

AIRCRAFT ACCIDENT INVESTIGATION SUMMARY REPORT

Reference No.

AS/691/1030

1. LOCATION OF OCCURRENCE

Maryborough Airport, Queensland.	Height a.m.s.l. (ft) 29 feet	Date 7.10.69	Time (Local) 1302	Zone EST
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2. THE AIRCRAFT

Make and Model Fokker F27/400	Registration VH-FNR	Certificate of Airworthiness	Valid from 3.2.67	Valid to 2.2.76
Registered Owner Ansett Transport Industries (Ops) Pty. Ltd., 489 Swanston Street, Melbourne, Victoria.	Operator Ansett Transport Industries (Ops) Pty. Ltd., 489 Swanston Street, Melbourne, Victoria.	Degree of damage to aircraft Substantial		
Defects discovered		Other property damaged Nil		

The nosewheel tyre had two splits in the internal lining, of one and two inches in length. The nosewheel tube had two fret marks, in positions which corresponded with the splits in the tyre, and one of the marks penetrated the tube.

3. THE FLIGHT

Last or intended departure point Brisbane	Time of departure 1220	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
Kenneth G. BIELENBERG	Captain	46	First Class ATP	5,548	20,211	Nil
Neville K. HARGREAVES	First Officer	38	Second Class ATP	2,178	7,555	Nil

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

Name	Status	Degree of injury	Name	Status	Degree of injury
Victoria Evelyn PRICE	Hostess	Nil	Thirty passengers	Passengers	Nil
Joan SAMPSON	Hostess	Nil			

6. RELEVANT EVENTS

While making a turn shortly after commencing to taxi at Brisbane, the captain thought the nosewheel steering felt slightly stiffer than usual. However, during the subsequent taxiing and flapless take-off at Brisbane and the undercarriage extension at Maryborough there were no indications of any abnormality in either the nosewheel steering or undercarriage systems. An approach was made to land on Runway 17 at Maryborough with a light crosswind from the left. The aircraft touched down lightly on the main wheels about 1,200 feet past the threshold. The nosewheel was lowered onto the runway and ground fine pitch was selected. Almost immediately severe nosewheel shimmy was noticed, accompanied by vibration and noise. The captain applied back pressure to the control column, in order to lighten the weight on the nosewheel, and ordered the first officer to carry out the impact drill. The severe vibration continued, and then, at 3,100 feet beyond the threshold, the downlock mounting lug on the nose undercarriage assembly failed allowing the assembly to pivot rearwards beyond its normal "DOWN" position. The captain applied the brakes as the aircraft continued rolling with the nosewheel pivot bracket and wheel lever fork-end skidding along the runway surface. The aircraft came to a halt 550 feet short of the southern end of the runway. Investigation showed that the nosewheel tyre was in a substantially deflated condition at touchdown and that the tube subsequently became mutilated and bunched in one section of the tyre resulting in an unbalanced nosewheel condition which generated fore and aft loads which were at or near the natural frequency of the nose undercarriage assembly.

7. OPINION AS TO CAUSE

The cause of the accident was that the deflated nose tube became asymmetrically positioned in the nosewheel tyre leading to the inducement of abnormal balance stresses in the nose undercarriage assembly.

Report released

(D.S. GRAHAM)

Designation

Assistant Director-General
(Air Safety Investigation)

Date

8.5.72