

Boeing 737-4Q8, G-OBMO

AAIB Bulletin No: 2/97 Ref: EW/G96/11/08 Category: 1.1

Aircraft Type and Registration:	Boeing 737-4Q8, G-OBMO
No & Type of Engines:	2 CFM56-3C1 turbofan engines
Year of Manufacture:	1992
Date & Time (UTC):	21 November 1996 at 2023 hrs
Location:	Glasgow Airport
Type of Flight:	Public Transport
Persons on Board:	Crew - 7 - Passengers - 148
Injuries:	Crew - None - Passengers - None
Nature of Damage:	Tear in aircraft skin 14 ins long in area of water service panel
Commander's Licence:	Airline Transport Pilot's Licence
Commander's Age:	36 years
Commander's Flying Experience:	8,345 hours (of which 5,730 were on type) Last 90 days - 190 hours Last 28 days - 57 hours
Information Source:	Aircraft Accident Report Form submitted by the pilot and further enquiries by the AAIB

At the conclusion of a flight from London Heathrow, the aircraft was parked on Stand 25 and the passengers were disembarking when the fuselage shook. A water bowser vehicle was being reversed up to the fuselage so that servicing duties could be carried out when it struck the aircraft. Prior to the impact, the member of staff responsible for guiding the driver signalled that he should stop but the vehicle continued to reverse until it struck the aircraft fuselage causing a tear in the skin. The driver stated that he applied the brakes to stop the water bowser when he was signalled to do so but that the brakes failed to stop the vehicle.

The water bowser was subsequently checked and no fault was found with either the brakes or the clutch assembly. The driver was suspended from airside driving for two months and underwent full driver retraining.