

# Boeing 747 SP, A40-SP, 20 August 1996

## AAIB Bulletin No: 11/96 Ref: EW/G96/08/21 Category: 1.1

<b>Aircraft Type and Registration:</b>	Boeing 747 SP, A40-SP
<b>No &amp; Type of Engines:</b>	4 Pratt & Whitney JT9D-7A/7J turbofan engines
<b>Year of Manufacture:</b>	1980
<b>Date &amp; Time (UTC):</b>	20 August 1996 at 1440 hrs
<b>Location:</b>	Stand M31, London Heathrow Airport
<b>Type of Flight:</b>	Public Transport
<b>Persons on Board:</b>	Crew - 3 - Passengers - None
<b>Injuries:</b>	Crew - None - Passengers - N/A
<b>Nature of Damage:</b>	Damage to No 4 engine inlet cowl
<b>Commander's Licence:</b>	Airline Transport Pilot's Licence
<b>Commander's Age:</b>	45 years
<b>Commander's Flying Experience:</b>	8,600 hours (of which 1,000 were on type) Last 90 days - 160 hours Last 28 days - 20 hours
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot and report from the Handling Company

It was reported that a large number of empty containers and 'dollys' were on and around stand M31. A ramp serviceman had parked a vehicle as far to the left as he could, however, it was in the path of the aircraft as it taxied onto the stand, using the Azimuth Guidance for Nose In Stands which was switched on and serviceable. A ramp engineer saw that the No 4 engine cowl was about to hit the vehicle and tried to warn the crew by moving to the left side and giving the 'STOP' hand signal. Unfortunately, the crew did not see the warning and the aircraft struck the vehicle.