



Aviation Investigation Final Report

Location:	DETROIT, Michigan	Incident Number:	CHI82IA112
Date & Time:	April 2, 1982, 08:00 Local	Registration:	N23BX
Aircraft:	ROCKWELL SABRELINER 65	Aircraft Damage:	Minor
Defining Event:		Injuries:	8 None
Flight Conducted Under:	Part 91: General aviation - Executive/Corporate		

Analysis

THE RIGHT ENGINE WAS STARTED AS THE PASSENGERS COMPLETED BOARDING. AFTER THE COPILOT SECURED THE CABIN DOOR AND TOOK HIS SEAT, THE PILOT RELEASED THE PARKING BRAKE AND CONTROL LOCK AND APPLIED POWER TO TAXI. WHEN A TURN WAS COMMANDED THE NOSEWHEEL STEERING DID NOT RESPOND AND THE PILOT APPLIED NORMAL AND EMERGENCY BRAKING WITHOUT EFFECT ON THE AIRCRAFTS MOVEMENT. THE PILOT THEN ORDERED THE RIGHT ENGINE SHUT DOWN. THE AIRCRAFT CONTINUED TO ROLL ACROSS THE RAMP UNTIL IT COLLIDED WITH A PARKED AIRCRAFT. THE OPERATOR HAD EXPERIENCED SIMILAR FAILURES DURING THE 6 MONTHS PRIOR TO THIS INCIDENT. HOWEVER, ALL EFFORTS TO DUPLICATE AND ISOLATE THE PROBLEMS HAD BEEN UNSUCCESSFUL. DURING POST INCIDENT REPAIRS, NUMEROUS LANDING GEAR SYSTEM COMPONENTS WERE REPLACED AND THE PROBLEM HAS NOT SURFACED AGAIN. NO REASON FOR THE ORIGINAL FAILURES WAS DETERMINED.

Probable Cause and Findings

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

Findings

Occurrence #1: AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation: TAXI - TO TAKEOFF

Findings

1. (C) LANDING GEAR,NORMAL BRAKE SYSTEM - FAILURE,TOTAL
2. (C) LANDING GEAR,EMERGENCY BRAKE SYSTEM - FAILURE,TOTAL
3. (C) LANDING GEAR,STEERING SYSTEM - FAILURE,TOTAL
4. REASON FOR OCCURRENCE UNDETERMINED

Occurrence #2: ON GROUND/WATER COLLISION WITH OBJECT

Phase of Operation: TAXI - TO TAKEOFF

Findings

5. (C) OBJECT - AIRCRAFT PARKED/STANDING

Factual Information

Pilot Information

Certificate:	Airline transport	Age:	53, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Unknown
Other Aircraft Rating(s):		Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Unknown Unknown	Last FAA Medical Exam:	May 29, 1981
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	8800 hours (Total, all aircraft), 1200 hours (Total, this make and model), 140 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	ROCKWELL	Registration:	N23BX
Model/Series:	SABRELINER 65 SABRELINER	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:		Serial Number:	46561
Landing Gear Type:	Retractable - Tricycle	Seats:	12
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	24000 lbs
Time Since Last Inspection:	0 Hrs	Engines:	2 Turbo fan
Airframe Total Time:	53 Hrs	Engine Manufacturer:	AIRESEARCH
ELT:		Engine Model/Series:	TFE731
Registered Owner:	BENDIX, INC.	Rated Power:	3700 Lbs thrust
Operator:	BENDIX, INC.	Operating Certificate(s) Held:	
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:		Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:	Unknown	Visibility	15 miles
Lowest Ceiling:	Unknown	Visibility (RVR):	
Wind Speed/Gusts:	15 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	110°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	DETROIT , MI (DTW)	Type of Flight Plan Filed:	Unknown
Destination:	BALTIMORE , MD (C)	Type of Clearance:	
Departure Time:	00:00 Local	Type of Airspace:	

Airport Information

Airport:	DETROIT METRO DTW	Runway Surface Type:	
Airport Elevation:	0 ft msl	Runway Surface Condition:	
Runway Used:	0	IFR Approach:	
Runway Length/Width:	0 ft / 0 ft	VFR Approach/Landing:	

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Minor
Passenger Injuries:	6 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	8 None	Latitude, Longitude:	42.330429,-83.050186(est)

Administrative Information

Investigator In Charge (IIC):

Additional Participating Persons:

Original Publish Date: April 2, 1983

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=70467>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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](#).