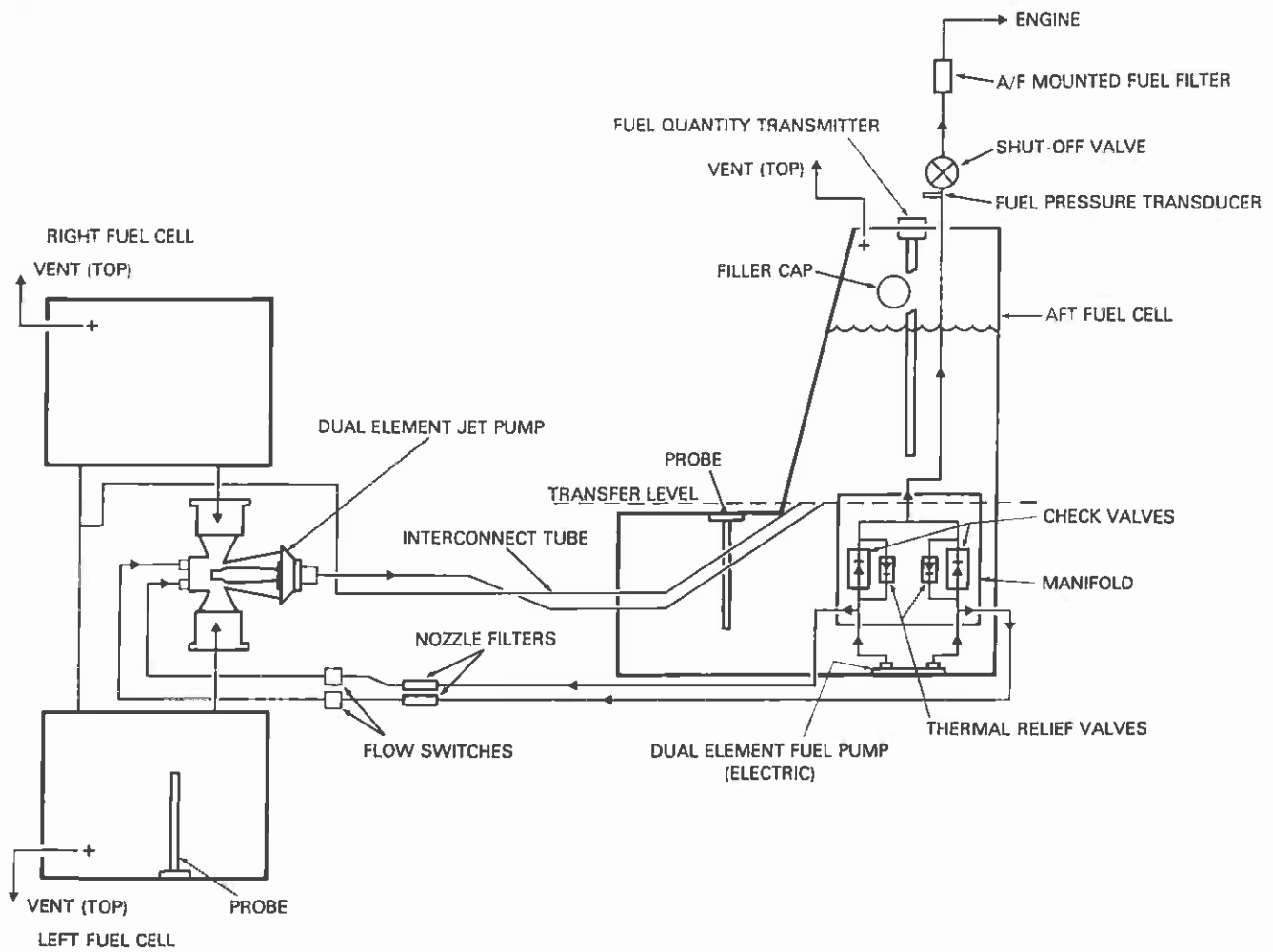
The aircraft was on a flight from Stansted to Amsterdam, at night, and cruising at FL50. In the vicinity of Ipswich and in slight turbulence, the pilot felt an unusual movement or 'bump' through the aircraft's controls. He checked the aerodynamic controls which responded satisfactorily, and as there was no sign of damage the flight was continued.

At approximately 40nm from Amsterdam the right engine controls were found to have seized and an asymmetric landing was carried out with a windmilling right propeller, and the engine shut down using the magneto switches.

After landing, substantial damage to the left propeller, controls runs, cables including the right engine controls and holes in the fuselage were found. Metallic objects, foreign to the aircraft were found in the fuselage, and have yet to be identified. It is thought that the object struck the left propeller and parts of the object went through the fuselage and wing roots.

The Meteorological Office do not recognise the debris as being part of their radio sonde equipment, and an examination of a recording of Eastern Radar coverage at the appropriate time, indicates that there were no other aircraft or identifiable objects in the area.

Further inquiries into the origin and identity of these foreign objects are being pursued.



BELL 206 L-1 LONGRANGER FUEL SYSTEM DIAGRAM