

**No:** 8/89

**Ref:** EW/G89/06/18

**Category:** 1a

**Aircraft Type  
and Registration:**

BAe. 146-100, G-BKHT

**No & Type of Engines:**

4 Lycoming ALF 502 turbofan engines

**Year of Manufacture:**

1983

**Date and Time (UTC):**

26 June 1989 at 0905 hrs

**Location:**

Amsterdam Schipol Airport

**Type of Flight:**

Airline Scheduled Pax

**Persons on Board:**

Crew - 5                      Passengers - 83

**Injuries:**

Crew - None                      Passengers - None

**Nature of Damage:**

Nose wheel leg broken off, skin wrinkled and holed in the area of the nose wheel bay

**Commander's Licence:**

Airline Transport Pilot's Licence

**Commander's Age:**

37 years

**Commander's Total  
Flying Experience:**

8,015 hours (of which 172 were on type)

**Information Source:**

Aircraft Accident Report Form submitted by the pilot

The aircraft was standing beside the air jetty, with all passengers and baggage loaded and doors closed. There was a tug positioned in front of the nose of the aircraft and the commander, wishing to ensure that everything was ready for the planned push-back at 0915 hrs, attempted to contact the ground engineer on the intercommunication system provided for that purpose. This was unsuccessful, but the engineer then appeared at the side of the aircraft wearing his headset, which was not plugged into the aircraft.

The commander attracted the engineer's attention by sounding the ground-call horn and indicated to him, by pointing at his own microphone, that he wished to speak to him. The engineer then walked back towards the nose of the aircraft and disappeared from the commander's sight. Assuming that the engineer had gone to plug in his headset, the commander again tried to speak to him on the intercom, but there was no reply. There was then a slight bump, typical of a tug being coupled to the aircraft, followed a few seconds later by several violent pushes from the tug, culminating in a loud bang from underneath the cockpit, the illumination of the nose gear unsafe light and the sounding of the associated warning horn. The nose of the aircraft then settled to the ground such that the under side of the fuselage was resting on the two nose wheels.

When the nose of the aircraft had been supported on an airbag and was stable, the passengers disembarked from the rear door without event.

The commander has stated that, at the time of this accident, the rotating beacon was not switched on and he had neither begun the 'Pre-start' checklist nor requested clearance from ATC to push back the aircraft off the stand.

It is reported that the engineer subsequently said that the commander had given him the 'brakes off' signal. The commander however states that, whilst pointing with one finger to his microphone in the attempt to persuade the engineer to plug in his headset, the remainder of his hand was firmly clenched. The significance of this statement is that the accepted manual signal from the commander, for the engineer to effect 'pushback', is to present a clenched hand which is then opened to a flat hand, indicating that the brakes are released and thereby implying that pushback may begin. This must be acknowledged by the engineer repeating the signal. On this occasion, no such signal was acknowledged by the engineer.

Subsequent examination of the aircraft revealed that the nose gear leg had broken off in the area of the steering box and that the fuselage skin had been wrinkled by contact with the tyres and punctured by the nose gear torque link. The nose gear leg was replaced at Amsterdam and the aircraft was ferried back to its base at Gatwick.