# Boeing 757-236, G-BMRC, 6 December 1999

**AAIB Bulletin No: 4/2000 Ref: EW/G99/12/02 Category: 1.1**

| | |
|---|---|
| **Aircraft Type and Registration:** | Boeing 757-236, G-BMRC |
| **No & Type of Engines:** | 2 Rolls-Royce RB211-535C turbofan engines |
| **Year of Manufacture:** | 1988 |
| **Date & Time (UTC):** | 6 December 1999 at approximately 1800 hrs |
| **Location:** | En route from London Heathrow to Manchester |
| **Type of Flight:** | Public Transport |
| **Persons on Board:** | Crew - 9 - Passengers - 125 |
| **Injuries:** | Crew - None - Passengers - None |
| **Nature of Damage:** | Wing to body fairing panel missing, no other damage |
| **Commander's Licence:** | Airline Transport Pilot's Licence |
| **Commander's Age:** | 51 years |
| **Commander's Flying Experience:** | 12,000 hours (of which 2,000 were on type)<br>Last 90 days - 150 hours<br>Last 28 days - 55 hours |
| **Information Source:** | Aircraft Accident Report Form submitted by the pilot |

Whilst departing from Heathrow, and climbing through FL100 in the vicinity of Woburn, the flight crew experienced a slight jolt. Shortly afterwards the cabin crew reported that a passenger around seat row 22 had heard a thud from the right side of the aircraft. All systems and aircraft handling were normal, and the crew were unable to make a visual inspection because of darkness.

On arrival at Manchester an engineering inspection was requested to determine the cause; no defect was found and the thud was assumed to be baggage shifting. The first officer carried out a walk round check, and again no defect was found. After boarding there was an ATC delay and the aircraft remained on the stand. Another engineer, passing the aircraft, noticed a missing 3 feet square panel and notified the crew. Whilst it was probably quite difficult to see the missing panel on the dark overwing fairing area at night and in the rain, the operator has publicised the need for vigilance.

The panel separated from the aircraft just above its lower edge, which remained fastened to the aircraft. The panel was not recovered, and so the condition of the fasteners could not be assessed.

Two of the anchor nuts for the leading edge fasteners were cross-threaded, but all the others were serviceable with satisfactory rundown torques. The operator concluded that the panel had detached along its forward edge, and that the top and rear side attachments failed in overload. The panel had last been removed in April 1999, and had been routinely checked for security in October 1999.