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## Pilot incapacitation from lightning, Boeing 757-236, G-BIKL

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**Micro-summary:** The copilot on this Boeing 757-236 was hit by lightning.

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**Event Date:** 2000-10-10 at 1215 UTC

**Investigative Body:** Aircraft Accident Investigation Board (AAIB), United Kingdom

**Investigative Body's Web Site:** <http://www.aaib.dft.gov/uk/>

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# Boeing 757-236, G-BIKL

**AAIB Bulletin No: 2/2001**

**Ref: EW/G2000/10/06 - Category: 1.1**

## INCIDENT

**Aircraft Type and Registration:** Boeing 757-236, G-BIKL

**No & Type of Engines:** 2 Rolls-Royce RB211-535C-37 turbofan engines

**Year of Manufacture:** 1983

**Date & Time (UTC):** 10 October 2000 at 1215 hrs

**Location:** On approach to Amsterdam/Schiphol Airport

**Type of Flight:** Public Transport (Passenger)

**Persons on Board:** Crew - 1 - Passengers - None

**Injuries:** Crew - 1 (Minor) - Passengers - N/A

**Nature of Damage:** Nil

**Commander's Licence:** Airline Transport Pilot's Licence

**Commander's Age:** 54 years

**Commander's Flying Experience:** 16,300 hours (of which 6,909 were on type)

Last 90 days - 234 hours

Last 28 days - 64 hours

**Information Source:** Aircraft Accident Report Form submitted by the pilot

The aircraft was making an approach to Runway 19R at Amsterdam/Schiphol with the First Officer (FO) acting as handling pilot. There was a line of cumulonimbus clouds present in the area and the commander was providing the FO with steering advice so as to pass between two decaying storm cells. The FO was seated with his right hand and part of his right arm resting on the cockpit coaming close to the right forward windscreen. At about 5,000 feet on the approach the aircraft was struck by lightning just below the right windscreen.

The FO was aware of a loud bang and bright flash and described feeling as if he had been kicked in the chest. After recovering from the initial surprise of the strike the FO found difficulty in using his right arm. He handed over control to the commander, and reverted to non-handling pilot. After landing the FO was taken for a medical examination that revealed a burn wound in his chest consistent with an electrical discharge. The FO returned to flying duties two weeks later but has

subsequently developed a medical condition that may be a consequence of the incident. Examination of the aircraft revealed no evidence of a lightning strike.