

**Aviation Safety Investigation Report
199301179**

**Boeing Co
B737**

05 May 1993

Readers are advised that the Australian Transport Safety Bureau investigates for the sole purpose of enhancing transport safety. Consequently, Bureau reports are confined to matters of safety significance and may be misleading if used for any other purposes.

Investigations commenced on or before 30 June 2003, including the publication of reports as a result of those investigations, are authorised by the Executive Director of the Bureau in accordance with Part 2A of the Air Navigation Act 1920.

Investigations commenced after 1 July 2003, including the publication of reports as a result of those investigations, are authorised by the Executive Director of the Bureau in accordance with the Transport Safety Investigation Act 2003 (TSI Act). Reports released under the TSI Act are not admissible as evidence in any civil or criminal proceedings.

NOTE: All air safety occurrences reported to the ATSB are categorised and recorded. For a detailed explanation on Category definitions please refer to the ATSB website at www.atsb.gov.au.

The Bureau did not conduct an on scene investigation of this occurrence. The information presented below was obtained from information supplied to the Bureau.

Occurrence Number: 199301179 **Occurrence Type:** Incident
Location: Adelaide
State: SA **Inv Category:** 4
Date: Wednesday 05 May 1993
Time: 0802 hours **Time Zone** CST
Highest Injury Level: None

Aircraft Manufacturer: Boeing Co
Aircraft Model: 737-377
Aircraft Registration: VH-CZC **Serial Number:** 23655
Type of Operation: Air Transport Domestic High Capacity Passenger
Scheduled
Damage to Aircraft: Minor
Departure Point: Adelaide SA
Departure Time: 0759 CST
Destination: Darwin NT

Approved for Release: Sunday, June 19, 1994

As the aircraft became airborne at Adelaide Airport, air traffic controllers observed a tread separating from a main landing gear tyre.

The pilot was advised and confirmed an abnormal landing gear indication. Most of the tread of a main gear tyre was found on the runway and emergency services were placed on full alert.

The aircraft was operated clear of the circuit to reduce landing weight and to allow emergency services to be made ready. Later, after an inspection fly-past was carried out, the aircraft landed safely.

There have been other tread losses from the same type of retreaded tyre. As a result, the operator has reduced the number of times this type of tyre will be retreaded and has also stopped the purchase of this type of tyre.