

No: 1/93

Ref: EW/G92/11/03

Category: 1a

Aircraft Type and Registration: BAe ATP, G-UIET

No & Type of Engines: 2 Pratt and Whitney 126 turboprop engines

Year of Manufacture: 1988

Date & Time (UTC): 3 November 1992 at 1543 hrs

Location: Glasgow Airport, Strathclyde

Type of Flight: Public Transport

Persons on Board: Crew - 4 Passengers - 33

Injuries: Crew - None Passengers - None

Nature of Damage: Damage to nose landing gear and pivot structure, nose wheel bay ribs, bulkhead and lower skin panel

Commander's Licence: Airline Transport Pilot's Licence

Commander's Age: 42 years

Commander's Flying Experience: 6,835 hours (of which 1,455 were on type)
Last 90 days - 220 hours
Last 28 days - 55 hours

Information Source: Aircraft Accident Report Form submitted by the pilot

The aircraft had parked on stand 20 at Glasgow Airport after a flight from Stornoway. The engines had been shut down, the chocks placed in position by the ground crew, and the aircraft's parking brake remained on. Electrical power was being provided by the aircraft's batteries, awaiting the provision of a ground power unit. The forward airstairs were being deployed by a member of the cabin crew, and the rear baggage door had just been opened. At this time, the crew felt a sudden, moderately severe jolt. This did not affect the passengers who were preparing to deplane, but the baggage door swung further down narrowly missing a member of the ground crew.

The jolt had been caused by an aircraft tug, which was being coupled up to the tow bar attached to the nose landing gear leg of the aircraft. During this operation, the tug had inadvertently been moved forward beyond the required position, causing the damage.

The operator has introduced revised procedures for the coupling of tugs to tow bars, in order to prevent a recurrence of this accident.