

Boeing 747-236B, G-BDXF, 25 July 1996

AAIB Bulletin No: 9/96 Ref: EW/G96/08/06 Category: 1.1

Aircraft Type and Registration: Boeing 747-236B, G-BDXF

No & Type of Engines: 4 Rolls Royce RB211-524D-19 turbofan engines

Year of Manufacture: 1977

Date & Time (UTC): 25 July 1996 at 2114 hrs

Location: Sechelles Airport

Type of Flight: Public Transport

Persons on Board: Crew - 17 Passengers - 357

Injuries: Crew - None Passengers - None

Nature of Damage: See text

Commander's Licence: Airline Transport Pilot's Licence

Commander's Age: 51 years

Commander's Flying Experience: 9,000 hours (of which 325 were on type)

Last 90 days - 57 hours

Last 28 days - 15 hours

Information Source:

Aircraft Accident Report Form submitted by the pilot, a company Ground Occurrence report and further AAIB enquiries.

The aircraft was taking off from Runway 13 at Seychelles Airport for a scheduled flight to London Gatwick Airport; the first officer was the handling pilot. The surface wind was 180°/12 kt and the weather was fine; the assumed temperature was 25°C. The take off weight was 370,300 Kg and V_1/V_R was 148 kt.

The commander reported that, with an aft trim, the first officer initiated rotation at a higher than optimum rate. This was checked by forward movement of the control column but was again allowed to increase at the point of lift off. There were no pitch rate or attitude warnings and the flight continued to London Gatwick Airport.

The post flight engineering inspection of the aircraft revealed that both APU access door rear edges were worn through the skin, the skin aft of these doors was worn through and frames at station 2742 and 2753 were buckled and cracked; the stringers between these frames were also damaged.

The damage was commensurate with the tail striking the ground and the commander considered that this occurred because of a handling error while taking off in gusty conditions with aft aircraft trim.