

Aviation Safety Investigation Report
198701446

Airbus A300-B4-203

18 October 1987

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NOTE: All air safety occurrences reported to the ATSB are categorised and recorded. For a detailed explanation on Category definitions please refer to the ATSB website at www.atsb.gov.au.

Occurrence Number: 198701446
Location: Melbourne VIC
Date: 18 October 1987
Highest Injury Level: Serious
Injuries:

Occurrence Type: Accident

Time: 1315

	Fatal	Serious	Minor	None
Crew	0	0	8	8
Ground	0	0	0	-
Passenger	0	2	62	173
Total	0	2	69	181

Aircraft Details: Airbus A300-B4-203
Registration: VH-TAC
Serial Number: 157
Operation Type: Regular Public Transport
Damage Level: Minor
Departure Point: Sydney NSW
Departure Time: 1215
Destination: Melbourne VIC

Approved for Release: 3 May 1988

Circumstances:

As the aircraft was nearing the end of the landing roll, the Tower Controller observed smoke briefly issuing from one of the wheel assemblies. The crew was alerted, and reported that a hot brake temperature warning was indicated on the flight deck. The smoke had not persisted, and the pilot in command elected to continue taxiing to the terminal area, in order to allow a normal disembarkation of the passengers. He requested the Tower to monitor the situation. The Airport fire services were summoned and followed the aircraft. Another Tower Controller then reported that fire had broken out in the left maingear. The aircraft was halted and the pilot in command ordered an evacuation. The evacuation proceeded smoothly, but injuries resulted from the use of the escape slides. The fire crews rapidly extinguished the fire and assisted with the evacuation process. Investigation revealed that an electrical short circuit had occurred in a solenoid in the anti-skid system which controls the brakes on one of the left mainwheels. This led to the brakes on the affected wheel being applied continuously. The resulting overheating in turn led to the eventual disintegration of the brake disc and pads, and the outer covering of an hydraulic line caught fire. Considerable overheating of the tyre and wheel rim also took place. The crew had no direct communication with the fire crews on site, and were unaware of the extent of the fire. This had left the pilot in command with no alternative but to order the evacuation of the aircraft.