



Aviation Investigation Final Report

Location:	HOUSTON, Texas	Incident Number:	FTW82IA146
Date & Time:	March 20, 1982, 09:15 Local	Registration:	N87Y
Aircraft:	ROCKWELL NA-265-80	Aircraft Damage:	Minor
Defining Event:		Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Executive/Corporate		

Analysis

DURING TAXI FOR TAKEOFF, NOSEWHEEL STEERING WAS LOST AND THE AIRCRAFT DEPARTED THE TAXIWAY AND WENT DOWN AN EMBANKMENT AND INTO A DRAINAGE DITCH CAUSING MINOR DAMAGE. DURING THE HYDRAULIC SYSTEM CHECK-OUT, THE HYDRAULIC PUMP MOTOR WAS FOUND BURNT OUT. THE HYDRAULIC PRESSURE CONTROL SWITCH WOULD NOT OPEN WHEN THE SYSTEM PRESSURE REACHED PRESCRIBED LIMITS. ADDITIONALLY, THE HYDRAULIC PUMP TIMING RELAY WAS FOUND TO BE INOPERATIVE REGARDLESS OF THE LENGTH OF TIME THAT D.C. POWER WAS APPLIED.

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) HYDRAULIC SYSTEM,PRESSURE REGULATOR - JAMMED
2. (C) SAFETY SYSTEM(OTHER) - INOPERATIVE
3. (C) HYDRAULIC SYSTEM,PUMP - OVERTEMPERATURE
4. (C) HYDRAULIC SYSTEM,PUMP - FAILURE,TOTAL
5. (C) FLUID,HYDRAULIC - NO PRESSURE

Occurrence #2: LOSS OF CONTROL - ON GROUND/WATER

Phase of Operation: TAXI - TO TAKEOFF

Findings

- 6. (C) LANDING GEAR,STEERING SYSTEM - DISABLED
- 7. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND
- 8. (C) LANDING GEAR,NORMAL BRAKE SYSTEM - DISABLED
- 9. BRAKES(NORMAL) - NOT POSSIBLE - PILOT IN COMMAND
- 10. (C) LANDING GEAR,EMERGENCY BRAKE SYSTEM - DISABLED
- 11. BRAKES(EMERGENCY) - NOT POSSIBLE - PILOT IN COMMAND

Occurrence #3: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER

Phase of Operation: TAXI - TO TAKEOFF

Findings

- 12. (F) TERRAIN CONDITION - DOWNHILL
- 13. (F) TERRAIN CONDITION - DITCH

Factual Information

Pilot Information

Certificate:	Airline transport	Age:	42, 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:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	October 12, 1981
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	
Flight Time:	6900 hours (Total, all aircraft), 38 hours (Total, this make and model), 52 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	ROCKWELL	Registration:	N87Y
Model/Series:	NA-265-80 NA-265-80	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:		Serial Number:	380-1
Landing Gear Type:	Retractable - Tricycle	Seats:	12
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	20000 lbs
Time Since Last Inspection:	0 Hrs	Engines:	2 Turbo jet
Airframe Total Time:		Engine Manufacturer:	GENERAL ELECT
ELT:		Engine Model/Series:	GE CF-700-2D2
Registered Owner:	N L INDUSTRIES, INC	Rated Power:	4500 Lbs thrust
Operator:	N L INDUSTRIES, INC	Operating Certificate(s) Held:	
Operator Does Business As:		Operator Designator Code:	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument (IMC)	Condition of Light:	Day
Observation Facility, Elevation:	IAH	Distance from Accident Site:	
Observation Time:	09:53 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Unknown	Visibility	4 miles
Lowest Ceiling:	Broken / 900 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	9 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	100°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	78°C
Precipitation and Obscuration:	N/A - None - Haze		
Departure Point:	HOUSTON , TX (IAH)	Type of Flight Plan Filed:	IFR
Destination:	NEW YORK , NY	Type of Clearance:	
Departure Time:	09:15 Local	Type of Airspace:	

Airport Information

Airport:	HOUSTON INTERCONTINENTAL IAH	Runway Surface Type:	
Airport Elevation:	0 ft msl	Runway Surface Condition:	
Runway Used:	0	IFR Approach:	None
Runway Length/Width:	0 ft / 0 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Minor
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):

Additional Participating Persons:

Original Publish Date: March 20, 1983

Last Revision Date:

Investigation Class: [Class](#)

Note:

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=71090>

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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](#).