

# Boeing 767-336, G-BNWX, 3 September 1996

**AAIB Bulletin No: 12/1996**

**Ref: EW/G96/9/2 Category: 1.1**

<b>Aircraft Type and Registration:</b>	Boeing 767-336, G-BNWX
<b>No &amp; Type of Engines:</b>	2 Rolls-Royce RB211-524H-36 turbofan engines
<b>Year of Manufacture:</b>	1996
<b>Date &amp; Time (UTC):</b>	3 September 1996 at 0835 hrs
<b>Location:</b>	Stand A1, London Heathrow Airport
<b>Type of Flight:</b>	Public Transport
<b>Persons on Board:</b>	Crew - 13 - Passengers - 171
<b>Injuries:</b>	Crew - None - Passengers - None
<b>Nature of Damage:</b>	Minor damage to aircraft refuelling station
<b>Commander's Licence:</b>	Airline Transport Pilot's Licence
<b>Commander's Age:</b>	N/A
<b>Commander's Flying Experience:</b>	N/A
	Last 90 days - N/A
	Last 28 days - N/A
<b>Information Source:</b>	Air Safety Report submitted by the commander, information from the Metropolitan Police, Heathrow, and from the refuelling company

The aircraft was being prepared for departure on a scheduled service to Manchester. Passengers had been boarded and refuelling had been completed. The aircraft is equipped with a refuelling station on both wings, but the left wing station only had been used to uplift some 6,000 litres of fuel. The driver of the hydrant coupler type refuelling vehicle drove away from the aircraft but had overlooked the fact that a hose was still connected to the left wing refuelling station. The refuelling stations are equipped with a breakaway collar which sheared as intended in this case. There was also some minor damage to the refuelling panel door flange. There was no fuel spillage. The broken collar was replaced and the door was repaired before the aircraft departed.

Subsequent engineering inspection of the refuelling vehicle found that the Brake Interlock switch, which is intended to prevent the vehicle's brakes being released until the refuelling hose has been

correctly stowed, was defective. This was rectified and the vehicle was returned to service. A fleet check was also made on all the refuelling vehicles operated by the refuelling company.

The driver of the vehicle involved had commenced duty at 0700 hours that morning and had accomplished one previous refuelling operation prior to this accident. The restowing of the vehicle's aircraft bonding lead, normally the last procedure in the refuelling/disconnection process, had been correctly completed.