
Nosewheel stuck 90°, Airbus A320, N536JB, September 21, 2005

Micro-summary: This airplane had its nosewheel stuck at a 90 degree angle while attempting to retract.

Event Date: 2005-09-21 at 1818 PDT

Investigative Body: National Transportation Safety Board (NTSB), USA

Investigative Body's Web Site: <http://www.nts.gov/>

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 National Transportation Safety Board PRELIMINARY REPORT AVIATION		NTSB ID: LAX05IA312		Most Critical Injury: None	
		Occurrence Date: 09/21/2005		Investigated By: NTSB	
		Occurrence Type: Incident		ICAO Report Submitted:	
Location/Time					
Nearest City/Place		State	Zip Code	Local Time	Time Zone
Los Angeles		CA	90045	1818	PDT
Aircraft Information					
Registration Number		Aircraft Manufacturer		Model/Series Number	
N536JB		Airbus Industrie		A320	
Type of Aircraft: Airplane			Homebuilt Aircraft? No		
Injury Summary:		Fatal	Serious	Minor	None 146
Sightseeing Flight: No			Air Medical Transport Flight: No		
Narrative					
Brief narrative statement of facts, conditions and circumstances pertinent to the accident/incident:					
<p>On September 21, 2005, at 1818 Pacific daylight time, Jet Blue Airlines flight 292, an Airbus A320, N536JB, landed at Los Angeles International Airport, Los Angeles, California, with the nose wheels cocked 90 degrees. Jet Blue Airlines, Inc., was operating the airplane as a scheduled domestic passenger flight under the provisions of 14 CFR Part 121. The airline transport pilot licensed captain, first officer, 4 flight attendants, and 140 passengers were not injured. The flight departed Burbank, California, at 1531, as a nonstop to JFK Airport, New York, New York. Visual meteorological conditions prevailed, and an instrument flight rules (IFR) flight plan had been filed.</p> <p>The first officer (FO) flew the first leg. The initial departure did not indicate any problems, and he observed a positive rate of climb. After the captain attempted to retract the landing gear, two error messages displayed on the Electric Centralized Aircraft Monitoring (ECAM) system: nose gear shock absorber and nose wheel steering fault. There was no master warning so the FO continued flying the airplane while the captain troubleshooted the ECAM system.</p> <p>The FO flew the airplane over Palmdale, California, at 14,000 feet mean sea level (msl) while the captain consulted the flight crew operating manual (FCOM). The FCOM noted that the nose gear "may be caught at 90 degrees." The captain continued to evaluate the problem to ascertain the systems' status. The flight crew continually updated the cabin crew and passengers.</p> <p>The flight diverted to Long Beach, California. The captain decided to perform a fly-by of the tower for verification on the gear status. The tower, Jet Blue ground personnel, and a local news helicopter advised him that the nose gear was cocked 90 degrees to the left. The flight crew decided to divert to Los Angeles. The crew flew for several hours to burn fuel so that they could land at a lighter weight.</p> <p>The captain communicated with the cabin crew and passengers. The cabin crew emptied the first three rows of seats, and moved the baggage as far aft as possible. They placed able-bodied persons in the exit rows, and removed all baggage and paperwork from the seating area. They showed the able-bodied persons how to operate the doors, and gave additional instructions.</p> <p>The flight attendants spoke to each passenger individually prior to the landing to ensure that they knew the emergency procedures that would take place and how to properly brace themselves. The flight attendants checked and double checked each others' work to ensure that everything was completed and would go according to plan.</p> <p>The captain took note of the fuel burn to ensure that the center of gravity stayed within limits. The captain also advised the cabin crew that in the event the nose gear collapsed, evacuation from the aft doors was not available so everyone would deplane from the forward exits. The flight crew advised the cabin crew to take the emergency procedures up to the point of egress, at which time</p>					
PRELIMINARY INFORMATION - SUBJECT TO CHANGE					
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PRELIMINARY REPORT**AVIATION**

NTSB ID: LAX051A312

Occurrence Date: 09/21/2005

Occurrence Type: Incident

Narrative (Continued)

the captain would advise the method.

Prior to touchdown, the captain announced to "brace" and the flight attendants also transmitted "brace" over the public address system.

The captain flew the airplane for the landing. He touched down at 120 knots, and applied normal braking at 90 knots. He held the nose gear off of the ground as long as possible. At 60 knots, the flight crew shut down the engines. They did not use ground spoilers, reverse thrust, or auto braking. During the landing, the forward cabin crew could smell burnt rubber. The cabin crew remained at their stations as previously defined by the captain. The air traffic control tower confirmed that there was no fire, and the captain announced this to the cabin crew. After this notification, the passengers deplaned normally using an air stair.

Both nose tires collapsed during the landing roll, and about half of the two wheels was ground off.

Maintenance personnel jacked the airplane up, and removed the damaged wheels. They installed a right nose wheel, and towed the airplane to a maintenance hangar.

Maintenance personnel removed the cockpit voice recorder (CVR) and digital flight data recorder (DFDR). The National Transportation Safety Board investigator-in-charge (IIC) sent them to the Safety Board Vehicle Recorder's Division for examination.

Maintenance records indicated that Jet Blue maintenance technicians replaced a proximity sensor on the nose wheel prior to the previous flight's departure from New York earlier in the day.

A post flight maintenance report indicated the following faults:

At 1531 PDT	L/G Shock Absorber Fault (2)
At 1532 PDT	Wheel N/W Strg Fault.

The IIC retained the nose gear assembly and several other components for examination.

 <p>National Transportation Safety Board PRELIMINARY REPORT AVIATION</p>	NTSB ID: LAX051A312
	Occurrence Date: 09/21/2005
	Occurrence Type: Incident

Other Aircraft Involved		
Registration Number	Aircraft Manufacturer	Model/Series Number

Accident Information	
Aircraft Damage: Minor	Accident Occurred During: Landing
Property Damage:	

Crew	Name	Certificate No.	Injury
Pilot	On File	On File	None
2	On File	On File	None
3			
4			
5			
6			

Operator Information		
Name Jet Blue Airlines, Inc.	Operator Designator Code YENA	Doing Business As

Street Address 118-29 Queens Blvd	City Forest hills	State NY	Zip Code 11375
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-Type of Certificate(s) Held:
Air Carrier Operating Certificate(s): Flag Carrier/Domestic

Operating Certificate:	Operator Certificate:
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Regulation Flight Conducted Under: Part 121: Air Carrier
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Type of Flight Operations Conducted: Scheduled; Domestic; Passenger Only
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Flight Plan/Itinerary
Type of Flight Plan Filed: IFR

Last Departure Point	State	Airport Identifier
Burbank	CA	BUR
Destination	State	Airport Identifier
New York	NY	JFK

Weather Information				
Investigator's Source:	Facility ID: LAX	Observation Time (Local): 1819		
Sky/Lowest Cloud Condition: Few	7000 Ft. AGL			
Lowest Ceiling: None	Ft. AGL	Visibility: 10	SM	Altimeter: 29.91 "Hg

 <p>National Transportation Safety Board PRELIMINARY REPORT AVIATION</p>	NTSB ID: LAX05IA312	
	Occurrence Date: 09/21/2005	
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Weather Information (Continued from page 2)

Temperature: 18 °C	Dew Point: 16 °C	Wind Direction: 250	
Wind Speed: 8 Kts.	Gusts: Kts.	Weather Conditions at Accident Site: Visual Conditions	

Administration Data

Notification From FAA AWP Operations Center	Date 09/21/2005	Local Time
FAA District Office/Coordinator Los Angeles, CA FSDO Monico Robles	Investigator-In-Charge (IIC) Howard D. Plagens	