

## Aviation Safety Bulletin

ASB No: 91-31/M

SEP, 2002

Subject :

An MD-90-30 aircraft No.3 main wheel separated from Main Landing Gear axle after landing.

Background :

One MD-90-30 aircraft lost No.3 main wheel assembly during taxiing on the runway after aircraft landed. Pilot also reported Anti-Skid system inoperative message shown on EOAP (Electronic Overhead Annunciation Panel).

The departed wheel assembly was found on the runway approx. 5000 feet away from the spot where the aircraft landed.

Investigation has revealed that the wheel axle nut retainer lock pin was worn out and resulted in an inability to engage in the axle slot which in turn caused the retainer moving outward with axle nut when wheel was rotating. The completely departed No. 3 wheel assembly has further caused Anti-Skid system failure.

The aircraft returned to service after the detailed inspections instructed by Boeing accordingly were performed.

Recommendation:

1. In transit check, do one time inspection on the fleet, and ensure the lock pin is physically embedded in retainer.
2. Followed by over night inspection, remove and examine axle nut, retainer, lock pin

of all the fleet aircraft IAW Aircraft Maintenance Manual respectively.

3. The concerned operator issue technical document to highlight the cautionary procedures in Aircraft Maintenance Manual for MLG wheel and tire installation.

4. Recurrently train the personnel who are involved in line maintenance and comply with the relevant procedures in Aircraft Maintenance Manual for MLG wheel and tire installation.

5. Revise the Maintenance Program by adding a task to reflect the inspection of the retainer lock pin to conform to the operational specification.