

Fokker F27 MARK 050, G-UKTH

AAIB Bulletin No: 1/97 Ref: EW/G96/10/22 Category: 1.1

Aircraft Type and Registration:	Fokker F27 MARK 050, G-UKTH
No & Type of Engines:	2 Pratt & Whitney PW-125B turboprop engines
Year of Manufacture:	1993
Date & Time (UTC):	18 October 1996 at 1148 hrs
Location:	Aberdeen Airport
Type of Flight:	Public Transport
Persons on Board:	Crew - 4 - Passengers - 44
Injuries:	Crew -None - Passengers - None
Nature of Damage:	Nil
Commander's Licence:	Airline Transport Pilot's Licence
Commander's Age:	38 years
Commander's Flying Experience:	4,806 hours (of which 1,394 were on type) Last 90 days - 123 hours Last 28 days - 11 hours
Information Source:	Aircraft Accident Report Form submitted by the pilot and enquiries by the AAIB

With the aircraft ready for pushback, the pushback crew informed the commander that the nosewheel oleo appeared to be at full extension. The cabin staff checked the holds and reported that they were both full. Both engines were secured and the commander instigated a check of the aircraft loading. This revealed that, although the load sheet recorded that 403 kg was in the front hold (No 1) and 158 kg was in the rear hold (No 2), the actual loads were reversed. This loading resulted in the centre of gravity being well outside limits.

An investigation was initiated by the aircraft operator and the handling company. This confirmed that the loading instructions were correct but that the loading crew incorrectly loaded the aircraft. The despatcher did not then check that the loading was correct before presenting the load sheet to the commander.