Safety Regulation Group
Safety Investigation and Data Department

Follow-up Action on Occurrence Report

ACCIDENT TO LOCKHEED L1011, CS-TMP, AT STANSTED AIRPORT ON 19 AUGUST 2003
(TAILSTRIKE ON LANDING)

CAA FACTOR NUMBER	:	F47/2004
FACTOR PUBLICATION DATE	:	10 November 2004
OPERATOR	:	Air Luxor
CAA OCCURRENCE NUMBER	:	2003/05613
AAIB REPORT	:	Bulletin 10/2004

SYNOPSIS

(From AAIB Report)

During the transit, A/P 'B' had been engaged and, after the 'Approach' mode had been armed, A/P 'A' was also engaged. The aircraft was fully configured with the gear down and with Flap 33 prior to glideslope capture. By 3,000 feet amsl, CS-TMP was fully established on both the localiser and glideslope. The Autothrottle System (ATS) was already engaged and the speed appeared steady at approximately 150 kt; Vref had been calculated as 145 kt. In accordance with company procedures, at 1,500 feet amsl, the first officer called "Approach and landing, I have control". Then, at about 400 feet radio height, A/P 'A' disengaged and an amber 'NO DUAL' annunciation was displayed on the Avionic Flight Control System (AFCS) warning panel in front of each pilot.

The commander instructed the crew to re-engage A/P 'A' and this was done successfully. Around this time, the flight engineer called "three hundred feet". Then, at the decision height (DH) of 100 feet, the flight engineer called "Decide" and the left-seat pilot responded with "Landing, I have control". At 50 feet radio height, the first officer saw 'FLARE' displayed on the AFCS Mode Panel and called this out. At about this time, the left-seat pilot felt the thrust levers retard. The commander's impression was that the aircraft flared as normal but that the flare continued past the normal landing attitude of about 7° nose up. Touchdown was firm and the commander heard a 'metallic' noise from the rear of the aircraft. At about this time, the A/Ps disconnected, the left-seat pilot lowered the nosegear to the runway and then selected reverse thrust on all three engines. On the landing roll, the crew were advised on R/T that the tail of the aircraft had struck the runway on landing. Once clear of the runway, the aircraft was stopped to allow the Airport Fire Service (AFS) to review the damage. The AFS then followed the aircraft to its assigned parking area.

An aircraft had been cleared to line-up once CS-TMP had landed. The commander of this aircraft subsequently stated that CS-TMP appeared to be in the landing attitude at about 50 feet agl and that the nose attitude continued to increase until the point of touchdown. He considered that the aircraft landed in a three-point attitude with the tail and the main gear touching the runway simultaneously.

FOLLOW UP ACTION

The one Safety Recommendation, made by the AAIB following their investigation, is reproduced overleaf, together with the CAA's response.

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Recommendation 2004-32

The Instituto Nacional de Aviacao Civil Portugal should assure themselves that Air Luxor has in place an appropriate and robust system for the monitoring and co-ordination of maintenance 'trouble-shooting' procedures and the rectification of faults on their aircraft, so that when maintenance is conducted by third party organisations which may be physically distant from the operator's main engineering base, the reliable and safe operation of such aircraft as CS-TMP is assured.

CAA Response

This Recommendation is not addressed to the CAA.

CAA Status - Closed