

AAIU Report No. 1998/012
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Aircraft Type and Registration: Hawker Siddley 748-2A, G-BIUV
No. and Type of Engines: 2 Rolls Royce DART 534-Z
Year of Manufacture: 1971
Date and Time (UTC): 3 January 1998; 0152 hrs
Location: Dublin Airport
Type of Flight: Scheduled Freight
Persons on Board: Crew - 2
Injuries: Crew - None
Nature of Damage: Minor
Commanders Licence: Air Transport Pilot's Licence
Commanders Age: 33 years
Commanders Flying Experience: 2980 hours (of which 1800 were on type)
Information Source: ATC Watch Manager, Dublin Airport.
AAIU Field Investigation.

Synopsis

The aircraft was operating on a scheduled cargo flight from Liverpool to Dublin Airport. The pilot flying (PF) had approximately 30 hours experience on type and was undergoing Line Training. Runway 28 (8650 ft), which was clearly visible on the extended approach, was selected for landing. There was moderate turbulence and the surface wind given by ATC was 240/22, gusting to 40 kts. The PF elected to use 22° of flap for landing because of the turbulence and crosswind, rather than the normal full flap selection. The pilot not flying (PNF), who was operating in his capacity as a Line Training Captain, concurred with this decision and also said that the crosswind given was well within the limits of the aircraft. The flying limitations in the company's Operations Manual give the maximum crosswind for landing as 30 kts.

The Dublin Met report for 0130 hours was as follows:-

Surface wind	210/26 gusting 45 kt
Visibility	10 km
Cloud	FEW 1900 ft, SCT. 2200 ft. BKN. 3200 ft
Temperature	11°C
Weather	Nil

The touch-down was normal and, as the aircraft decelerated on the runway, the PF told the PNF that he had no response from the nose wheel, that the steering tiller was having no effect as the aircraft veered off to the right, towards the runway's edge.

The PNF attempted to assist in the steering by applying full left rudder and full aileron into wind but this did not have the desired effect and the aircraft unintentionally departed the runway at the taxiway MIKE intersection, some 4340 ft from the threshold of Runway 28, damaging one taxiway edge light and the taxiway designation sign, MIKE.

The aircraft continued for about 200 ft in the very soft grassy area beside the runway and, as the PF attempted to turn the aircraft back out onto the runway, it finally bogged down during this turn some 15 ft from the hard runway surface. The PNF closed the engines down and the crew exited the aircraft uninjured.

As a result of this excursion on to the soft grass and the time expended by the Airport Authorities in the careful recovery of the aircraft, Runway 28/10 was closed to traffic from 0152 hrs to 0743 hrs.

Later that day the operators technical inspector carried out a visual inspection of the aircraft's steering and brake components at Dublin Airport. Subsequent to this the aircraft was subjected to exhaustive taxiing tests, including severe turning and differential braking. No defects were discovered.

That night the aircraft was ferried to its base at Liverpool where further inspections were undertaken. The aircraft technical log shows that minor repairs and replacements were carried out, including fitting two new R/H undercarriage tyres.