

**AAIB Bulletin No: 8/93**

**Ref: EW/G93/06/13**

**Category: 1a**

**Aircraft Type and Registration:** Boeing 737-400, G-BUHL

**No & Type of Engines:** 2 CFM 56-3 turbofan engines

**Year of Manufacture:** 1991

**Date & Time (UTC):** 19 June 1993 at about 0900 hrs

**Location:** Manchester Airport

**Type of Flight:** Public Transport

**Persons on Board:** Crew - 7                      Passengers - 68

**Injuries:** Crew - 1 Serious              Passengers - None

**Nature of Damage:** None

**Commander's Licence:** Airline Transport Pilot's Licence

**Commander's Age:** 49 years

**Commander's Flying Experience:** 11,496 hours (of which 808 were on type)  
Last 90 days - 130 hours  
Last 28 days - 23 hours

**Information Source:** Aircraft Accident Report Form submitted by the pilot and subsequent AAIB inquiries

The aircraft was parked on stand A48 at Manchester Airport; the passengers had boarded and preparations were being made for departure. Some last minute catering additions had been delivered through the service door at the rear right of the aircraft and the vehicle had left. Both rear cabin doors were open and a cabin attendant went first to the right one to close it. Unfortunately she fell out of the door and onto the ground below; she suffered serious injuries and was taken to a local hospital. There were no witnesses to the event either inside or outside the aircraft.

Stand A48 is orientated approximately east and the aircraft was nose into it; the surface wind was 240°/10 kt and the commander reported that it appeared to be gusting when he made his external check of the aircraft.

The door is smaller than a passenger door and is hinged at the front. To close the door the attendant would stand with her right foot on the sill facing forward. A grab handle on the door is held with the right hand and a small button by the top hinge is pressed with the left hand; it is normally necessary to push forward slightly with the right hand so that the door moves to release a catch and allow the button

to be fully depressed. The left hand is then moved to a grab handle on the frame prior to pulling the door closed with the right hand. The cabin attendant involved was very experienced and there was no evidence to suggest that she had not used the correct procedure. A post accident inspection of the door area revealed no obstruction over which she could have tripped and there were no fluids on the floor which could have caused her to slip.