



Aviation Investigation Final Report

Location:	CHICAGO, Illinois	Incident Number:	CH184IA093
Date & Time:	January 23, 1984, 20:20 Local	Registration:	N8081U
Aircraft:	MCDONNELL DOUGLAS DC-8-61	Aircraft Damage:	Minor
Defining Event:		Injuries:	47 None
Flight Conducted Under:	Part 121: Air carrier - Scheduled		

Analysis

AS THE CAPT APPLIED POWER & RELEASED BRAKES TO BEGIN THE TAKEOFF, THE ACFT STARTED TO DRIFT TO THE RIGHT. THE CAPT STATED THAT HE CLOSED THE THROTTLES & PUT THE #1 & #2 THROTTLES IN REVERSE. THE ACFT THEN BEGAN TO VEER LEFT & SPUN AROUND NEARLY 1-1/2 TIMES. THE 1ST OFFICER STATED THAT AS THE ACFT INITIALLY DRIFTED TO THE RIGHT, HE NOTED THAT THE #4 ENG WAS NOT SPOOLING UP & HE SO INFORMED THE CAPT. THE RWY CENTERLINE HAD BEEN DEICED & WAS REPORTED WET WITH SCATTERED AREAS OF SNOW; BRAKING ACTION HAD BEEN REPORTED AS GOOD. THE CAPT SAID THAT LIGHT RAIN OR MIST WAS PRESENT AT THE TIME OF THE INCIDENT. THE UNDERSIDE OF THE #3 ENG COWLING WAS GASHED DURING THE INCIDENT & A LANDING LIGHT HAD TO BE REPLACED.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this incident to be:

Findings

Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER
Phase of Operation: TAKEOFF

Findings

1. (C) DIRECTIONAL CONTROL - NOT MAINTAINED - PILOT IN COMMAND
2. (C) THROTTLE/POWER CONTROL - IMPROPER USE OF - PILOT IN COMMAND

Occurrence #2: DRAGGED WING, ROTOR, POD, FLOAT OR TAIL/SKID
Phase of Operation: TAKEOFF

Factual Information

Pilot Information

Certificate:	Airline transport	Age:	57, Male
Airplane Rating(s):	Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical-w/ waivers/lim	Last FAA Medical Exam:	September 1, 1983
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	16000 hours (Total, all aircraft), 500 hours (Total, this make and model), 75 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	MCDONNELL DOUGLAS	Registration:	N8081U
Model/Series:	DC-8-61 DC-8-61	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Transport	Serial Number:	45971
Landing Gear Type:	Retractable - Tricycle	Seats:	152
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	328000 lbs
Time Since Last Inspection:		Engines:	4 Turbo fan
Airframe Total Time:		Engine Manufacturer:	GE
ELT:	Not installed	Engine Model/Series:	CF56
Registered Owner:	UNITED AIRLINES	Rated Power:	
Operator:	UNITED AIRLINES	Operating Certificate(s) Held:	Flag carrier (121)
Operator Does Business As:		Operator Designator Code:	UALA

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument (IMC)	Condition of Light:	Night/dark
Observation Facility, Elevation:	ORD ,667 ft msl	Distance from Accident Site:	
Observation Time:	19:50 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Unknown / 600 ft AGL	Visibility	2 miles
Lowest Ceiling:	Overcast / 600 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	12 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	200°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	-1°C / -1°C
Precipitation and Obscuration:	N/A - None - Fog		
Departure Point:	CHICAGO , IL	Type of Flight Plan Filed:	IFR
Destination:	(YYZ)	Type of Clearance:	IFR
Departure Time:	20:20 Local	Type of Airspace:	

Airport Information

Airport:	O'HARE IAP ORD	Runway Surface Type:	Asphalt
Airport Elevation:	667 ft msl	Runway Surface Condition:	Wet
Runway Used:	9L	IFR Approach:	None
Runway Length/Width:	7416 ft / 150 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	8 None	Aircraft Damage:	Minor
Passenger Injuries:	39 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	47 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC): Rathkejr., Fred

Additional Participating Persons: J. E SIEGMAN; DES PLAINES , IL

Original Publish Date:

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=12442>

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The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).