

BAe 146-300, G-JEBE

AAIB Bulletin No: 9/2000 **Ref: EW/G2000/05/05** **Category: 1.1**

Aircraft Type and Registration: BAe 146-300, G-JEBE

No & Type of Engines: 4 Lycoming ALF 502-R5 turbofan engines

Year of Manufacture: 1991

Date & Time (UTC): 6 May 2000 at 1144 hrs

Location: Birmingham International Airport

Type of Flight: Public Transport (Passenger)

Persons on Board: Crew - 6 - Passengers - 104

Injuries: Crew - 3 (minor) - Passengers - None

Nature of Damage: Aircraft resting on No4 engine and main landing gear doors

Commander's Licence: Airline Transport Pilot's Licence

Commander's Age: 43 years

Commander's Flying Experience: 6,958 hours (of which 1,310 were on type)
Last 90 days - 141 hours
Last 28 days - 36 hours

Information Source: Aircraft Accident Report Form submitted by the pilot

Following a normal pushback from Stand 57 at Birmingham Airport at 1144 hrs, taxi clearance was received from Birmingham Ground. Immediately following brake release the right main landing gear descended into a trench covered by flat steel plates. The aircraft lurched violently to the right with the number 4 engine nacelle coming to rest on the taxiway surface. The Commander ordered all four engines to be shutdown and the 'Emergency Evacuation' drills in accordance with the Emergency Checklist were commenced. As there were no signs of fire or smoke (confirmed by the Number 1 cabin attendant), the Commander decided not to discharge the fire extinguishers and an emergency evacuation was not ordered.

The cabin crew asked the passengers to remain calm and stay in their seats. Simultaneously with, what the crew thought was the apparent collapse of the right main landing gear, the first officer requested the airfield Rescue and Fire Fighting Services (RFFS) on Birmingham Ground frequency. After consultation with the RFFS, passenger steps were brought to the aircraft and the passengers disembarked through the front and rear left hand side exits in an orderly manner. The

passengers were then taken by bus to the airport lounge. There were no injuries to passengers, but three cabin attendants, who were standing or moving at the rear of the aircraft following the safety brief demonstration, suffered very minor injuries.

The cause of the accident was the failure of one or more of the large steel plates, which were covering the trench, to support the load imposed upon them by the right main landing gear of the aircraft. The plates had not been secured to the surface of taxiway Victor, adjacent to Stand 57, and no temporary infilling of the trench with sand bags or other material to give support to the plates had been completed.