

SAFETY REGULATION GROUP

Aviation House
Gatwick Airport South
West Sussex
RH6 0YR
UNITED KINGDOM

Direct Dial	+44(0)1293 573149	Switchboard	+44(0)1293 567171
Direct Fax	+44(0)1293 573993	Fax	+44(0)1293 573999
E-mail	ad.unit@srg.caa.co.uk	Telex	878753

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LETTER TO OWNERS/OPERATORS NO 2276 JET PROVOST ALL AIRCRAFT MARKS HYDRAULIC BRAKE PIPE FAILURE

A Jet Provost aircraft experienced a failure of the wheel brake system during landing causing the aircraft to over run the runway. Subsequent investigation revealed that a rigid brake pipe located on the right hand main undercarriage leg had cracked, causing a loss of wheel brake hydraulic fluid and consequent failure of the wheel brake system.

The failed pipe assembly part number 200-145-303 is fitted between the main undercarriage upper torque link, and the upper to lower torque link pivot pin. The pipe had failed at the brazed joint where it enters the swivel fitting.

In this particular case the crack is suspected as being caused during maintenance of the main undercarriage leg. This involved removal of the upper and lower torque links. The mode of failure indicates that when viewed from the front, either the upper end of the pipe was disconnected from the upper torque link and then bent from right to left, or the upper end of the pipe assembly was still connected when an attempt was made to remove the torque links pivot pin. The maintenance instructions are not comprehensive in that they do not specifically address removal of the pipe assembly part number 200-145-303.

No other reports of cracking have been received and the CAA does not propose to issue any mandatory action. It is however recommended that at the next opportunity and with the aid of a X10 magnifying glass, a one time visual inspection be carried out to detect cracking around the brazed joint of the pipe to swivel fitting of wheel brake pipe assemblies part number 200-145-303 [Figure 1 see over]. The discovery of cracking should be reported to Mr John Nicholas at the CAA Stansted Regional Office telephone no 01279 466747, fax no 01293 466757. It is also recommended that maintenance organisations re-establish the need for maintenance personnel to observe best maintenance practice and to seek guidance in the absence of specific maintenance instructions.

The CAA will monitor any further reports of cracking to determine if further action is appropriate.

R J TEW

Applications and Certification Section

Figure 1

