

**Aviation Safety Investigation Report  
199603899**

**Fairchild Industries Inc  
Metro 23**

**27 November 1996**

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.

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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.

<b>Occurrence Number:</b> 199603899	<b>Occurrence Type:</b> Accident
<b>Location:</b> Bronzewing	
<b>State:</b> WA	<b>Inv Category:</b> 4
<b>Date:</b> Wednesday 27 November 1996	
<b>Time:</b> 1642 hours	<b>Time Zone:</b> WST
<b>Highest Injury Level:</b> None	

<b>Aircraft Manufacturer:</b> Fairchild Industries Inc	
<b>Aircraft Model:</b> SA227-DC	
<b>Aircraft Registration:</b> VH-WAJ	<b>Serial Number:</b> DC-876B
<b>Type of Operation:</b> Charter Passenger	
<b>Damage to Aircraft:</b> Substantial	
<b>Departure Point:</b> Perth WA	
<b>Departure Time:</b> 1516 WST	
<b>Destination:</b> Bronzewing WA	

**Approved for Release:** Friday, November 29, 1996

The crew reported that, following touchdown from a normal approach, they observed an unidentified object about a third of the way down the runway. As the aircraft approached the object it was identified as an emu which was close to the strip. The beta lights were confirmed and maximum reverse and braking were applied. At the same time the aircraft was moved to the right of the strip and away from the emu. The emu followed the aircraft and was struck by the left propeller as the aircraft decelerated through about 50 kts. It was thrown into the side of the fuselage. The pilot-in-command secured the left propeller and engine and the landing and taxi in were completed on one engine.

The aerodrome had been inspected by a ground agent about 15 minutes prior to the aircraft's arrival and there was no sign of the emu. The strip is surrounded by a animal-proof fence however the three gates are not self-closing. It was reported that the passenger gate had been left open overnight. It is likely the emu entered the aerodrome during the night and remained hidden until it was disturbed by the aircraft.

#### SAFETY ACTION

The aerodrome owner advised they are fitting self-closing devices to all the gates.