

AAIB Bulletin No: 9/95

Ref: EW/G95/08/07

Category: 1.1

Aircraft Type and Registration: BAC 1-11 520FN, G-OBWC

No & Type of Engines: 2 Rolls-Royce Spey 512-14DW turbojet engines

Year of Manufacture: 1970

Date & Time (UTC): 4 August 1995 at 1855 hrs

Location: Stand B22 at London Stansted Airport

Type of Flight: Public Transport

Persons on Board: Crew - 5 Passengers - None

Injuries: Crew - None Passengers - N/A

Nature of Damage: Damage to aircraft skin and frame structure

Commander's Licence: Not relevant

Commander's Age: Not relevant

Commander's Flying Experience: Not relevant

Information Source: Reports submitted by company and handling agents, and AAIB enquiries

The aircraft was parked on Stand B22; the passengers had disembarked and the crew were completing their post-flight duties when they felt the aircraft lurch violently. A Charlotte tug with a baggage dolly hooked to the rear of it had struck the aircraft on the lower part of the right forward fuselage between the baggage hold door and the forward service door. Subsequent inspection revealed a skin puncture about 3 feet 6 inches long and between 1 and 10 inches wide. The ramp surface condition was dry and the ambient lighting was good. No one was injured in the accident.

The tug and dolly had been manoeuvring from the rear hold to position by the forward hold door. When the tug had passed clear of the right wing the driver started a wide left turn to approach the hold from the nose of the aircraft. As the tug neared the hold the driver braked but not enough to prevent the tug hitting the forward fuselage. A subsequent inspection of the tug revealed no mechanical defect which would have contributed to the accident. The driver had completed his ramp training in June 1995.