

**Aircraft type and registration:** De Havilland Canada DHC-6 Twin Otter G-RBLA (twin turbo-prop transport aircraft)

**Year of Manufacture:** 1979

**Date and time (GMT):** 5 September 1984 at 0921 hrs

**Location:** Newcastle Airport

**Type of flight:** Scheduled Passenger

**Persons on board:** Crew — 2                      Passengers — 19

**Injuries:** Crew — Nil                      Passengers — Nil

**Nature of damage:** Port outer wing and tip damaged. Left mainwheel tyre deflated

**Commander's Licence:** Airline Transport Pilot's Licence

**Commander's Age:** 58 years

**Commander's total flying experience:** 14,652 hours (of which 1020 were on type)

**Information Source:** Aircraft Accident Report form submitted by Commander

The aircraft landed at Newcastle airport following a flight from Manchester. The runway in use was 25 and the surface wind was reported at 350°/18 kt. The aircraft had landed and the commander decided to keep rolling at 30 to 40 kt because there was still some distance to go before the turnoff. At this point a slight swing to the left occurred which the pilot corrected by application of right rudder and brake, simultaneously selecting full reverse pitch. However, the pilot was then unable to control the swing to the right and the aircraft left the northern edge of the runway, yawing to the left as it rolled onto the grass, and causing the port wingtip to dig into the ground. It was subsequently found that the port mainwheel tyre had deflated.

The aircraft commander has stated that he believes the initial swing to the left was caused by the deflated port tyre, and that the subsequent uncontrollable swing to the right was caused by a combination of loss of braking action on the port mainwheel and differing reverse pitch acceleration rates of the engines such that the starboard engine provided more deceleration than the port engine.