

INCIDENT

Aircraft Type and Registration: Boeing 747-200, LV-MLP

No & Type of Engines: 4 Pratt & Whitney JT9D-7Q turbofan engines

Year of Manufacture: 1979

Date & Time (UTC): 4 April 1994 at 1300 hrs

Location: Gate M28A, London Heathrow Airport

Type of Flight: Public Transport

Persons on Board: Crew - 13 Passengers - 202

Injuries: Crew - None Passengers - None

Nature of Damage: Damage to L2 door

Commander's Licence: Airline Transport Pilot's Licence with Night and Flying Instructor Ratings

Commander's Age: 45 years

Commander's Flying Experience: 13,500 hours (of which 1,305 were on type)
Last 90 days - 144 hours
Last 28 days - 74 hours

Information Source: Aircraft Accident Report Form submitted by the pilot and technical report on the jetty from BAA

On arrival at the gate the aircraft's engines had been shut down and, when clearance was given from outside, the L2 door was opened. When the jetty was being manoeuvred into place it started to move upwards, out of control, and fouled the door. The operator used the 'EMERGENCY STOP' control to arrest the movement.

When an engineer arrived to investigate the mishap he found that the main circuit breaker had tripped, the canopy was retracted and the auto-leveller wheel was in contact with the aircraft about four inches above floor level. The jetty was moved clear of the aircraft and a functional check was carried out. When the jetty was put into 'AUTO' mode it started rising until the auto-leveller was fully extended. It was found that this was caused by the canopy, which was very loose and blowing in the wind, catching the auto-leveller arm and wheel assembly. The canopy had become loose because the

spreader bar buffer had detached from the bar, relieving load in the tensioning bungy cord. The buffer is connected to the bar by one bolt which was missing and could not be found. The last maintenance and inspection had been carried out in December 1993.

