



# National Transportation Safety Board Aviation Incident Final Report

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<b>Location:</b>	DETROIT, MI	<b>Incident Number:</b>	CHI82IA112
<b>Date &amp; Time:</b>	04/02/1982, 0800 EST	<b>Registration:</b>	N23BX
<b>Aircraft:</b>	ROCKWELL SABRELINER 65	<b>Aircraft Damage:</b>	Minor
<b>Defining Event:</b>		<b>Injuries:</b>	8 None

**Flight Conducted Under:** Part 91: General Aviation - Executive/Corporate

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## 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

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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

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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

<b>Certificate:</b>	Airline Transport	<b>Age:</b>	53, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Seat Occupied:</b>	Unknown
<b>Other Aircraft Rating(s):</b>		<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	
<b>Medical Certification:</b>	Unknown Unknown	<b>Last FAA Medical Exam:</b>	05/29/1981
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	8800 hours (Total, all aircraft), 1200 hours (Total, this make and model), 140 hours (Last 90 days, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	ROCKWELL	<b>Registration:</b>	N23BX
<b>Model/Series:</b>	SABRELINER 65 SABRELINER	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>		<b>Serial Number:</b>	46561
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	12
<b>Date/Type of Last Inspection:</b>	Unknown	<b>Certified Max Gross Wt.:</b>	24000 lbs
<b>Time Since Last Inspection:</b>	0 Hours	<b>Engines:</b>	2 Turbo Fan
<b>Airframe Total Time:</b>	53 Hours	<b>Engine Manufacturer:</b>	AIRESEARCH
<b>ELT:</b>		<b>Engine Model/Series:</b>	TFE731
<b>Registered Owner:</b>	BENDIX, INC.	<b>Rated Power:</b>	3700 lbs
<b>Operator:</b>	BENDIX, INC.	<b>Operating Certificate(s) Held:</b>	

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	, 0 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0000	Direction from Accident Site:	0°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	15 Miles
Lowest Ceiling:	Unknown / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	15 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	110°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	/ 0°C
Precipitation and Obscuration:			
Departure Point:	DETROIT, MI (DTW)	Type of Flight Plan Filed:	Unknown
Destination:	BALTIMORE, MD (C)	Type of Clearance:	
Departure Time:	0000	Type of Airspace:	

## Airport Information

Airport:	DETROIT METRO (DTW)	Runway Surface Type:	
Airport Elevation:	0 ft	Runway Surface Condition:	
Runway Used:	0	IFR Approach:	
Runway Length/Width:		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:	

## Administrative Information

Investigator In Charge (IIC):		Report Date:	04/02/1983
Additional Participating Persons:			
Publish Date:			
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

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The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).