SD3-60 Variant 100, G-BKMX

AAIB Bulletin No: 6/97 Ref: EW/G97/03/03Category: 1.1

Aircraft Type and Registration:	SD3-60 Variant 100, G-BKMX
No & Type of Engines:	2 Pratt & Whitney PT6A-65R turboprop engines
Year of Manufacture:	1983
Date & Time (UTC):	1 March 1997 at 1142 hrs
Location:	Aberdeen Airport, Scotland
Type of Flight:	Public Transport
Persons on Board:	Crew - 2 - Passengers - None
Injuries:	Crew - None - Passengers - N/A
Nature of Damage:	None
Commander's Licence:	Airline Transport Pilot's Licence
Commander's Age:	50 years
Commander's Flying Experience:	15,360 hours (of which 1,640 were on type)
	Last 90 days - 135 hours
	Last 28 days - 37 hours
Information Source:	Aircraft Accident Report Form submitted by the pilot plus enquiries by AAIB

The aircraft was on a positioning flight from Sumburgh to AberdeenAirport with no passengers on board. The landing weight was 8,450kg. The runway in use at Aberdeen was Runway 16, which has apublished landing distance available of 1,829 metres; the asphaltsurface was dry. The forecast meteorological conditions includeda surface wind of 190_/22 kt gusting to 35 kt, increasing at timesto 27 kt with gusts to 45 kt; the visibility was good and therewas no cloud below 2,000 feet. The relevant Automatic TerminalInformation Service (ATIS) broadcast contained details of windshearon finals for Runway 16 and information on forecast severe low-levelturbulence; upon initial contact with the Approach control thepilot acknowledged that he had copied this ATIS information.

Throughout the subsequent visual approach the pilot was givensix updates of the surface wind, the maximum value that was passedto him was coincident with the landing clearance and was 210_/35kt gusting to 45 kt. The last three updates were passed duringthe final minute prior to touchdown and of these the maximum was220/38 kt which translates to a crosswind of 33 kt; the

finaltwo wind reports were both 220_/30 kt representing a crosswindof 26 kt. The landing crosswind limit for the aircraft is 30kt.

The commander was handling pilot for the visual approach followedby the crosswind landing which was accomplished using the approvedwing-down technique. No appreciable windshear was noted and thetouchdown was considered by the pilot to be normal and on therunway centreline. The nosewheel was lowered and the ground finepitch stops were selected. The aircraft then yawed to the leftand, despite applying right brake and right nosewheel steering,the aircraft left the runway and ran onto the grass. Neitherpilot noted the engine parameters during this excursion nor werethey aware of the right wing lifting at any time during the landing.

The fire services arrived almost immediately and advised the pilotthat there was no apparent damage and that the aircraft was restingon firm ground. The aircraft was taxied back to the runway andthen onto the allocated stand. An engineering inspection wascarried out and no damage identified. The aircraft was returnedto service.