

ACCESSION NUMBER : 92829
DATE OF OCCURRENCE : 8808
REPORTED BY : FLC; FLC; ;
PERSONS FUNCTIONS : FLC,FO; FLC,PIC.CAPT; TWR,LC;
FLIGHT CONDITIONS : VMC
REFERENCE FACILITY ID : TYS
FACILITY STATE : TN
FACILITY TYPE : TWR; ARPT;
FACILITY IDENTIFIER : TYS; TYS;
AIRCRAFT TYPE : ~~LTT~~
ANOMALY DESCRIPTIONS : RWY OR TXWY EXCURSION; LOSS OF ACFT

CONTROL;

ANOMALY DETECTOR : COCKPIT/FLC;
ANOMALY RESOLUTION : NOT RESOLVED/UNABLE;
ANOMALY CONSEQUENCES : NONE;

NARRATIVE : DURING THE LNDG ROLLOUT THE ACFT BEGAN
TO VEER TO THE RIGHT. IN AN EFFORT TO ASSIST THE CAPT I ATTEMPTED
TO APPLY FULL LEFT **RUDDER** AND FOUND THAT THE CAPT HAD ALREADY DONE
SO. I OBSERVED THAT THE NOSE STEERING ARMED LIGHT WAS EXTINGUISHED
AND ADVISED CAPT. THE ACFT CAME TO REST WITH THE NOSE WHEEL IN THE
GRASS. THE CAPT THEN ADVISED ME THAT HE HAD DISARMED THE STEERING
EARLIER FEARING THERE HAD BEEN A NOSE WHEEL STEERING FAILURE. IN
HINDSIGHT IT SEEMS THAT MORE EFFECTIVE USE OF DIFFERENTIAL REVERSE
AND DIFFERENTIAL BRAKING MAY HAVE KEPT THE ACFT ON THE RWY.
CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING: WHEN IT
DEPARTED THE RWY, THE ACFT HAD TURNED SOMEWHAT MORE THAN 45 DEGS.
THERE WAS NO DAMAGE. MAINT COULD FIND NOTHING WRONG WITH THE NOSE
WHEEL STEERING. THE RIGHT BRAKE WAS REPLACED AS A PRECAUTION
ALTHOUGH NOTHING DEFINITE COULD BE FOUND WRONG WITH IT. THERE WERE
TIRE MARKS ON THE RWY, BUT IT COULD NOT BE DETERMINED IF THEY WERE
CAUSED BY A DRAGGING BRAKE OR THE SIDE LOADS OF THE TURN OFF THE
RWY. NOTHING MORE HAS BEEN HEARD RE: THE INCIDENT. THE WINDS WERE
LIGHT AND NO APPARENT EFFECT.

SYNOPSIS : LTT DRIFTED OFF THE RWY DURING LNDG
ROLL AND CAME TO STOP WITH NOSE WHEEL IN THE GRASS.
REFERENCE FACILITY ID : TYS
FACILITY STATE : TN
AGL ALTITUDE : 0,0