

**Aviation Safety Investigation Report
199403198**

**Fokker B.V.
Fellowship**

29 October 1994

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Investigations commenced on or before 30 June 2003, including the publication of reports as a result of those investigations, are authorised by the Executive Director of the Bureau in accordance with Part 2A of the Air Navigation Act 1920.

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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.

The Bureau did not conduct an on scene investigation of this occurrence. The information presented below was obtained from information supplied to the Bureau.

Occurrence Number:	199403198	Occurrence Type:	Incident
Location:	Norfolk Island		
State:	NSW	Inv Category:	4
Date:	Saturday 29 October 1994		
Time:	1038 hours	Time Zone	UTC
Highest Injury Level:	None		
Aircraft Manufacturer:	Fokker B.V.		
Aircraft Model:	F28 MK 3000		
Aircraft Registration:	VH-EWF	Serial Number:	11143
Type of Operation:	Air Transport	High Capacity International Passenger	
	Scheduled		
Damage to Aircraft:	Nil		
Departure Point:	Norfolk Island NSW		
Departure Time:	1038 UTC		
Destination:	Sydney Qld		

Approved for Release: Monday, May 8, 1995

The No. 1 hydraulic system failed soon after take off. The flaps retracted to 6 degrees and the right main landing gear warning light illuminated. The pilot declared an emergency and the aircraft was held until emergency services were in place. Emergency landing gear extension was successful and a normal landing followed, but without nosewheel steering, requiring the pilot to use asymmetric braking.

Subsequent investigation revealed the No. 1 engine hydraulic pump pressure outlet elbow had failed, allowing a complete loss of fluid from the No. 1 system. The operator has consequently revised the inspection criteria for all hydraulic system elbows fleetwide.