

# BAe ATP, G-BTPA

## AAIB Bulletin No: 7/97 Ref: EW/G96/12/10 Category: 1.1

<b>Aircraft Type and Registration:</b>	BAe ATP, G-BTPA
<b>No &amp; Type of Engines:</b>	2 Pratt & Whitney PW-126 turboprop engines
<b>Year of Manufacture:</b>	1988
<b>Date &amp; Time (UTC):</b>	24 December 1996 at 1000 hrs
<b>Location:</b>	Stand 22, Glasgow Airport
<b>Type of Flight:</b>	Public Transport
<b>Persons on Board:</b>	Crew - 4 - Passengers - None
<b>Injuries:</b>	Crew - None - Passengers - N/A
<b>Nature of Damage:</b>	Major to forward pressure bulkhead and fuselage frames
<b>Commander's Licence:</b>	Airline Transport Pilot's Licence
<b>Commander's Age:</b>	34 years
<b>Commander's Flying Experience:</b>	5,880 hours (of which 2,300 were on type) Last 90 days - 130 hours Last 28 days - 70 hours
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot and further enquiries by the AAIB

The passengers had disembarked on arrival at Glasgow after a scheduled flight from Manchester. A baggage loading vehicle was being reversed towards the forward hold door when it struck the aircraft's nose landing gear leg fairing, causing damage to the fairing hinges, lower fuselage skin and major internal damage to the aircraft's forward pressure bulkhead and fuselage frames.

Subsequent investigation by the airport operator revealed that the baggage vehicle's braking system was defective. The rear brakes on the vehicle were not working due to a failure of one of the tandem master cylinders which had defective seals causing loss of fluid. The rear brake drums were removed to enable further inspection. Mechanical brake components were also found to be seized on the offside rear axle. The vehicle's handbrake cable was also found to be defective, rendering the handbrake inoperative. The vehicle's driver therefore had no means of stopping the vehicle before the impact occurred.

The Operations Manager of the handling agency responsible for the operation of the vehicle has implemented improved defect reporting and monitoring procedures in order to help remove defective equipment from operational areas. At the time of the accident, unserviceable vehicles were being parked alongside operational equipment. A further review of procedures was due to take place on completion of the handling agency's own vehicle maintenance facility at Glasgow Airport.