



# National Transportation Safety Board

## Aviation Accident Final Report

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Location:	HOUSTON, TX	Accident Number:	FTW89LA146
Date & Time:	08/13/1989, 1750 CDT	Registration:	N66HA
Aircraft:	HAWKER SIDDELEY DH-125-3A	Aircraft Damage:	Substantial
Defining Event:		Injuries:	8 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

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### Analysis

DURING LANDING, UPON NOSE WHEEL CONTACT WITH THE RUNWAY, DIRECTIONAL CONTROL WAS LOST AND THE AIRCRAFT EXITED THE RUNWAY HARD SURFACE AND CROSSED A DITCH COLLAPSING THE NOSE GEAR. THE CREW STATED THAT FULL LEFT RUDDER AND DIFFERENTIAL BRAKING WOULD NOT STOP THE RIGHT DRIFT, AND THAT THE AIRCRAFT WAS IN GRASS UNCONTROLLABLE BY THE TIME THE STEERING TILLER WAS REACHED. THE NOSE WHEEL STEERING SYSTEM WAS EXTENSIVELY DAMAGED BY THE IMPACT SEQUENCE WHEN THE NOSE WHEEL WELL AFT BULKHEAD WAS FORCED INTO THE STEERING ASSEMBLY. THE PILOT STATED THAT IF HE HAD BEEN 'SPRING LOADED' TO THE TILLER THAT HE COULD HAVE POSSIBLY KEPT THE AIRCRAFT OFF THE GRASS.

### Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: FAILURE OF THE NOSE WHEEL STEERING SYSTEM FOR UNDETERMINED REASONS, AND THE PILOT-IN-COMMAND'S HESITATION REACHING FOR THE NOSE WHEEL STEERING TILLER. A CONTRIBUTING FACTOR WAS HIS LACK OF EXPERIENCE IN A DH-125.

## Findings

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Occurrence #1: LOSS OF CONTROL - ON GROUND/WATER

Phase of Operation: LANDING - ROLL

### Findings

1. (C) LANDING GEAR,STEERING SYSTEM - UNDETERMINED
2. (C) NOSEWHEEL STEERING - DELAYED - PILOT IN COMMAND
3. (F) LACK OF TOTAL EXPERIENCE IN TYPE OF AIRCRAFT - PILOT IN COMMAND

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Occurrence #2: ON GROUND/WATER ENCOUNTER WITH TERRAIN/WATER

Phase of Operation: LANDING - ROLL

### Findings

4. TERRAIN CONDITION - DITCH

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Occurrence #3: NOSE GEAR COLLAPSED

Phase of Operation: LANDING - ROLL

### Findings

5. LANDING GEAR,NOSE GEAR - OVERLOAD

## Factual Information

### Pilot Information

<b>Certificate:</b>	Airline Transport; Flight Instructor	<b>Age:</b>	36, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land; Single-engine Sea	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>	Airplane Multi-engine; Airplane Single-engine; Instrument Airplane	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 1 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	06/01/1989
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	5180 hours (Total, all aircraft), 10 hours (Total, this make and model), 5000 hours (Pilot In Command, all aircraft), 20 hours (Last 90 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	HAWKER SIDDELEY	<b>Registration:</b>	N66HA
<b>Model/Series:</b>	DH-125-3A DH-125-3A	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	25126
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	10
<b>Date/Type of Last Inspection:</b>	Unknown	<b>Certified Max Gross Wt.:</b>	21700 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	2 Turbo Jet
<b>Airframe Total Time:</b>	3966 Hours	<b>Engine Manufacturer:</b>	Rolls-Royce
<b>ELT:</b>	Not installed	<b>Engine Model/Series:</b>	VIPER 522
<b>Registered Owner:</b>	ASSOCIATED AIRCRAFT SALES, CO.	<b>Rated Power:</b>	3360 lbs
<b>Operator:</b>	SKYTRAVEL INC.	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	HOU, 47 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	1750 CDT	Direction from Accident Site:	0°
Lowest Cloud Condition:	Scattered / 25000 ft agl	Visibility	12 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	100°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	31°C / 14°C
Precipitation and Obscuration:			
Departure Point:	SAVANNAH, GA (SAV)	Type of Flight Plan Filed:	IFR
Destination:	(HOU)	Type of Clearance:	IFR
Departure Time:	1530 CDT	Type of Airspace:	Class D

## Airport Information

Airport:	WILLIAM P. HOBBY (HOU)	Runway Surface Type:	Concrete
Airport Elevation:	47 ft	Runway Surface Condition:	Dry
Runway Used:	12R	IFR Approach:	ILS
Runway Length/Width:	7601 ft / 150 ft	VFR Approach/Landing:	Full Stop

## Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
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):	JOHN E GRIFFIN	Report Date:	06/26/1992
Additional Participating Persons:	L MOORE W BROOKS B FERO, JR.		
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.ntsb.gov/pubdms/">http://dms.ntsb.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](#).