

**AAIB Bulletin No: 3/93**

**Ref: EW/G92/12/08**

**Category: 1a**

**Aircraft Type and Registration:** Boeing 747-238B, G-VJFK

**No & Type of Engines:** 4 Pratt and Whitney JT9D-7J turbofan engines

**Year of Manufacture:** 1974

**Date & Time (UTC):** 13 December 1992 at 1215 hrs

**Location:** London Gatwick Airport

**Type of Flight:** Public Transport

**Persons on Board:** Crew - 18                      Passengers - 334

**Injuries:** Crew - None                      Passengers - None

**Nature of Damage:** Fuselage skin punctured left side between the 1L and 2L door sills

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

**Commander's Age:** 59 years

**Commander's Flying Experience:** 22,940 hours (of which 9,322 were on type)  
Last 90 days - 172 hours  
Last 28 days - 32 hours

**Information Source:** Aircraft Accident Report Form submitted by the pilot

The aircraft was parked on stand 15 at Gatwick Airport in preparation for a flight to Newark, New York. The flight crew had obtained push and start clearance from the ATC ground controller. The commander reports that, having established two way communication with the ground crew member on head set, he asked to be informed when they were ready for push back and if it was clear to start No. 4 engine. He was asked to wait until the tug driver returned to his cab. A few seconds later the ground crew member requested brake release prior to push back and reported that the area was clear for starting No. 4 engine. The aircraft moved back a short distance only before the ground crew reported that the push back was being stopped as the left side of the fuselage had contacted the jetty which was still adjacent to the left side of the aircraft.

Examination revealed that the aircraft fuselage skin was punctured between the 1 Left and 2 Left door sills. The passengers and crew disembarked via the normal exits and the aircraft was withdrawn from service for repairs to be carried out.