

# Viscount 836, G-BFZL, 22 March 1996

**AAIB Bulletin No: 6/96 Ref: EW/G96/03/08 Category: 1.1**

**Aircraft Type and Registration:** Viscount 836, G-BFZL

**No & Type of Engines:** 4 Rolls Royce Dart 530 turboprop engines

**Year of Manufacture:** 1960

**Date & Time (UTC):** 22 March 1996 at 2130 hrs

**Location:** Edinburgh Airport

**Type of Flight:** Freight

**Persons on Board:** Crew - 3 Passengers - None

**Injuries:** Crew - None Passengers - N/A

**Nature of Damage:** One main undercarriage oleo bent and the propellers of the righthand engines were damaged by contact with the ground

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

**Commander's Age:** 41 years

**Commander's Flying Experience:** 4,911 hours (of which 455 were on type)

Last 90 days - 53 hours

Last 28 days - 23 hours

**Information Source:** Aircraft Accident Report Form submitted by the pilot and telephone enquiries by the AAIB

The weather conditions at the time of the accident consisted of a surface wind of 060\_ /5 kts, overcast cloud at 800 feet, visibility 2500 metres with light rain and a temperature of +2\_ C. The taxiway was wet. The crew were to depart from Edinburgh for Coventry at the beginning of their duty day having had a minimum of twelve hours rest since their previous duty. The aircraft was taxied forward from Stand 31 on the Eastern Apron and turned left through 90\_ onto the main taxiway before commencing a right turn through approximately 120\_ onto the link taxiway that connects the Eastern Apron with the threshold of Runway 13. The pilot stated that despite allowing what he considered to be adequate provision for the turn, the right hand main undercarriage ran off the taxiway onto the grass before sinking into the mud and causing the righthand propellers to strike the ground. The link taxiway has a tarmac surface and is marked by blue edge lights and a yellow centre line with green reflective studs at 10 metre intervals. The crew commented that in the

poor visibility at the time, the centre line was difficult to see causing them to undershoot the turn and run the right hand undercarriage onto the grass.