

PRELIMINARY REPORT

HCL 37/02	Incident		
Aircraft Type:	Cessna 404	Aircraft Registration:	TF-JVG
Engine(s):	2 Continental GTSIO-520-M	Type of Flight:	Air Taxi, IFR
Crew:	2 – no injuries	Passengers:	9 – no injuries
Place:	App. 30 nm West of Kulusuk Airport (BGKK) at FL 130	Date and Time:	01.08.2002 1441 UTC

Notification

Air Traffic Management at Copenhagen Airport, Kastrup (EKCH), notified the Danish Aircraft Accident Investigation Board (AAIB) on August 1, 2002, at 1700 hrs.

The Icelandic AAIB and the International Civil Aviation Organisation (ICAO) were notified on August 12, 2002.

The Icelandic AAIB has in accordance with ICAO Annex 13 appointed an accredited representative for the investigation.

History of flight

The flight, during which the incident occurred, was an air taxi flight from Keflavik (BIRK) in Iceland to Nuuk (BGGH) in Greenland.

The aircraft departed BIRK at 1157 hrs. The flight was uneventful until approaching the east coast of Greenland near Kulusuk Airport (BGKK).

Approaching Kulusuk, the aircraft was exposed to icing conditions and the flight crew requested clearance to climb to FL120 and later FL130 in order to get on top of clouds. At 1431 hrs still in clouds, the aircraft passed overhead NDB DA (377 KHz) at FL130.

At approximately nine minutes later, the flight crew experienced that the left engine began to run rough. The aircraft yawed to the left and lost altitude. Consequently, the flight crew requested diversion to BGKK. Still on a westerly course, the right engine started to run rough as well and partly quitted. The aircraft yawed to the left and right and the flight crew had difficulties in controlling the aircraft. The flight crew declared an emergency. Then the aircraft suddenly banked to the left in an uncontrollable diving descent.

The flight crew regained control of the aircraft just below the cloud base at approximately 2000 feet msl. At that time, the aircraft was positioned over the sea west of BGKK. No further incidents occurred and the aircraft continued under VMC inbound BGKK and landed at 1458 hrs.

Approximately half an hour later, an aircraft on a domestic flight departed BGKK. The flight crew reported icing conditions between 5000 and 11000 feet.

The incident occurred in daylight and under instrument meteorological conditions (IMC).

The Danish AAIB continues the investigation.