National Transportation Safety Board
Aviation Accident Data Summary

Location:	Ft. Lauderdale, FL	**Accident Number:**	NYC08LA091
Date & Time:	02/01/2008, 1542 EST	**Registration:**	N3RP
Aircraft:	North American Rockwell Corp. NA-265-80	**Injuries:**	1 Minor, 2 None
Flight Conducted Under:	Part 91: General Aviation - Ferry		

Analysis

The Rockwell International Sabreliner had just been released from the repair station following several months of maintenance, primarily for structural corrosion control and repair. According to the pilots, they began to taxi away from the repair station. Initially, the brakes and steering were satisfactory, but then failed. The airplane then contacted several other airplanes and a tug with an airplane in tow, before coming to a stop. The airplane incurred substantial damage as a result of the multiple collisions. Neither crewmember heard or saw any annunciations to alert them to a hydraulic system problem. Postaccident examination revealed that there was no pressure in the normal hydraulic system, as expected, and that the auxiliary system pressure was adequate to facilitate emergency braking. Additional examination and testing revealed that the aural warning for low hydraulic system pressure was inoperative, but all other hydraulic, steering, and braking systems functioned properly. Both the pilot and copilot were type-rated in the Sabreliner, and each had approximately 350 hours of flight time in type. Neither crewmember had any time in Sabreliners in the 90 days prior to the accident. Operation of the emergency braking system in the airplane required switching the system on, waiting for system pressure to decrease to 1,700 pounds per square inch (psi), pulling the "T" handle, and then pumping the brake pedals 3 to 5 times. In addition, the system will not function if both the pilot's and copilot's brake pedals are depressed simultaneously. The investigation did not uncover any evidence to suggest the crew turned on the auxiliary hydraulic system, or waited for the system pressure to decrease to 1,700 psi in their attempt to use the emergency braking system.

Flight Events

Taxi-to runway - Sys/Comp malf/fail (non-power)
Taxi-to runway - Ground collision

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be:
The depletion of pressure in the normal hydraulic system for an undetermined reason, and the pilots' failure to properly operate the emergency braking system. Contributing to the accident was an inoperative hydraulic system aural warning.

Findings

Aircraft-Aircraft systems-Hydraulic power system-(general)-Not specified - C
Aircraft-Aircraft systems-Hydraulic power system-Hydraulic, indicating system-Malfunction - F
Aircraft-Aircraft systems-Hydraulic power system-Hydraulic, auxiliary system-Incorrect use/operation - C
Personnel issues-Task performance-Use of equip/info-Use of equip/system-Flight crew - C

Pilot Information

Certificate:	Airline Transport	**Age:**	34
Airplane Rating(s):	Multi-engine Land	**Instrument Rating(s):**	Airplane
Other Aircraft Rating(s):	None	**Instructor Rating(s):**	None
Flight Time:	8500 hours (Total, all aircraft), 350 hours (Total, this make and model), 7500 hours (Pilot In Command, all aircraft), 50 hours (Last 90 days, all aircraft), 15 hours (Last 30 days, all aircraft)		

Co-Pilot Information

Certificate:	Airline Transport	**Age:**	34
Airplane Rating(s):	Multi-engine Land; Single-engine Land	**Instrument Rating(s):**	Airplane
Other Aircraft Rating(s):	None	**Instructor Rating(s):**	None
Flight Time:	14400 hours (Total, all aircraft), 360 hours (Total, this make and model), 13651 hours (Pilot In Command, all aircraft), 2 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	North American Rockwell Corp.	**Registration:**	N3RP
Model/Series:	NA-265-80	**Engines:**	2 Turbo Fan
Operator:	Qualint LLC	**Engine Manufacturer:**	General Electric
Air Carrier Operating Certificate:	None	**Engine Model/Series:**	CF700
Flight Conducted Under:	Part 91: General Aviation - Ferry		

Meteorological Information and Flight Plan

Observation Facility, Elevation:	FXE, 13 ft msl	**Weather Information Source:**	Weather Observation Facility
Conditions at Accident Site:	Visual Conditions	**Lowest Ceiling:**	None
Condition of Light:	Day	**Wind Speed/Gusts, Direction:**	10 knots, 130°
Temperature:	27°C / 15°C	**Visibility**	10 Miles
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Ft. Lauderdale, FL (FXE)	**Destination:**	Brookesville, FL (BKV)

Airport Information

Airport:	Fort Lauderdal Executive (FXE)	**Runway Surface Type:**	
Runway Used:	N/A	**Runway Surface Condition:**	
Runway Length/Width:			

Wreckage and Impact Information

Crew Injuries:	2 None	**Aircraft Damage:**	Substantial
Passenger Injuries:	N/A	**Aircraft Fire:**	None
Ground Injuries:	1 Minor	**Aircraft Explosion:**	None

Administrative Information

Investigator In Charge (IIC):	Michael C Huhn	**Adopted Date:**	03/23/2010
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 pubinq@ntsb.gov, or at 800-877-6799. Dockets released after this date are available at http://dms.ntsb.gov/pubdms/.		

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