



The aircraft departed Des Salaam International for Karume airport - Pemba at 0500 with 25 souls on board including one VIP. The flight to Pemba was uneventful and the aircraft landed without incident at Karume Airport - Pemba at 0545.

After the disembarkation of the VIP, the crew conducted a post and pre-flight inspection during the turn around. It was at this time when it was noticed that the right main gear had extensive oil leakage. Further examination revealed also that the shock strut had bottomed on the axle.

The engineer on board attributed this to the failure of oleo servicing seals. When the landing gear had been wiped of the oil on its surface, it revealed a crack which had emanated from the side stay attachment lug and propagated upwards and downwards along the main fitting (outer cylinder). This was established to be the cause of the oil loss from the shock strut.

The operator is to send the shock strut to the vendor for further analysis as to what could have caused the failure before its service life and advise the AIB of the outcome. The landing gear whose part number is 200739004 and serial number DRG24-78 had accumulated a total of 7,382 landings and 7,757 flight hours. Its expected service life is 10,000 landings or 10 years whichever occurs sooner. At the time of this failure the undercarriage was 19 years old and was due for complete overhaul next year, 1998 when the aircraft is to have been in service for 20 years.

The 10,000 landings service life can be extended to 20,000 landings when the strut is overhauled.