

**Aviation Safety Investigation Report
199500975**

**Airbus
A300-B4-203**

28 March 1995

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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.

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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.

The Bureau did not conduct an on scene investigation of this occurrence. The information presented below was obtained from information supplied to the Bureau.

Occurrence Number:	199500975	Occurrence Type:	Incident
Location:	Sydney		
State:	NSW	Inv Category:	4
Date:	Tuesday 28 March 1995		
Time:	1510 hours	Time Zone	EST
Highest Injury Level:	None		
Aircraft Manufacturer:	Airbus		
Aircraft Model:	A300-B4-203		
Aircraft Registration:	VH-TAE	Serial Number:	218
Type of Operation:	Air Transport Domestic High Capacity Passenger Scheduled		
Damage to Aircraft:	Nil		
Departure Point:	Melbourne VIC		
Departure Time:			
Destination:	Sydney NSW		

Approved for Release: Monday, August 28, 1995

Whilst turning onto a right base leg for runway 16R, with the autopilot disconnected, right rudder input was unsuccessful and the rudder appeared 'frozen'. After two unsuccessful attempts to deflect the rudder to the right the pilot applied left rudder which responded, although requiring the application of higher than normal force on the rudder pedal. Subsequent application of right rudder was successful, but felt extremely stiff. A light 'tramping' was also felt through the pedals. The number 1 yaw damper was disconnected temporarily with no apparent change in control feel or response. The aircraft subsequently landed without further incident.

An investigation found seized bearings at the pilot's aft rudder input quadrant, requiring excessive input forces for rudder deflection. The bearings, shaft and support frame assembly were changed, which resulted in the system returning to normal operation.

There had been a history of rudder input problems since the aircraft's last scheduled maintenance in the United Kingdom in February, when the quadrant shafts had been changed as an inspection sampling program requirement.