

Boeing 757-200, G-BIKF

AAIB Bulletin No: 2/97 Ref: EW/C96/9/8 Category: 1.1

Aircraft Type and Registration:	Boeing 757-200, G-BIKF
No & Type of Engines:	2 Rolls-Royce RB211-535C turbofan engines
Year of Manufacture:	1982
Date & Time (UTC):	11 September 1996 at 0954 hrs
Location:	Over Forest Dale Estate, Croydon
Type of Flight:	Scheduled Passenger
Persons on Board:	Crew - 7 - Passengers - Not known
Injuries:	Crew - Nil - Passengers - N/A
Nature of Damage:	Fairing departed aircraft
Commander's Licence:	Air Transport Pilot's Licence
Commander's Age:	50 years
Commander's Flying Experience:	11,604 hours (of which 1,645 were on type) Last 90 days - 160 hours Last 28 days - 33 hours
Information Source:	AAIB Field Investigation

A large metal assembly, approximately 5 feet by 18 inches and weighing some 25 lb, fell into a car park in Croydon at about 0954 hours. There was no resulting injury or damage. AAIB examination of recorded radar data identified two possible aircraft from which the panel might have fallen, and it was subsequently confirmed that the panel was a strut-to-aft fairing seal assembly from a Boeing 757 aircraft registration G-BIKF. The commander reported that he had been unaware of any untoward event during the flight from Lisbon to Heathrow, either in terms of aircraft handling or vibration.

The operator's engineering personnel reported that the seal was missing on arrival of the aircraft at Heathrow, and that no damage was found on the aircraft. No evidence of engagement of the seal assembly retaining bolt was apparent, and the bolt was not found. The seal is located at the lower rear face of the pylon between the jet pipe and the pylon. It is installed by sliding the assembly forwards into four locating bushes and is secured by an attachment bolt at the rear. In the past, problems have occurred on similar aircraft because of apparent non-fitment of the bolt. On the previous day, a hydraulic leak had occurred. Corrective action had been taken to retighten a pipe

on the right engine pylon filtermodule. A pylon panel had been removed for this work, however there was no recorded work on the seal and no apparent need for this assembly to have been disturbed. The seal would normally only be removed during an engine change. Examination of the aircraft maintenance records showed that the engine had been installed two years previously.

Following the accident, both seal assemblies on G-BIKF were inspected for security and a Special Check was raised to inspect the remainder of the operator's Boeing 757 fleet. The task has now been upgraded by the operator to a 'critical maintenance task' which requires a duplicate inspection.