

INCIDENT

Aircraft Type and Registration: Boeing 757-236, G-BPEC

No & Type of Engines: 2 Rolls Royce RB211-535E4 turbofan engines

Year of Manufacture: 1990

Date & Time (UTC): 28 June 1993 at 1555 hrs

Location: Between London Gatwick Airport and Corfu Airport

Type of Flight: Public Transport

Persons on Board: Crew - 9 Passengers - 233

Injuries: Crew - None Passengers - None

Nature of Damage: Damage to hydraulic servicing access door

Commander's Licence: Airline Transport Pilot's Licence

Commander's Age: 54 years

Commander's Flying Experience: 12,500 (of which 127 were on type)
Last 90 days - 92 hours
Last 28 days - 8 hours

Information Source: Aircraft Accident Report Form submitted by the pilot and
AAIB enquiries

The aircraft was operating on a service from Gatwick to Corfu. Shortly after the flaps were retracted on departure from Gatwick, and as the indicated airspeed passed through 260 to 270 kt, a slight airframe buffet was felt. However, this ceased as the flight continued.

Upon later inspection of the aircraft after its arrival at Corfu it was observed that the forward half of the hydraulic servicing access door was missing. There was no other damage to the aircraft. The missing half of the door was not recovered, however it was considered that the damage to the door, which was of composite construction, was due to failure of the latch assemblies. The door is approximately 60 inches by 30 inches, and the missing portion was about 18 inches by 12 inches.

The Boeing Commercial Airplane Group has issued Service Bulletin 757-52-0051 on this subject. This states:

"The H2989-1 latch assembly on access doors in the wing/body fairing has a swivel pad on the pin assembly. The configuration of the latch assembly and the latch striker gives the clearance between the swivel pad and the fairing.

When an access door is opened or closed, the pin assembly can hit the fairing. This can cause the swivel pad on the pin assembly to break off. This permits edges of the access door to be in the airflow during flight and can cause loss of the access door."

Without recovery of the missing parts it was not possible to confirm that the above damage had caused the door detachment, but the operator has initiated a fleet check to inspect the associated latches.