Landing Gear Failure On Landing Accident Of Aircraft

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This synthesis study is intended to provide guidance in the area of aircraft recovery, as gained through a thorough review of the literature and interviews with key personnel involved with selected disabled aircraft events. Topics discussed include aircraft recovery guidance (regulatory and nonregulatory guidance), aircraft recovery personnel, aircraft recovery complications, an aircraft recovery plan, and case studies --

"The Exploits Valley Air Services Beechcraft 1900D (registration C-FEVA, serial number UE-126), operating as Air Canada Express flight EV7804, was on a scheduled passenger flight from Goose Bay International Airport, Newfoundland and Labrador, to Gander International Airport, Newfoundland and Labrador. At 2130 Newfoundland Daylight Time, while landing on Runway 03, the aircraft touched down right of the centreline and almost immediately veered to the right. The nosewheel struck a compacted snow windrow on the runway, causing the nose landing gear to collapse. As the aircraft's nose began to drop, the propeller blades struck the snow and runway surface. All of the left-side propeller blades and 3 of the right-side propeller blades separated at the blade root. A portion of a blade from the right-side propeller penetrated the cabin wall. The aircraft slid to a stop on the runway. All occupants on board--14 passengers and 2 crew members--were evacuated. Three passengers sustained minor injuries. The aircraft was substantially damaged. There was no post-impact fire. There were insufficient forward impact forces to automatically activate the 121.5 MHz emergency locator transmitter. The accident occurred during the hours of darkness"--Summary, title page.

This publication provides safety information and guidance to those involved in the certification, operation, and maintenance of high-performance former military aircraft to help assess and mitigate safety hazards and risk factors for the aircraft within the context provided by Title 49 United States Code (49 U.S.C.) and Title 14 Code of Federal Regulations (14 CFR), and associated FAA policies. Specific models include: A-37 Dragonfly, A-4 Skyhawk, F-86 Sabre, F-100 Super Sabre, F-104 Starfighter, OV-1 Mohawk, T-2 Buckeye, T-33 Shooting Star, T-38 Talon, Alpha Jet, BAC 167 Strikemaster, Hawker Hunter, L-39 Albatros, MB-326, MB-339, ME-262, MiG-17 Fresco, MiG-21 Fishbed, MiG-23 Flogger, MiG-29 Fulcrum, S-211. DISTRIBUTION: Unclassified; Publicly Available; Unlimited. COPYRIGHT: Graphic sources: Contains materials copyrighted by other individuals. Copyrighted materials are used with permission. Permission granted for this document only. Where applicable, the proper license(s) (i.e., GFD) or use requirements (i.e., citation only) are applied.

On 12 July 2016, an Air Georgian Limited Beechcraft 1900D (serial number UE-330, registration C-GORF) was operating as Air Canada Express flight GGN7212 from Lethbridge Airport, Alberta, to Calgary International Airport, Alberta, with 2 crew members and 15 passengers on board. When the landing gear was selected down for the approach into Calgary, the flight crew observed that there was no gear-safe indication for the nose landing gear. The flight circled east of Calgary for about an hour while the pilots attempted to rectify the problem. An emergency was declared. The aircraft landed at 0720 Mountain Daylight Time, during daylight hours, with the nose gear in a partially extended position. No fire occurred, and there were no injuries. This investigation report includes factual information, analysis, findings, and safety action.--Includes text from document.

Abnormal landing scenarios of the X-38 prototype Crew Rescue Vehicle (CRV) were modeled for three different cases involving non-deployment of landing gear with an explicit dynamic nonlinear finite element code, MSC/DYTRAN. The goal of this research was to develop models to predict the probability of crew injuries. The initial velocity conditions for the X-38 with chute deployed were 10 ft/s vertical and 57 ft/s longitudinal velocity. An MSC/NASTRAN structural model was supplied by JSC and was converted to a dynamic MSC/DYTRAN model. The MSC/NASTRAN model did not include seats or floor structure; thus, the acceleration of a lumped-mass attached to the bulkhead near each assumed occupant location was used to determine injury risk for each occupant. The worst case for injury was nondeployment of all gears. The mildest case was nondeployment of one main gear. Although a probability for minor injury was predicted for all cases, it is expected that the addition of energy-absorbing floor structure and seats would greatly diminish the probability of injury.Fasanella, Edwin L. and Lyle, Karen H. and Pritchard, Jocelyn I. and Stockwell, Alan E.Langley Research CenterCOMPUTERIZED SIMULATION; FLIGHT SIMULATION; X-38 CREW RETURN VEHICLE; RESCUE OPERATIONS; LANDING GEAR; FAILURE; DYNAMIC MODELS; NONLINEARITY; FINITE ELEMENT METHOD; NASTRAN; STRUCTURAL ANALYSIS; INJURIES; RISK; PREDICTIONS

ATR72, ZK-MCY Landing Gear Failure, Nelson 9 April 2017Prevention of retractable landing gear failuresAviation Occurrence ReportPiper PA31-310 Navajo ZK-NPR, landing gear failure to extend, Napier Aerodrome, 24 June 2002. 02-008Nose Landing Gear Failure on Landing, Exploits Valley Air Services, Beechcraft 1900D, C-FEVA, Gander International Airport, Newfoundland and Labrador, 20 April 2016

The naval aviation safety review.