
Pilot incapacitation, ATR42-300, G-BXEG, 16 July 1996

Micro-summary: The captain of this ATR42 experienced progressive incapacitation during a flight.

Event Date: 1996-07-16 at 1645 UTC

Investigative Body: Aircraft Accident Investigation Board (AAIB), United Kingdom

Investigative Body's Web Site: <http://www.aaib.dft.gov/uk/>

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ATR42-300, G-BXEG, 16 July 1996

AAIB Bulletin No: 12/1996

Ref: EW/G96/07/17 Category: 1.1

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| Aircraft Type and Registration: | ATR42-300, G-BXEG |
| No & Type of Engines: | 2 Pratt & Whitney PW-121 turboprop engines |
| Year of Manufacture: | 1992 |
| Date & Time (UTC): | 16 July 1996 at 1645 hrs |
| Location: | Antwerp, Holland |
| Type of Flight: | Public Transport |
| Persons on Board: | Crew - 4 - Passengers - 15 |
| Injuries: | Crew - None - Passengers - None |
| Nature of Damage: | Deflation of left outer tyre and some damage to wheel rim |
| Commander's Licence: | Airline Transport Pilot's Licence |
| Commander's Age: | 63 years |
| Commander's Flying Experience: | 21,332 hours (of which 370 were on type) Last 90 days - 120 hours Last 28 days - 28 hours |
| Information Source: | Aircraft Accident Report Form submitted by the pilot and telephone inquiries by the AAIB |

The crew had operated the outbound sector from London Gatwick to Antwerp earlier in the day and commenced taxiing for the return sector after a turn-round of 45 minutes. The first officer reports that he became concerned while taxiing because the commander at one point brought the left wing of the aircraft close to a hangar. However, when this was queried the commander replied that everything was all right. Approaching a bend in the taxiway, the first officer was again concerned with the closeness of the aircraft to the grass verge and he brought this also to the commander's attention. The commander recollects the first officer pointing out the proximity of the verge and other obstacles but nonetheless he continued to turn the aircraft until he was advised by ATC that he had run over a lamp at the edge of the taxiway and that one of the tyres had deflated. After the passengers had disembarked, the first officer and flight attendant observed an apparent drowsiness and lack of coordination on the part of the commander and arranged for medical attention.

Subsequent medical diagnosis of the commander revealed a condition which was likely to have caused his distraction at the time of the incident.