

BAe ATP, G-MANC

AAIB Bulletin No: 5/98 Ref: EW/G98/02/10 Category: 1.1

Aircraft Type and Registration:	BAe ATP, G-MANC
No & Type of Engines:	2 Pratt & Whitney Canada PW-126 turboprop engines
Year of Manufacture:	1992
Date & Time (UTC):	15 February 1998 at 1550 hrs
Location:	Luton Airport, Bedfordshire
Type of Flight:	Public Transport
Persons on Board:	Crew - 4 - Passengers - None
Injuries:	Crew - None - Passengers - N/A
Nature of Damage:	Three tears to pressure hull, internal frame distortion and minor dents
Commander's Licence:	Airline Transport Pilot's Licence
Commander's Age:	35 years
Commander's Flying Experience:	4,100 hours (of which 2,400 were on type) Last 90 days - 98 hours Last 28 days - 31 hours
Information Source:	Aircraft Accident Report Form submitted by the pilot

A toilet servicing truck reversed towards the nose of the aircraft during a turnaround whilst the crew were on board. According to the flight crew, the truck driver reversed towards the aircraft at considerable speed without any assistance or guidance from a marshaller. The truck struck the aircraft on the left side near the servicing access panel causing considerable damage to the aircraft skin and to the ground power socket. The force of the impact was sufficient to displace the aircraft by nine inches.

After establishing that there were no hydraulic leaks the flight crew had the gear locking pins fitted and placed the aircraft unserviceable.

Temporary repairs were carried out for the aircraft to be flown to Southend where full repairs were carried out. The aircraft was out of service for some 20 days and the estimated costs were in the order of £20,000. The truck driver's employer would not discuss or comment on the accident.