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| Aircraft type and registration:      | Pilatus Britten Norman BN2A-26 Islander G-BEEG (light, twin engined fixed wing aircraft) |
| Year of Manufacture:                 | 1979                                                                                     |
| Date and time (GMT):                 | 31 December 1983 at 1312 hrs.                                                            |
| Location:                            | Aberdeen Airport                                                                         |
| Type of flight:                      | Non-scheduled passenger (Air Ambulance Flight)                                           |
| Persons on board:                    | Crew — 1                  Passengers — 2                                                 |
| Injuries:                            | Crew — Nil                  Passengers — Nil                                             |
| Nature of damage:                    | Starboard main undercarriage slewed through 90°                                          |
| Commander's Licence:                 | Airline Transport Pilot's Licence                                                        |
| Commander's Age:                     | 49 years                                                                                 |
| Commander's total flying experience: | 5500 hours (including 1700 hours on type)                                                |
| Information Source:                  | Accident Report Pro-forma completed by the Company                                       |

Following an uneventful flight from Tingwall, Shetland to Aberdeen, the aircraft made a normal landing. Towards the end of the landing roll, the starboard undercarriage wheel assembly slewed through 90°, thereby preventing the aircraft from being taxied. It was subsequently found that the torque linkage had separated due to the detachment of the right hand nut from the bolt that held the torque links together.

An examination of the bolt was conducted by the undercarriage manufacturer, who discovered that the bolt threads had been stripped due to a load applied in a direction parallel with the bolt axis, i.e. there was no circumferential or bending component. It was not possible to determine the origin of such a load, although it was considered likely that one wheel of the two-wheeled assembly had struck an obstruction or a rut at some time in the recent past.