

SYNOPSIS

INCIDENT

Aircraft Type and Registration:	Douglas DC-8-63F, YA-VIC
No & Type of Engines:	Four Pratt & Whitney JT3D-7 turbojet engines
Year of Manufacture:	1970
Date & Time (UTC):	11 August 2010 at 1045 hrs
Location:	Manston Airport (Kent International)
Type of Flight:	Commercial Air Transport (cargo)
Persons on Board:	Crew - 3 Passengers - 9
Injuries:	Crew - None Passengers - None
Nature of Damage:	Tail skid damage within operational limits. Damage to runway and adjacent surface, single approach light destroyed
Commander's Licence:	Airline Transport Pilot's Licence
Commander's Age:	55 years
Commander's Flying Experience:	15,000 hours (of which 3,000 were on type) Last 90 days - 0 hours Last 28 days - 0 hours
Information Source:	AAIB Field Investigation

During the takeoff the aircraft's tail skid struck the end of Runway 28 at Manston, and also the soft ground beyond. An approach light for the reciprocal runway was destroyed by the aircraft's main landing gear. Post-incident calculations showed that the aircraft weight was more than 25,000 lb above the maximum allowable takeoff weight for the prevailing conditions. The investigation highlighted a number of procedural failings by the flight crew, a lack of currency in line operations and a lack of operational oversight and control by the aircraft operator and the regulatory authority in the Islamic Republic of Afghanistan. Four Safety Recommendations have been made.