

OCCURRENCE REPORT: 66558

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FSIS 66558 06 OCT 1977 AIR ACCIDENT

Status: supplemental sent

Unclassified

1. Injury Level: No Injury
2. Aircraft/Operated By: CC130327
3. Aircraft Ownership: 429 SQN / 2587 / 8 WG /
4. A. Location: - TRENTON -
Latitude: N44-7
Longitude: W077-32
4. B. Date/Time: 060024Z OCT 1977
4. C. Phase of Flight: LANDING - FLAREOUT
5. Damage Level: Serious - Major component / 3rd line maint
7. Mission Type: TRANSPORT AND COMMUNICATIONS, TALEX (INCLUDES HELOS)
- 8. Description:** DURING THE DI, A TECH FOUND MAJOR SKIN AND STRUCTURAL DAMAGE ON THE UNDERSIDE OF THE FUSELAGE, FORWARD OF THE CARGO RAMP AREA.
13. Flight/Ground Conditions: CONTACT - VISUAL FLIGHT VFR/VMC (GROUND REFERENCES)
14. Light/Weather Conditions: AIRCRAFT ICE/INST ICING/ENG ICING, GOOD VFR
18. Aircraft Maint Data: TSN Aircraft: CC130/327, 0 hrs, TSI: 199 hrs, TSO: hrs, CF349: , CF543: , Civilian Journey Log: , Inspection: #1 OR 2 PERIODIC OR "B"
22. A. Investigation: THE DAMAGE IS CONSISTENT WITH THAT EXPECTED OF CONTACTING THE RUNWAY. THE PREVIOUS FLIGHT HAD BEEN AN AIRTEST FOR FLAP MALFUNCTION.
23. Cause Factors: PERSONNEL PILOT (32A) JUDGEMENT THE AC COMMANDER CONTINUED THE MISSION WITH A MAJOR UNSERVICEABILITY CONTRARY TO CFACM 6-2600 ARTICLE 249.
PERSONNEL PILOT (32A) JUDGEMENT THE AC COMMANDER ALLOWED AN INEXPERIENCED FIRST OFFICER TO OCCUPY THE LEFT SEAT WHEN THE AC WAS KNOWN TO HAVE A MALFUNCTIONING FLAP SYSTEM WHICH WOULD REQUIRE ABNORMAL TAKE-OFF AND LANDING PROCEDURES.
PERSONNEL PILOT (32A) TECHNIQUE THE AC COMMANDER, FLYING FROM THE RIGHT SEAT, ALLOWED THE TAILSKID AND ASSOCIATED STRUCTURE TO CONTACT THE RUNWAY DURING A FLAPLESS LANDING AT NIGHT.
MATERIEL AIRFRAME UNDETECTED PROGRESSIVE BREAKDOWN THE RIGHT FLAP ASYMMETRIC BRAKE WAS EXCESSIVELY CORRODED INTERNALLY DUE TO MOISTURE INGRESS AND THE TRAPPED MOISTURE FROZE UNDER LOW AMBIENT TEMPERATURE CONDITIONS, CAUSING THE FLAP SYSTEM TO BECOME INOPERATIVE BOTH HYDRAULICALLY AND MANUALLY.