

**Aviation Safety Investigation Report  
199301540**

**Fokker B.V.  
F50 (Fokker 50)**

**19 May 1993**

Readers are advised that the Australian Transport Safety Bureau investigates for the sole purpose of enhancing transport safety. Consequently, Bureau reports are confined to matters of safety significance and may be misleading if used for any other purposes.

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](http://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:** 199301540                      **Occurrence Type:** Incident  
**Location:** Albury  
**State:** NSW    **Inv Category:** 4  
**Date:** Wednesday 19 May 1993  
**Time:** 1615 hours                                      **Time Zone** EST  
**Highest Injury Level:** None

**Aircraft Manufacturer:** Fokker B.V.  
**Aircraft Model:** F27 MK 50  
**Aircraft Registration:** VH-FNB                                      **Serial Number:** 20107  
**Type of Operation:** Air Transport Domestic High Capacity Passenger  
Scheduled  
**Damage to Aircraft:** Nil  
**Departure Point:** Sydney NSW  
**Departure Time:**  
**Destination:** Albury NSW

**Approved for Release:** Monday, August 30, 1993

During the landing roll the aircraft steering could not be controlled by the steering tiller. The tiller continued to drive to the full left position and directional control could only be maintained by differential braking. When the aircraft was stopped the nosewheel and tiller were locked in the full left position and taxiing was not possible. While arrangements were being made to disembark the passengers on the runway, the steering suddenly freed itself and the aircraft was then taxied to the terminal.

The steering system could not be faulted on the ground at Albury but the nosewheel steering shut-off valve was changed as a precaution. The aircraft then operated the return flight to Sydney, but the problem recurred. The nosewheel steering control valve was changed and no further problems have been reported.