



NATIONAL TRANSPORTATION SAFETY BOARD

Office of Aviation Safety
Washington, D.C. 20594

May 6, 2015

Attachment 2 – Pilot Statements

OPERATIONAL FACTORS

ENG111A047

The following pilot statements were forwarded to the NTSB from ExpressJet via email on Friday, September 02, 2011 at 2:34 AM.

Captain Statement

The following is a brief account of the event that transpired on flight 5821 DEN-MLI. Once I have had a chance to decompress and gather my thoughts I will submit a detailed report.

The flight was normal and uneventful up until the point that the nose wheel touched down. I immediately noticed that the nose was drifting left. It started as a gradual, not jerking motion, but increased rapidly. I told the FO there was something wrong with the steering and verbalized "pull the trigger" (steering disengagement trigger) as I was doing the same. I believe he already knew there was a problem and was on the pedals with me. We brought the aircraft to a stop off the runway, called for ARFF assistance, began the process of evacuating the pax and secured the aircraft. I began to make phone calls to the company and ALPA.

First Officer Statement

Normal arrival into Moline. We were cleared for the localizer to runway 10, but proceeded visually as it was severe clear. I was pilot monitoring. The approach, flare and touchdown were normal. In fact the touchdown was really very soft, one of the softest I've felt in a while. As the nosewheel was lowered and made contact with the runway the aircraft began to veer left. We had briefed that the CA needed to maintain centerline as the runway in MLI is much more narrow than we are used to at most airports. As the ac began to veer my attention switched from expecting a radio call from tower for a turnoff to where is this aircraft going. The CA was making grunting noises as he wrestled the a/c trying at this point to keep it on the pavement. I realized the situation required my assistance and put my right foot to the floor in an attempt to keep the ac on the rwy. I also applied full right brake pressure. The steering disengagement trigger was pressed by both of us very early on in the event. In my estimation it was roughly 2-3 seconds before the ac departed the runway from when the nosewheel touched down approx 2000 feet down runway 10 (estimation). The aircraft departed the runway, but not from lack of effort. We were both working feverishly to straighten the aircraft. It was never enough as we went through the grass, ran through a taxi sign, and came to rest east of taxiway E and north of runway 10. After the ac came to a rest, we started the apu and advised the pax to remain seated. We called for arff assistance, and the trucks arrived quickly. The CA then made another PA to the pax stating what had happened and asking if everyone was ok. The CA made sure that the pax knew what the deal was and that we had the situation under control. We had shut down the ac engines but realized that the apu gen had been mel'ed and we were on batts. So we advised arff and tower we wanted to evac out of the main cabin door and onto the grass. We coordinated how it would happen and that we would be off the radios, then turned off the ac so as not to drain the batteries any further. The FA and ARFF assisted in getting people out of the aircraft while the ca and I secured the ac and began to contact company. There were no injuries and there was aircraft damage. The ac was tugged to a remote parking area.