

McDonnell Douglas DC-8-62, 9G-MKK

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Category:
1.1

INCIDENT

**Aircraft Type and
Registration:**

McDonnell Douglas DC-8-62, 9G-MKK

**No & Type of
Engines:**

4 JT3D-7 turbofan engines

Year of Manufacture: 1968

Date & Time (UTC): 1 August 2001 at 1010 hrs

Location: Kent International Airport, Manston

Type of Flight: Public Transport (Cargo)

Persons on Board: Crew - 4

Passengers -
None

Injuries: Crew - None

Passengers -
N/A

Nature of Damage: Three tyres burst, slight damage to hydraulic system

**Commander's
Licence:** Airline Transport Pilots Licence (Ghana)

Commander's Age: 35 years

**Commander's Flying
Experience:** 9,717 hours (of which 7,421 were on type)

Last 90 days - 145 hours

Last 28 days - 37 hours

Information Source: Aircraft Accident Report Form submitted by the pilot and telephone enquiries by AAIB

The aircraft was landing at Manston after a flight from Cairo and the crew was undertaking a practice GCA (Ground Controlled Approach). The aircraft touched-down in the normal place on Runway 10 and at the correct airspeed but, upon mainwheel contact, automatic spoiler extension

did not occur and the aircraft 'bounced'. Braking was commenced on the second touchdown and, as the nosewheels contacted the runway, the spoilers extended.

During the rollout the crew suspected that tyres may have burst and advised the Tower, making no attempt to taxi. The Tower had also seen tyres deflate and reported briefly seeing flames. The aircraft stopped on the runway and the crew evacuated normally. Upon inspection, it was found that three tyres, numbers 1, 5 and 7 had deflated (the wheels are numbered 1-4 left to right at the front and 5-8 at the back of the main landing gear bogies). The Captain reports that there was no sign of burning or overheating and the wheel rims had not contacted the runway.

The Captain, in his report, was of the opinion that there was some fault in the anti-skid system which both failed to extend the spoilers on mainwheel spin-up and also inhibited locked wheel protection. However, this was not confirmed by the operator's engineers, who reported that they were unable to confirm any defects in the anti-skid system. After replacement of the damaged wheels and a leaking hydraulic pipe, the aircraft has subsequently flown many hours with the same anti-skid components and without a recurrence of the problem.