

UK FLIGHT SAFETY COMMITTEE



CARGO SAFETY BULLETIN

NUMBER 2

AIRCRAFT OVERLOADED

EVENT 1

The B747 needed more back pressure on the control column in order to get airborne and the stabiliser trim had to be increased from 5.3 to 6.5 nose up to keep the aircraft stable. Standard engine power was insufficient for the initial climb to be maintained.

ERROR

The load controller had inserted his company ID number into the load computer instead of the actual pallet weight! This resulted in the aircraft being 14 tons heavier than the loadsheet showed and with the centre of gravity significantly forward.

Could, or should, an alert loadmaster on the aircraft have noticed the difference between a 6 ton and a 20 ton pallet?

EVENT 2

The loadmaster noticed that a pallet of supposedly 1600kg was difficult to move. He requested a re-weigh and it was discovered that its actual weight was 3200kgs!

ERROR

The scale operator had not followed the correct procedures.

EVENT 3

After landing, a heavy metal pipe had moved forward and damaged the main deck floor.

ERROR

One strap only had been used to secure this pipe. Rules must be applied throughout the loading procedure but that is no excuse for abandoning common sense.

Don't Assume, Check!