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**AERO-INFORM**

## **FINAL REPORT**

### **FLIGHT INCIDENT**

**PoLéBiSz No.: 263 – 2005**

**PARIS; ORLY**

**28 – OCT - 2005**

**HA-LKR aborted flight**

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*Repülésbiztonsági és Eseményvizsgáló Csoport Flight Safety and Air Accident Investigation Group  
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## FLIGHT INCIDENT FINAL REPORT

Report Number: **05/2005**

Place of Incident: **Párizs, ORLY**

Date of Incident: **28 – Oct – 2005.**

Category of Incident: **Incident**

### OVERVIEW

Investigation of the Incident Registered under No. 263 – 2005 was given to AERO-INFORM Bt. as Operator by PoLéBiSz in letter No. 2422/2005 dated 02 – November - 2005.  
Professional investigation was performed AERO-INFORM Bt. and closed on 30 December 2005.

### 1. FACTUAL INFORMATION

**1.1 History of the flight:** Aircraft Reg. No HA-LKR, type B-737 33Voperated by SkyEurope Airlines Hungary Kft. took off on 28th of October 2005. at 08.24 /UTC/ for performing flight 5P321 ORY-BUD. Flight crew notified R/H Main Landing Gear retraction problem after take off. The crew decided to return to ORY and landed safely at 08:57 at ORY.

**1.2 Injuries to persons:** No injuries occurred

**1.3 Damage to aircraft:** None

**1.4 Other damage:** None

**1.5 Personnel information:**

#### 1.5.1. Commanders Personal Details

License No.:403700F  
Age, Sex: 30 years male  
Qualification: ATPL  
Type ratings: B737-300-400-500 Commander  
Validity: 28.05.2006.  
Medical validity: 31.10.2006.  
Total Flight Hours: n/a  
Flight hours on type: 1106

#### 1.5.2. First officers Personal Details

License No.:00-6535  
Age, Sex: 22 years male  
Qualification: CPL  
Type ratings: B737-300-400-500 First Officer  
Validity: 04.06.2006.  
Medical validity: 29.06.2006.  
Total Flight Hours: 1570  
Flight hours on type: 1060

**1.6. Aircraft information:**

**1.6.1. Type and registration:** B 737-300 (33V)  
HA-LKR

**1.7. Meteorological information:** CAVOK

**1.8. Aids to navigation:** According to Type Certificate. Doesn't have connection with the incident.

**1.9. Communications:** According to Type Certificate. Doesn't have connection with the incident.

**1.10. Aerodrome information:** No connection with the incident.

**1.11. Flight recorders:** According to Type Certificate. Doesn't have connection with the incident.

**1.12. Wreckage and impact information:** Damage of RH MLG Trunion Pin.

**1.13. Medical and pathological information:** Not necessary

**1.14. Fire:** None.

**1.15. Chance of survival:** No life-danger situation occurred.

**1.16. Survival aspects:** None.

**1.17. Organizational and management information:** Contracted partners have appropriate licenses.

**1.18. Additional information:** Were not required.

**1.19. Useful and effective investigation techniques:** Traditional, standard procedures were used.

## **2. ANALASYS**

Aircraft Reg. No HA-LKR, type B-737 33V operated by SkyEurope Airlines Hungary Kft. took off on 28th of October 2005. at 08.24 /UTC/ for performing flight 5P321 ORY-BUD. Flight crew notified R/H Main Landing Gear retraction problem after take off.

The crew decided to return to ORY and landed safely at 08:57 at ORY.

Flight crew had appropriate professional licenses and valid medical certificates for the intended flight

After parking at the stand the contracted technical staff found that RH MLG Trunion Pin p/n: 65-46113-xx was damaged.

In accordance with Company decision the L/H and R/H Main Landing Gears have been replaced, the test was performed.

The aircraft was repositioned to BUD on 09 – Nov – 2005 and landed in BUD at 14:04 UTC in serviceable condition.

### 3. CONCLUSIONS

During the L/H and R/H Landing Gear Replacement was found corrosion damages on the Trunnion Pins and connected parts. The corrosion damages are similar to the corrosion described in Boeing SB 737-32A1367 caused by using JC5A as a corrosion inhibiting compound.

The L/H and R/H MLG were installed at Boeing facilities and were not replaced during the operation.

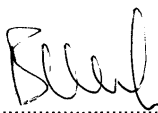
### 3. SAFETY RECOMMENDATION

- Perform the inspection of the Trunnion Pins, Actuator Beam Bolt and Tee-Fitting Attach Bolt on a/c HA-LKR/S/T/U/V in accordance with Boeing SB 737-32A1367 REV 1.

### 4. OTHER INSTRUCTIONS

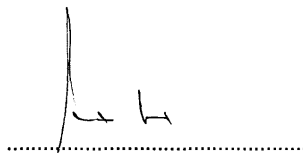
- SkyEurope Airlines Hungary KFT. should inform the contracted partner about the findings of the investigation and circumstances of incident.
- SkyEurope Airlines Hungary KFT. should inform it's strategic partner about the findings of the investigation and circumstances of incident.
- SkyEurope Airlines Hungary KFT. should inform the technical and flight crews about the incident and the conclusions of investigation.

Budapest, 30 December 2005



Approved by:.....

**György Badovszky**  
*Chief Inspector*

  
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**András Kovács**  
*Investigator*