



National Transportation Safety Board Aviation Accident Final Report

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		

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

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

Certificate:	Airline Transport; Flight Instructor	Age:	36, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land; Single-engine Sea	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane Multi-engine; Airplane Single-engine; Instrument Airplane	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	06/01/1989
Occupational Pilot:	Last Flight Review or Equivalent:		
Flight Time:	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

Aircraft Make:	HAWKER SIDDELEY	Registration:	N66HA
Model/Series:	DH-125-3A DH-125-3A	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Normal	Serial Number:	25126
Landing Gear Type:	Retractable - Tricycle	Seats:	10
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	21700 lbs
Time Since Last Inspection:		Engines:	2 Turbo Jet
Airframe Total Time:	3966 Hours	Engine Manufacturer:	Rolls-Royce
ELT:	Not installed	Engine Model/Series:	VIPER 522
Registered Owner:	ASSOCIATED AIRCRAFT SALES, CO.	Rated Power:	3360 lbs
Operator:	SKYTRAVEL INC.	Operating Certificate(s) Held:	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 pubinquiry@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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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](#).