

**Aviation Safety Investigation Report  
199301068**

**Swearingen Aviation Corp  
Metro 2**

**28 April 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](http://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.

<b>Occurrence Number:</b>	199301068	<b>Occurrence Type:</b>	Incident
<b>Location:</b>	Mildura		
<b>State:</b>	VIC	<b>Inv Category:</b>	4
<b>Date:</b>	Wednesday 28 April 1993		
<b>Time:</b>	0815 hours	<b>Time Zone</b>	EST
<b>Highest Injury Level:</b>	None		

<b>Aircraft Manufacturer:</b>	Swearingen Aviation Corp		
<b>Aircraft Model:</b>	SA226-TC		
<b>Aircraft Registration:</b>	VH-KDR	<b>Serial Number:</b>	TC-289
<b>Type of Operation:</b>	Air Transport	Low Capacity Passenger Scheduled	
<b>Damage to Aircraft:</b>	Minor		
<b>Departure Point:</b>	Mildura VIC		
<b>Departure Time:</b>			
<b>Destination:</b>	Melbourne VIC		

**Approved for Release:** Monday, March 28, 1994

Shortly after commencing the takeoff the aircraft made an uncommanded turn to the right and ran off the sealed runway. Before the aircraft could be brought to a stop the left propeller was damaged as it struck a T-VASIS box.

The crew had deactivated the nosewheel steering system during the early portion of the takeoff, in accordance with standard operating procedures. An extensive investigation by the operator and manufacturer did not disclose the cause of the uncommanded turn.

The manufacturer recommended, and the operator has adopted, a modified procedure aimed at avoiding a repetition of this incident.