

Boeing 737-59D, G-BVKA

AAIB Bulletin No: 5/98 Ref: EW/G98/02/14 Category: 1.1

Aircraft Type and Registration:	Boeing 737-59D, G-BVKA
No & Type of Engines:	2 CFM56-3C1 turbofan engines
Year of Manufacture:	1990
Date & Time (UTC):	19 February 1998 at 0800 hrs
Location:	Stand B21, London Heathrow Airport
Type of Flight:	Public Transport
Persons on Board:	Crew - 7 - Passengers - 37
Injuries:	Crew - None - Passengers - None
Nature of Damage:	Radome damaged
Commander's Licence:	Airline Transport Pilot's Licence
Commander's Age:	37 years
Commander's Flying Experience:	10,000 hours (all on type) Last 90 days - 150 hours Last 28 days - 37 hours
Information Source:	Aircraft Accident Report Form submitted by the pilot and investigation by the Ramp Training and Safety Manager

Towards the end of a normal 'Pushback', as the tug driver manoeuvred the tug to straighten the aircraft on the taxiway centreline, the tug lost traction and the top of the driver's cab struck the right side of the aircraft radome.

The tug driver was still under training and his mentor considered that this 'Pushback', the second of the day, had been at a safe speed and well controlled. The commander of the aircraft also confirmed that the 'Pushback' appeared normal up to the time of impact. He also commented that both engines of G-BVKA were running and that the ramp surface may have been slightly greasy due to the overnight rain after a long period of dry weather. The ramp investigation concluded that the greasy conditions combined with both aircraft engines operating and a slight dip in the taxiway had contributed to the incident. Following the investigation, the Ramp Training and Safety Manager

raised a 'Ramp Alert' to highlight the incident and to advise drivers and headset operators to liaise closely with aircraft commanders when surface conditions are slippery.