

LOG 1285

NATIONAL TRANSPORTATION SAFETY BOARD WASHINGTON, D.C.

ISSUED: March 26, 1981

Forwarded to:

Mr. Charles E. Weithoner
Acting Administrator
Federal Aviation Administration
Washington, D.C. 20591

SAFETY RECOMMENDATION(S)

A-81-32 and -33

At 1548:35 c.s.t., on January 30, 1980, an Avions Marcel Dassault Breguet Falcon 10, N253K, crashed into Lake Michigan shortly after an attempted takeoff from runway 18 at Meigs Field, Chicago, Illinois. The aircraft came to rest in 25 feet of water about 300 feet from the departure end of the runway. Of the four passengers and two crewmembers aboard, one passenger and one crewmember were killed, and four persons were injured seriously. The aircraft was destroyed. The pilot stated that although the aircraft had accelerated to rotation speed during the takeoff roll, it did not lift off the runway when he rotated for flight, and he elected to continue the takeoff because there was insufficient runway remaining to stop the aircraft.

Although the Safety Board's investigation of the accident has not been completed, evidence indicates that certain precautionary actions should be initiated to prevent a similar occurrence. Metallurgical examination of the emergency/park brake lever and quadrant showed that the lever was in the "park" position during the takeoff roll. With this lever in the "park" position, the Falcon 10 can be set in motion with relative ease when thrust is applied for taxi. In order to prevent this occurrence, the manufacturer installed a red warning light on the lower right corner of the pilot's instrument panel which will illuminate when the lever is in either the "park" or the "emergency" position. However, the Safety Board is concerned about the location of this brake warning light. With both pilots seated normally, the light can be hidden partially from the pilot by his right knee and from the copilot by the emergency/park brake lever. Additionally, the light is not within the normal instrument scan area for either pilot. The Safety Board believes that this brake light should be moved to a position on the instrument panel where it can be monitored easily by both pilots under all internal and external light conditions.

Comparison of the manufacturer's suggested checklist for the Falcon 10 with the company checklist approved by the Federal Aviation Administration and used by the flightcrew of N253K indicated that the manufacturer's suggested checklist recommended that the status of the brake light be checked on three separate occasions before the start of the takeoff roll. However, none of the checks appeared on the company checklist. The Safety Board believes that, had these checks appeared on the checklist used by the flightcrew of N253K, the possibility of an attempted takeoff with the parking brake set would have decreased considerably.

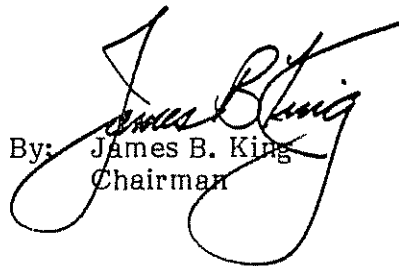
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Therefore, the National Transportation Safety Board recommends that the Federal Aviation Administration:

Issue an airworthiness directive to move the emergency/park brake light on all Falcon 10 aircraft from its present location to a location on the pilot's instrument panel where it can be monitored more readily by both pilots when seated normally in the cockpit. (Class II, Priority Action) (A-81-32)

Review the checklists of all Falcon 10 operators to insure that they include checks that the parking brake is released and the emergency/park brake light is "out" before taxi and before takeoff. (Class II, Priority Action) (A-81-33)

KING, Chairman, DRIVER, Vice Chairman, and McADAMS, GOLDMAN, and BURSLEY, Members, concurred in these recommendations.


By: James B. King
Chairman