

AAIB Bulletin No: 10/93

Ref: EW/C93/8/1

Category: 1.1

Aircraft Type and Registration:	Boeing 737-3QB, G-OBML	
No & Type of Engines:	2 CFM 56-3-B1 turbofan engines	
Year of Manufacture:	1989	
Date & Time (UTC):	3 August 1993 at 0915 hrs	
Location:	Stand C14, London Heathrow Airport	
Type of Flight:	Public Transport	
Persons on Board:	Crew - 9	Passengers - 40
Injuries:	Crew - None	Passengers - None
Nature of Damage:	Wingtip leading edge panel torn and forward end of tip rib broken off	
Commander's Licence:	Airline Transport Pilot's Licence	
Commander's Age:	N/A	
Commander's Flying Experience:	N/A	
Information Source:	AAIB Field Investigation	

At the time of the accident, the area around Stand 14 was restricted due to work in progress (see diagram). Passengers were boarding the aircraft when a catering truck approached between the right wingtip and a set of steps that were parked in the clearway along with two other vehicles. The driver did not report any difficulty in positioning his vehicle behind another catering truck that was positioned at the forward service door of the aircraft. Having completed his task at the aircraft, the driver walked around his vehicle to check that the area was clear and noted the positions of the other obstructions around the aircraft. The driver then started to reverse the truck while looking in his rear-view mirrors. He stated that as he reversed, he could see the leading edge of the right wing but not the wingtip itself. He also stated that as viewed through his mirror, the wing blended into the background which was predominantly horizontal bands of differing colours. At the time of the accident, the sun was directly behind the truck and the driver's view through his mirror was therefore into sun. Shortly after the truck had started to move, its nearside rear corner contacted the right wing of the aircraft some six inches in from the tip (see photograph). Contact was made at low speed and the driver stopped as soon as he was aware of the collision thus limiting the damage.

Stand C14

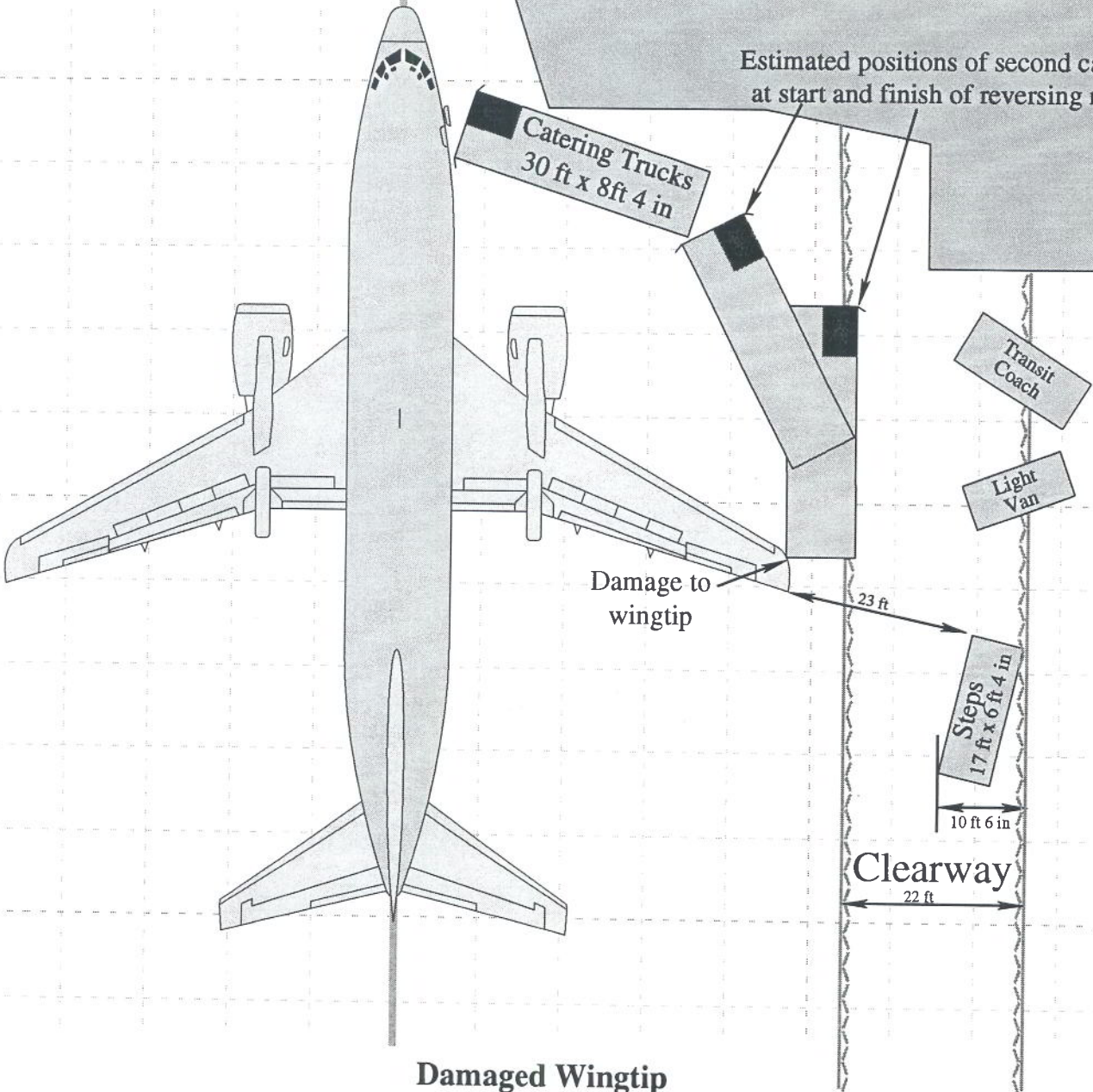
Ghost grid = 10 ft squares

Building works

Stand Centreline

Estimated positions of second catering truck at start and finish of reversing manoeuvre

Catering Trucks
30 ft x 8 ft 4 in



Damage to wingtip

Steps
17 ft x 6 ft 4 in
10 ft 6 in

Clearway
22 ft

Damaged Wingtip

