

**Aviation Safety Investigation Report
199503976**

**Fairchild Industries Inc
Metro 23**

22 November 1995

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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.

Occurrence Number: 199503976 **Occurrence Type:** Incident
Location: Sydney, Aerodrome
State: NSW **Inv Category:** 4
Date: Wednesday 22 November 1995
Time: 0732 hours **Time Zone** ESuT
Highest Injury Level: None

Aircraft Manufacturer: Fairchild Industries Inc
Aircraft Model: SA227-DC
Aircraft Registration: VH-DMO **Serial Number:**
Type of Operation: Air Transport Domestic Low Capacity Passenger Scheduled
Damage to Aircraft: Nil
Departure Point: Bathurst NSW
Departure Time: 0700 ESuT
Destination: Sydney NSW

Crew Details:

Role	Class of Licence	Hours on	
		Type	Hours Total
Pilot-In-Command	ATPL	1500.0	4700
Co-Pilot/1st Officer	ATPL	100.0	3600

Approved for Release: Friday, June 7, 1996

After landing on runway 34R in light rain, the aircraft vacated to the right, via taxiway 'T', continuing to decelerate, with the flaps still in the landing configuration. As the aircraft turned left onto taxiway 'J', the aircraft ran off the paved surface to the right of the taxiway and became bogged in soft wet ground. The crew reported they felt minor slipping during the turn, but were unable to regain directional control by braking action or the application of reverse thrust. The wind was reported as 050/10-15 and there were patches of standing water on the taxiway. A subsequent engineering investigation found no fault with the aircraft or its steering system.

The taxiways were constructed with a slight camber, designed to assist water runoff. Photographic evidence indicated that the aircraft had commenced the left turn whilst on the right side of the centreline. A replay of the recorded surface movement radar indicated that the aircraft entered the turn faster than preceeding aircraft, at about the maximum design speed for the taxiway.

It is considered likely that the northeasterly wind, acting upon the vertical surfaces of the aircraft, reduced the steering effectiveness of the nose gear in the slippery wet conditions as the aircraft turned from a northerly to a westerly heading on the right side of the cambered taxiway. Corrective action by the crew could not prevent the aircraft leaving pavement.