

Boeing 737-4Y0, G-OBMF

AAIB Bulletin No: 1/2000 **Ref:** EW/G99/11/04 **Category:** 1.1

Aircraft Type and Registration: Boeing 737-4Y0, G-OBMF

No & Type of Engines: 2 CFM56-3C1 turbofan engines

Year of Manufacture: 1988

Date & Time (UTC): 5 November 1999 at 1110 hrs

Location: Stand B2, London Heathrow Airport

Type of Flight: Public Transport (Passenger)

Persons on Board: Crew - 9 - Passengers - 117

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: 4,141 hours (of which 3,236 were on type)
Last 90 days - 123 hours
Last 28 days - 42 hours

Information Source: Aircraft Accident Report Form submitted by the pilot

The aircraft was parked on Stand B2; this stand is at the end of a cul-de-sac and the location required the aircraft to be pushed back through 90° of turn one way before turning 180° the other way prior to release for movement under its own power. The initial push back appeared normal to the flight crew but, towards the end of the 180° turn there were a series of 'thumps' before the aircraft came to rest. Radio contact with the ground handlers revealed that the tug had struck the underside of the aircraft. A replacement tug driver was called and he towed the aircraft back onto stand.

An investigation by the Ramp Safety and Training Manager concluded that the tug driver had attempted to turn too tightly. The driver had been cleared for solo towing since September 1999. Following the incident involving G-OBMF, he was given retraining before a practical test and subsequent clearance to resume towing duties.