



AIRCRAFT INCIDENT INVESTIGATION SUMMARY REPORT

Reference No
SI/761/2036

Publication of this report is authorized by the Secretary under the provisions of Air Navigation Regulations 283 (1)

1. LOCATION OF OCCURRENCE

Bundaberg Airport, Queensland	Height a.m.s.l. 102 feet	Date 11.11.76	Time (Local) 0758 hours	Zone EST
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2. THE AIRCRAFT

Make and Model Fokker F27/400	Registration VH-FNU	Certificate of Airworthiness Valid from 22.9.70 to 21.9.79
Certificate of Registration issued to Ansett Airlines of Australia, 489 Swanston Street, Melbourne, Victoria.	Operator Ansett Transport Industries, (Operations) Pty. Ltd., 489 Swanston Street, Melbourne, Victoria	Degree of damage to aircraft Minor Other property damaged Nil
Defects discovered Nil		

3. THE FLIGHT

Last or intended departure point Bundaberg	Time of departure 0752 hours	Next point of intended landing Maryborough	Purpose of flight Carriage of Passengers	Class of operation Regular Public Transport
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4. THE CREW

Name	Status	Age	Class of licence	Hours on type	Total hours	Degree of injury
Rex Burnett BREUSCH	Captain	59	First Class Airline Transport	7532	24199	Nil
John Edwin RIDD	First Officer	25	Second Class Airline Transport	690	3746	Nil

5. OTHER PERSONS (All passengers and persons injured on ground)

Name	Status	Degree of injury	Name	Status	Degree of injury
Maren DICKSON	Hostess	Nil	20 Passengers		
Clare SLOCOMB	Hostess	Nil			

6. RELEVANT EVENTS

The aircraft arrived at Bundaberg on 10 November 1976 and remained overnight. The ground safety locks were fitted by the Captain to all three landing gear units. He experienced some difficulty in fitting the nose landing gear ground safety lock but was eventually satisfied that it was correctly installed. On the following morning the main landing gear ground safety locks were removed before flight but the ground safety lock fitted to the nose landing gear was overlooked and remained in situ.

After take-off the landing gear was selected up and both main landing gear units retracted normally. The landing gear warning system indicated that the nose landing gear unlocked but did not fully retract. The crew then realised that the nose landing gear safety lock had not been removed. The landing gear was recycled and both the normal and emergency extension systems were operated but the nose gear down and locked indicator light did not illuminate. The nose landing gear downlock mechanical indicator was checked and it was concluded from that indication that the nose landing gear was down and locked.

The Captain decided to return and land. During the subsequent landing roll the nosewheel slowly retracted and the aircraft came to rest supported by the main wheels and the forward lower fuselage. The nose landing gear ground safety lock was recovered from the nosewheel well. One of two lugs which formed the foot of the lock was missing and this was subsequently shown to have broken as a consequence of a previous inadequate repair. A remnant of a warning flag was still attached to the lock but the flag had become so shortened in service as to be ineffective in denoting the presence of the lock in the nosewheel well. The nose landing gear down lock mechanical indicator system was out of adjustment, probably as the result of contact with the ground safety lock during the retraction cycle.

Subsequent examination showed that the nose landing gear ground safety lock had not prevented the nose landing gear from unlocking when the landing gear was selected up. Unlocking of the nose landing gear would have been prevented by the presence of a correctly installed, serviceable ground safety lock. The presence of the damaged ground safety lock in this case formed an obstruction which prevented the nose landing gear from re-locking when the landing gear was selected down.

7. OPINION AS TO CAUSE

The cause of the incident was that the procedures applied to the operation of the aircraft and to the maintenance of its ancillary equipment were not adequate to ensure that the nose landing gear ground safety lock was serviceable and that it was removed before flight.

Approved for publication	<i>Original signed by</i> (A.R. Woodward) Delegate of the Secretary	Date 23-3-78
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