

**AAIB Bulletin No: 1/96**

**Ref: EW/G95/10/12**

**Category: 1.1**

<b>Aircraft Type and Registration:</b>	McDonnell Douglas DC-9-81, SEDIL	
<b>No &amp; Type of Engines:</b>	2 Pratt & Whitney JT8D turbofan engines	
<b>Year of Manufacture:</b>	1989	
<b>Date &amp; Time (UTC):</b>	22 October 1995	
<b>Location:</b>	London Heathrow Airport	
<b>Type of Flight:</b>	Public Transport	
<b>Persons on Board:</b>	Crew - 6	Passengers - 129
<b>Injuries:</b>	Crew - None	Passengers - None
<b>Nature of Damage:</b>	Fairing punctured on left side beneath the wing	
<b>Commander's Licence:</b>	Airline Transport Pilot's Licence	
<b>Commander's Age:</b>	47 years	
<b>Commander's Flying Experience:</b>	9,000 hours (of which 5,000 were on type) Last 90 days - 85 hours Last 28 days - 40 hours	
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot plus telephone enquiries	

The aircraft was parked on Stand J10 where it was being turned around in preparation for departure. A number of laden baggage trolleys were parked near the aircraft when the baggage loading vehicle arrived to transfer the bags into the hold. The driver of the vehicle was unable to manoeuvre directly to the hold door because of the parked trolleys and so he drove up to the aircraft intending to stop and reverse into a better position before moving up the hold door. As he was positioning the vehicle, his foot slipped off the brake pedal and it moved forward towards the aircraft. The main body of the belt-loading type vehicle passed beneath the fuselage but the handrail struck it causing a crack about six inches long in a fibreglass fairing behind the right-hand wing.

The aircraft damage was assessed and temporarily repaired before the aircraft departed. The baggage loading vehicle was also examined and found to be mechanically serviceable. However, the driver's footwell was contaminated with an oily fluid of unknown origin. The fluid had contaminated both the brake pedal and the driver's footwear.