

OCCURRENCE REPORT: 68215

Flight Safety incident reports are produced under the authority of the Minister of National Defence (MND) pursuant to Section 4.2 of the Aeronautics Act (AA), AND in accordance with A-GA-135-001/AA-001, Flight Safety FOR the Canadian Forces. They are prepared solely FOR the purpose of accident prevention AND shall not be used FOR legal, administrative OR disciplinary action.

FSIS 68215 01 JUN 1984 GROUND ACCIDENT

Status: supplemental sent

D4F01 FS 442 01/JUN/1984 19:45

Unclassified

1. Injury Level: Green - Minor
2. Aircraft/Operated By: CC130307
3. Aircraft Ownership: 429 SQN / 2587 / 8 WG /
4. A. Location: - CFB WINNIPEG, 16 HANGAR SOUTH SIDE -
4. B. Date/Time: 011600Z JUN 1984
4. C. Phase of Flight: MAINTENANCE - MAINT (2ND AND/OR 3RD LINE)
5. Damage Level: Serious - Major component / 3rd line maint
6. Personnel Injured: , MAINTENANCE TECHNICIAN, Green - Minor
- 8. Description:** AIRCRAFT AMSE NOSE JACK FLANGE FRACTURED: DURING WEIGHING SEQUENCE, WITH ALL WHEELS APPROXIMATELY TWO INCHES CLEAR OF THE GROUND AND AIRCRAFT LEVEL ON THE JACKS, THE NOSE JACK MOVED OUT SIX INCHES FORWARD OF THE NOSE GEAR AXLE.
13. Flight/Ground Conditions: INSIDE HANGAR
17. Non Aircrew Pers Info: MAINTENANCE TECHNICIAN, Time on Duty Last 48 Hrs: 12 hrs, Day of occur: 4 hrs
22. A. Investigation: THE WO I/C THEN SUPERVISED THE LOWERING OF THE WING JACKS AND THE AIRCRAFT WAS LEVEL WITH NEARLY FULL WEIGHT ON BOTH MAIN WHEELS WHEN THE RIGHT JACK MOVED RIGHT AND REARWARD APPROXIMATELY EIGHT INCHES AND PENETRATED THE LOWER WING SURFACE AT AN INSPECTION PANEL AFT OF THE REAR SPAR. INITIAL INVESTIGATION REVEALS POSSIBLE CRACK IN FLANGE ATTACHED TO REAR SPAR AND THE RIGHT AILERON TORQUE TUBE WAS SCORED. THE LEFT WING JACK ALSO SLIPPED OFF THE JACKING POINT AT THE SAME TIME. AS THE LEFT TRANSDUCER CAME OFF THE JACK IT STRUCK A CPL TECH ON THE LEFT SIDE OF HER FACE, SWUNG OUT AND BACK AND STRUCK HER SOLIDLY ON THE TOP OF THE STERUM. THE CPL'S INJURIES WERE SLIGHT AND SHE WAS HELD FOR OVERNIGHT OBSERVATION IN BASE HOSPITAL. NOSE FLANGE AND RIGHT FLANGE HAS BEEN SENT TO QETE WITH DFS INVESTIGATOR.
23. Cause Factors: PERSONNEL SUPERVISION/BASE CARELESSNESS *** FINDINGS *** THE WEIGHING CREW NCO ELECTED TO PROCEED WITH THE AIRCRAFT WEIGHING WITHOUT A COMPLETE INVENTORY OF EQUIPMENT AND WITHOUT NOTIFYING HIS SUPERVISOR OF THIS DISCREPANCY. THE AIRCRAFT WAS JACKED IN A NOSE LOW ATTITUDE CONTRARY TO CFTO'S. THE NOSE LOW ATTITUDE CAUSED THE NOSE JACK ADAPTOR TO FAIL. PERSONNEL SUPERVISION/BASE TECHNIQUE *** FINDINGS *** THE WEIGHING CREW NCO ELECTED TO PROCEED WITH THE AIRCRAFT WEIGHING WITHOUT A COMPLETE INVENTORY OF EQUIPMENT AND WITHOUT NOTIFYING HIS SUPERVISOR OF THIS DISCREPANCY. THE AIRCRAFT WAS JACKED IN A NOSE LOW ATTITUDE CONTRARY TO CFTO'S. THE NOSE LOW ATTITUDE CAUSED THE NOSE JACK ADAPTOR TO FAIL.
24. Preventive Measures: (SEE DETAILED DESCRIPTION) *** PREVENTIVE MEASURES *** THE CC130 WEIGHING CYCLE HAS BEEN EXTENDED FROM 24 MONTHS TO 48 MONTHS + OR - 60 DAYS. ALL CC130 UNITS HAVE BEEN ADVISED TO USE THE FIRST PREFERRED JACKING METHOD WHENEVER POSSIBLE. ACTION FOR THE PURCHASE OF 60,000 LB CAPACITY ELECTRONIC PLATFORM WEIGH SCALES HAS BEEN INITIATED. CFTO'S ARE BEING REWRITTEN TO DELETE THE THIRD PREFERRED JACKING OPTION.