

## Boeing 737-5Q8, G-BVZH

**AAIB Bulletin No: 12/2000 Ref: EW/G2000/08/31 Category: 1.1**

**Aircraft Type and Registration:** Boeing 737-5Q8, G-BVZH  
**No & Type of Engines:** 2 CFM56-3C1 turbofan engines  
**Year of Manufacture:** 1991  
**Date & Time (UTC):** 31 August 2000 at 1005 hrs  
**Location:** London Heathrow Airport  
**Type of Flight:** Public Transport  
**Persons on Board:** Crew - 6 - Passengers - None  
**Injuries:** Crew - None - Passengers - N/A  
**Nature of Damage:** Starboard wing tip damaged  
**Commander's Licence:** N/A  
**Commander's Age:** N/A  
**Commander's Flying Experience:** N/A  
**Information Source:** Airfield Operations Safety Unit Report

The aircraft was due to operate a scheduled service to Stuttgart, Germany, and was being prepared for service on Stand F6 at London Heathrow Airport. A vehicle loading the cargo hold attempted to pass behind the starboard wing and contacted the logo light assembly thereby damaging it.

Vehicles manoeuvring on or off aircraft at Heathrow were required to have a person on the ground to assist the driver. In this incident the attention of both the driver and his assistant became absorbed by a vehicle parked close in on the side further from the aircraft and thus failed to notice the proximity of the other side of the lorry to the aircraft wing.

In an attempt to reduce the number of aircraft damaged by ground vehicles Heathrow Airport Limited (HAL) had issued an Operational Safety Instruction, on 25 August 2000, recommending the use of cones by airlines and ground handling companies. These cones were to be placed by the operators to mark the locations of engines and wing tips when aircraft were parked on stand. In this case the cones were available but were not in use by the operator.