

9/83

Ref: EW/C/835

Aircraft type and registration:	McDonnell-Douglas DC8-62F OY-KTE (Multi-jet public transport aircraft)	
Year of Manufacture:	1968	
Date and time (GMT):	27 June 1983 at 0230 hrs	
Location:	London Gatwick Airport	
Type of flight:	Scheduled passenger	
Persons on board:	Crew — 9	Passengers — 191
Injuries:	Crew — Nil	Passengers — Nil
Nature of damage:	4 Mainwheel tyres burst	
Commander's Licence :	Airline Transport Pilot	
Commanders Age:	50 years	
Commanders total flying experience:	25000 hours (of which 6000 are on type)	

The DC8, callsign 'AD 510', had performed an uneventful flight from New York and was making the final approach to London Gatwick Airport. Approaching the outer marker, the landing gear was selected down. The sequencing of the landing gear began normally with the gear-unsafe and doors in-transit red lights but, as these extinguished, the green lights of only the left main gear and nose gear illuminated. Reinserting the gear lever into its detent did not cure the problem and so an overshoot was initiated and carried out under radar guidance.

During the subsequent circuit, reselection of the gear was attempted but this still gave only the two green lights. Following the reselection, the circuit breaker 'D3' popped out and would only retain a reselection for a few seconds. With this breaker out, all the green gear-warning lights were extinguished and the antiskid 'INOP' warning light was illuminated. The crew carried out a visual check of the overwing indicators which provided a definite 'gear down' indication. They also selected intermediate approach flap and momentarily closed one throttle; this did not produce the gear warning horn. The crew then performed a low flypast over the runway to allow Air Traffic Control and the Emergency Services to view the landing gear. As all the checks which had been carried out indicated that the gear was properly extended, the commander decided to accept this as fact and land.

During the landing roll four of the eight main gear tyres burst, the aircraft came to rest just before the end of the 3159 metre runway. Three of the four engines were shut down and the aircraft was towed to the parking area with external gear locks in place and with the passengers aboard. Because the fourth engine was supplying electrical power and the Cockpit Voice Recorder (CVR) not switched off, all the relevant data on the CVR was erased.

Subsequent examination showed that one of the electrical leads from the right main gear leg to the gear position indicator circuit had short-circuited to earth. This indicator circuit shares a common circuit breaker, designated D3, with the 'gear interlock' circuit which controls the availability of the antiskid system. When D3 popped because of the short circuit it consequently prevented the arming of the anti-skid system.