

# Douglas DC-9-83, OH-LPD

**AAIB Bulletin No: 1/98 Ref: EW/G97/09/07 Category: 1.1**

<b>Aircraft Type and Registration:</b>	Douglas DC-9-83, OH-LPD
<b>No &amp; Type of Engines:</b>	2 Pratt & Whitney JT8D-219 turbofan engines
<b>Year of Manufacture:</b>	1988
<b>Date &amp; Time (UTC):</b>	13 September 1997 at 0925 hrs
<b>Location:</b>	London Heathrow Airport, Middlesex
<b>Type of Flight:</b>	Public Transport
<b>Persons on Board:</b>	Crew - 7 - Passengers - 139
<b>Injuries:</b>	Crew - None - Passengers - None
<b>Nature of Damage:</b>	
<b>Commander's Licence:</b>	Airline Transport Pilot's Licence
<b>Commander's Age:</b>	46 years
<b>Commander's Flying Experience:</b>	14,500 hours (of which 4,000 were on type) Last 90 days - 100 hours Last 28 days - Nil
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot

The aircraft was stationary at the stand with the chocks in place and the Ground Power Unit attached. As the passenger bridge was being positioned it struck the GPU arm which had been left so that it intruded into the area marked for passenger bridge drive operation. The GPU head was pushed into the left-hand nose landing gear strut door which was damaged beyond repair.

The passenger bridge is fitted with a TV system designed to provide a view of the lower bridge area but the flight dispatcher did not see the GPU arm, probably because the screen picture was degraded by the bright sunlight. The bridge wheel unit has a sensor ring which should stop the bridge if it contacts an object. The portion of the sensor ring which contacted the GPU arm was found to be unserviceable when inspected by engineering staff.

The aircraft was withdrawn from service until a replacement door could be fitted.

