

# Short 360-100, G-OLAH

**AAIB Bulletin No:1/97 Ref: EW/G96/10/07 Category: 1.1**

## INCIDENT

<b>Aircraft Type and Registration:</b>	Short 360-100, G-OLAH
<b>No &amp; Type of Engines:</b>	2 Pratt & Whitney PT6A-65R turboprop engines
<b>Year of Manufacture:</b>	1982
<b>Date &amp; Time (UTC):</b>	9 October 1996 at 1100 hrs
<b>Location:</b>	Runway 23, Teeside Airport, Newcastle
<b>Type of Flight:</b>	Training
<b>Persons on Board:</b>	Crew - 2 - Passengers - None
<b>Injuries:</b>	Crew - None - Passengers - N/A
<b>Nature of Damage:</b>	Left tyre failure
<b>Commander's Licence:</b>	Airline Transport Pilot's Licence
<b>Commander's Age:</b>	48 years
<b>Commander's Flying Experience:</b>	7,670 hours (of which 3,500 were on type) Last 90 days - 114 hours Last 28 days - 38 hours
<b>Information Source:</b>	Aircraft Accident Report Form submitted by the pilot

The crew were concluding a training detail with a simulated asymmetric approach and landing on Runway 23 at Teeside Airport where the tarmac surface was dry. The surface wind was 270°/09 kt, the visibility was 30 km with a cloud base of 2,000 feet and there was no significant weather. The pilot under training had completed the landing checks and confirmed that his heels were 'on the floor' and the training captain verified that no brake pressure was applied. The approach was correctly flown although the speed at the threshold was 5 kt too fast. Approximately 150 metres after touchdown a 'whistling noise' became apparent followed by slight difficulty in steering. As the aircraft slowed through 60 kt the aircraft began to slew markedly to the left. Corrective action prevented the aircraft leaving the runway and it came to a halt approximately 5-10 metres from the left hand edge. Neither pilot was injured and the only damage was to the left tyre which had deflated.

Subsequent inspection of the tyre revealed a 'flat spot' and the training captain thought it likely that the pilot under training had moved his left foot to cover this downwind brake prematurely. The braking system was inspected and found to be serviceable. The tyre was changed and the aircraft has since completed more than 80 landings without any problems.