



National Transportation Safety Board Aviation Accident Final Report

Location:	VANDALIA, OH	Accident Number:	CHI89MA132
Date & Time:	07/13/1989, 0113 EDT	Registration:	N950R
Aircraft:	MCDONNELL DOUGLAS DC8-63F	Aircraft Damage:	Substantial
Defining Event:		Injuries:	3 None

Flight Conducted Under: Part 121: Air Carrier - Non-scheduled

Analysis

AS THE MCDONNELL DOUGLAS DC8 CREW BGN THE AFTER LNDG CHECK, A DECREASE IN QNTY OF HYD PRES WAS NOTED. THE CAPT ELECTED TO LEAVE THE FLAPS EXTDD, THOUGH THE SPOILERS WERE RETRACTED. HYD PRES RMND NML & THE CREW CONTD TO THE RAMP. WHILE TAXIING, THE QNTY SUDDENLY WENT TO ZERO; THE NOSEWHEEL STEERING & NML BRAKES BCM INOP. ATMPTS TO STOP BY USING EMERG PNEUMATIC BRAKING WERE UNSUCCESSFUL. THE CAPT TRIED TO REVERSE THRUST FM #2 & #3 ENGS, BUT THEY WOULD NOT REVERSE (#1 & #4 ENGS WERE SHUT DWN). THE ACFT WAS ON A SLOPE; IT SUBSEQUENTLY ROLLED INTO A BOEING 727. AN EXAM REVEALED THE BOGIE TRIM CYL, PN 5616554-5503, ON THE L MAIN LNDG GEAR HAD RUPTURED. THE AIR BOTTLE FOR PNEUMATIC BRAKING WAS CHARGED TO OPERG PRES, BUT MOVEMENT OF THE AIRBRAKE LEVER WOULD NOT OPER THE CTL VLV, PN 25600-5001; THOUGH NO ANOMALIES WERE FND IN RIGGING/ALIGNMENT. MANUFACTURER DIDN'T PROVIDE A RCMDD INTERVAL FOR CHECKING THE PNEUMATIC BRAKING SYS, BUT THE OPER-ATOR CHECKED IT AT 25,000 HR (D-CHECK) INTERVALS; THE ACFT HAD BEEN OPERD 19,339 HRS, SINCE THE VLV WAS LAST CHECKED.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: FAILURE OF THE LEFT MAIN LANDING GEAR, BOGIE TRIM CYLINDER, AND MALFUNCTION OF THE EMERGENCY AIRBRAKE CONTROL VALVE.

Findings

Occurrence #1: AIRFRAME/COMPONENT/SYSTEM FAILURE/MALFUNCTION
Phase of Operation: TAXI - FROM LANDING

Findings

1. (C) LANDING GEAR,NORMAL BRAKE SYSTEM - FAILURE,TOTAL
2. (C) LANDING GEAR,EMERGENCY BRAKE SYSTEM - INOPERATIVE

Occurrence #2: ON GROUND/WATER COLLISION WITH OBJECT
Phase of Operation: TAXI

Findings

3. (F) OBJECT - AIRCRAFT PARKED/STANDING

Factual Information

Pilot Information

Certificate:	Airline Transport	Age:	40, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Instrument Airplane	Toxicology Performed:	Yes
Medical Certification:	Class 1 Valid Medical--w/ waivers/lim.	Last Medical Exam:	03/27/1989
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	11620 hours (Total, all aircraft), 500 hours (Total, this make and model), 8955 hours (Pilot In Command, all aircraft), 238 hours (Last 90 days, all aircraft), 74 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	MCDONNELL DOUGLAS	Registration:	N950R
Model/Series:	DC8-63F DC8-63F	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Transport	Serial Number:	45903
Landing Gear Type:	Retractable - Tricycle	Seats:	7
Date/Type of Last Inspection:	07/01/1989, Continuous Airworthiness	Certified Max Gross Wt.:	358000 lbs
Time Since Last Inspection:	49 Hours	Engines:	4 Turbo Fan
Airframe Total Time:	53209 Hours	Engine Manufacturer:	P&W
ELT:	Not installed	Engine Model/Series:	JT3D-7
Registered Owner:	EMERY AIRCRAFT LEASING	Rated Power:	1800 lbs
Operator:	ROSENBALM AVIATION	Air Carrier Operating Certificate:	Flag carrier (121)
Operator Does Business As:		Operator Designator Code:	RAXA

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	DAY, 1009 ft msl	Observation Time:	0050 EDT
Distance from Accident Site:	0 Nautical Miles	Direction from Accident Site:	0°
Lowest Cloud Condition:	Scattered / 800 ft agl	Temperature/Dew Point:	22 °C / 16 °C
Lowest Ceiling:	Broken / 5500 ft agl	Visibility	7 Miles
Wind Speed/Gusts, Direction:	4 knots, 40°	Visibility (RVR):	0 ft
Altimeter Setting:	29 inches Hg	Visibility (RVV):	0 Miles
Precipitation and Obscuration:			
Departure Point:	CHARLOTTE, NC (CLT)	Type of Flight Plan Filed:	IFR
Destination:	(DAY)	Type of Clearance:	IFR
Departure Time:	2351 EPT	Type of Airspace:	

Airport Information

Airport:	DAYTON COX (DAY)	Runway Surface Type:	Concrete
Airport Elevation:	1009 ft	Runway Surface Condition:	Dry
Runway Used:	0	IFR Approach:	Visual
Runway Length/Width:		VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	3 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	3 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	WILLIAM C BRUCE	Adopted Date:	09/05/1991
Additional Participating Persons:	STAN SHIREY GREG PHILLIPS JOHN SAOTLER; VANDALIA, OH DON BURKE; LOUISVILLE, KY		
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 pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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