

INCIDENT

Aircraft Type and Registration: Boeing 747-236, G-BDXH
No & Type of Engines: 4 Rolls-Royce RB211-524D4 turbofans
Year of Manufacture: 1979
Date & Time (UTC): 28 February 1993 at 1130 hrs
Location: London Gatwick Airport
Type of Flight: Scheduled passenger
Persons on Board: Crew - N/K Passengers - N/K
Injuries: Crew - Nil Passengers - Nil
Nature of Damage: Corner of Kreuger flap adjacent to inboard side of No 3 engine pylon detached
Commander's Licence: Airline Transport Pilot's Licence
Commander's Age: 43 yrs
Commander's Flying Experience: 9300 hours (of which 3500 hours were on type)
Information Source: AAIB Field Investigation

After an apparently uneventful flight and landing from Kingston, Jamaica, on arrival at the stand it was discovered that a portion of Kreuger flap adjacent to the inboard side of the no 3 pylon was missing. A search of the runway was instituted very shortly thereafter and although some debris was collected, none was related to this aircraft.

Examination of the damaged panel showed that a strip had separated from the edge of the flap which abuts the pylon when it is deployed (see Figures 1 and 2). The direction in which this strip had peeled off was consistent either with the direction of airloads with the flap deployed or as the result of interference between the flap and the pylon as the flap was retracting.

Since the missing fragment has not been recovered, it is not possible to determine when it became detached.

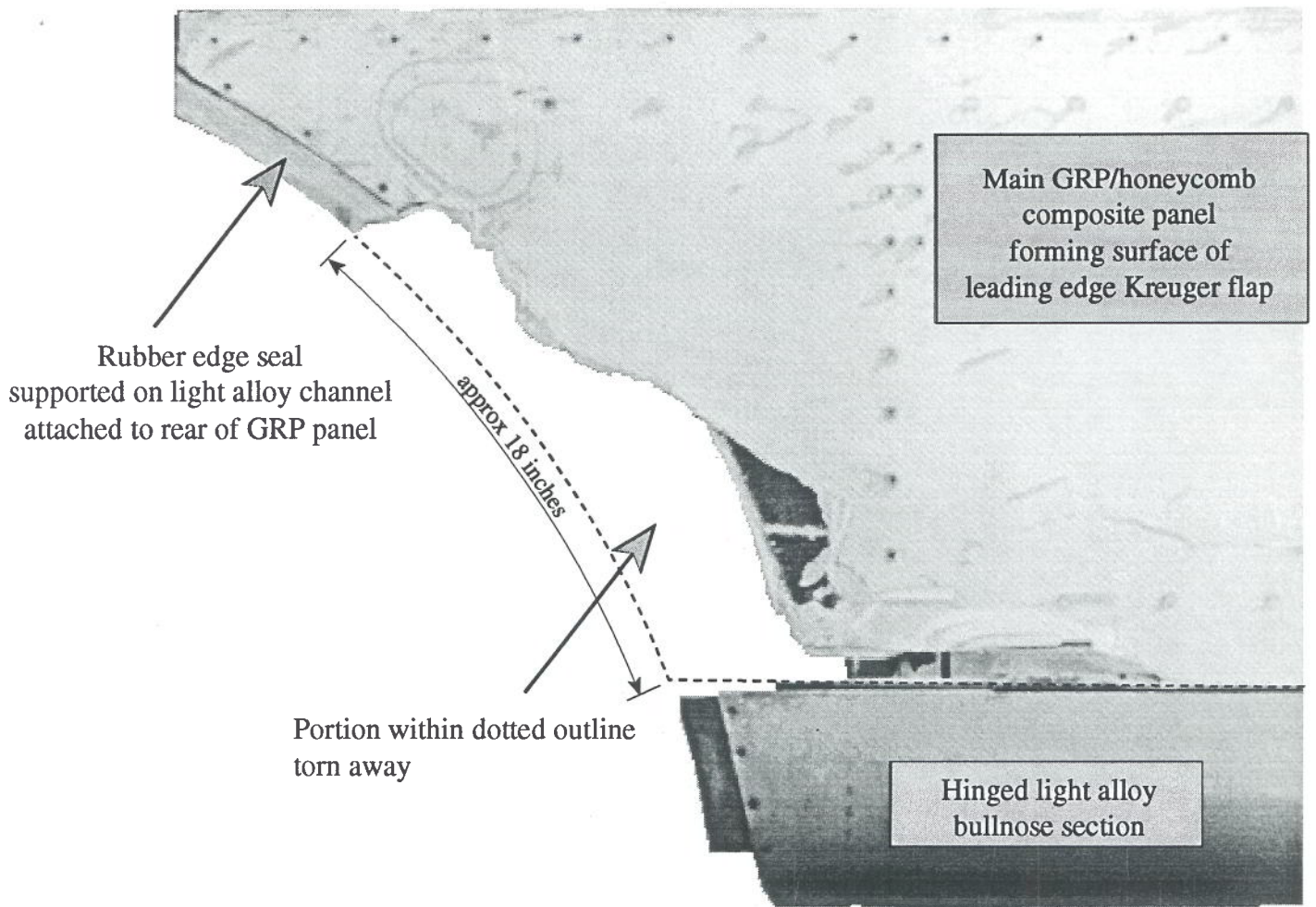


Fig 1 Damaged outboard end of Kreuger flap

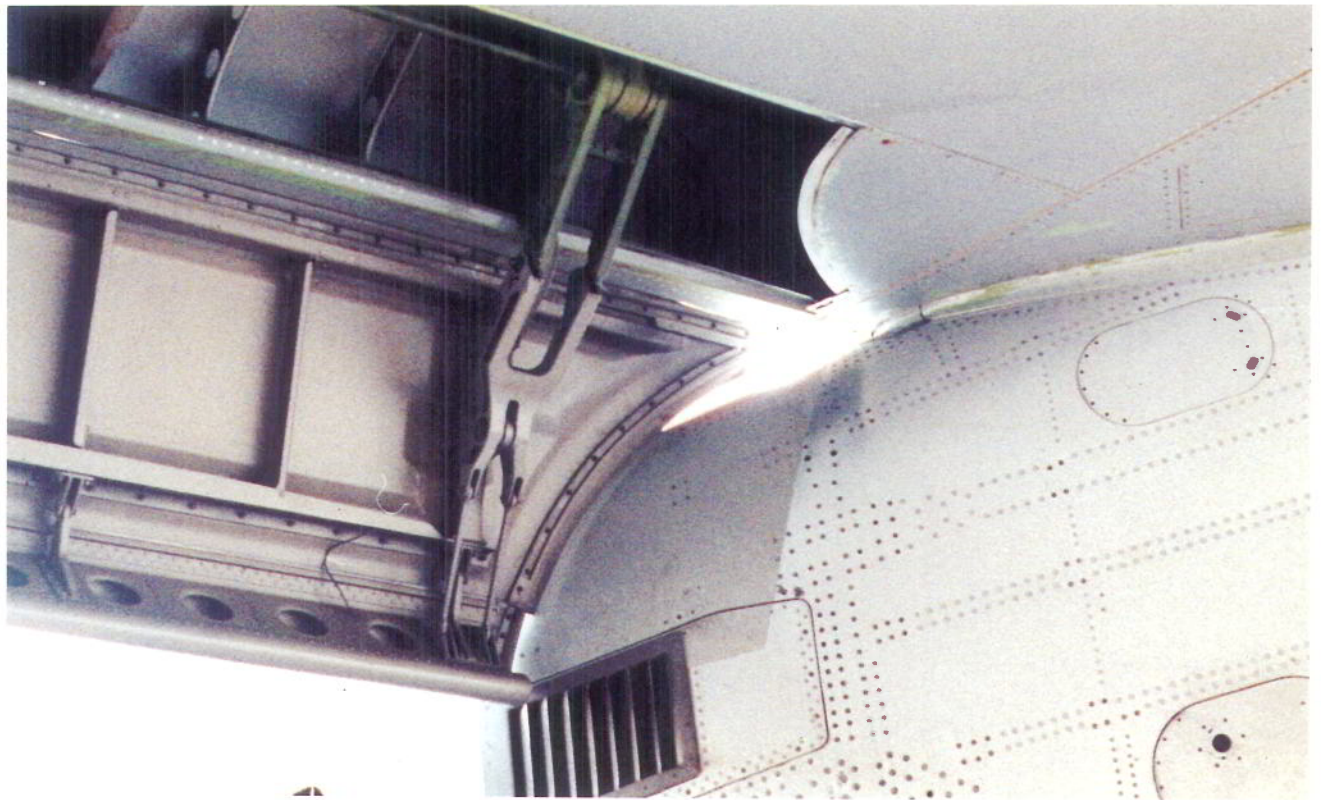


Fig 2 Kreuger flap fully deployed nesting against pylon