

# Boeing 737-37Q, G-ODSK

**AAIB Bulletin No: 12/2000 Ref: EW/G2000/07/09 Category: 1.1**

<b>Aircraft Type and Registration:</b>	Boeing 737-37Q, G-ODSK
<b>No &amp; Type of Engines:</b>	2 CFM56-3C1 turbofan engines
<b>Year of Manufacture:</b>	1997
<b>Date &amp; Time (UTC):</b>	17 July 2000 at 0600 hrs
<b>Location:</b>	Birmingham Airport
<b>Type of Flight:</b>	Public Transport
<b>Persons on Board:</b>	Crew - N/A - Passengers - N/A
<b>Injuries:</b>	Crew - N/A - Passengers - N/A
<b>Nature of Damage:</b>	Damage to rear right fuselage
<b>Commander's Licence:</b>	Airline Transport Pilot's Licence
<b>Commander's Age:</b>	41 years
<b>Commander's Flying Experience:</b>	6,200 hours (of which 2,000 were on type) Last 90 days - 80 hours Last 28 days - 30 hours
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot and report by the airport services company

Whilst the passengers were boarding, the commander felt a jolt through the airframe. He carried out an external inspection and found damage to the rear right fuselage skin just aft of the rear cargo door. A 'baggage' truck was parked nearby and the driver acknowledged that his vehicle had impacted the aircraft.

The driver of the vehicle stated that he had approached the aircraft from the rear with the intention of stopping near the aircraft baggage hold. He was driving slowly but found the vehicle difficult to turn and was unable to stop before hitting the aircraft. A subsequent airport investigation confirmed the serviceability of the vehicle but also confirmed that it was difficult to steer and that the brake pedal was in an unusually high position. The electrical 'baggage' truck involved is no longer used near aircraft. The investigation also found that there was very little direct training given to drivers on how to approach aircraft; additional training has now been allocated to new personnel.