



## National Transportation Safety Board Aviation Accident Factual Report

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<b>Location:</b>	FLUSHING, NY	<b>Accident Number:</b>	DCA94MA038
<b>Date &amp; Time:</b>	03/02/1994, 1759 EST	<b>Registration:</b>	N18835
<b>Aircraft:</b>	MCDONNELL DOUGLAS MD-82	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	30 Minor, 86 None

**Flight Conducted Under:** Part 121: Air Carrier - Scheduled

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On March 2, 1994, at 1758 eastern standard time, a McDonnell Douglas MD-80, N18835, operated by Continental Airlines as flight 795, sustained substantial damage during an aborted takeoff at La Guardia Airport in Flushing, New York (LGA). Of the 116 persons on board the airplane, two were flight crewmembers, four were cabin crewmembers, and 110 were passengers. There were seven minor injuries during the accident sequence and evacuation.

A special weather observation, made about 5 minutes after the accident, found the weather as drifting snow conditions, with an indefinite ceiling at 500 feet, obscured, with the wind out of 050 at 23 knots.

The flight was to have been from LGA to Denver Stapleton International Airport, Colorado (DEN). During the attempted takeoff on runway 13, the first officer was at the controls. The captain, seeing that the airspeed indication was not increasing normally, but remained low, elected to abort by pulling back on the throttles, entering reverse thrust, and taking control of the airplane. The airplane came to rest pitched downward, so that the nose of the airplane rested on a mud flat of the Flushing Bay Tidal, which at the time of the accident, was above the waterline.

## Pilot Information

<b>Certificate:</b>	Airline Transport; Commercial; Flight Engineer	<b>Age:</b>	57, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>		<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>	Yes
<b>Medical Certification:</b>	Class 1 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	02/02/1994
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	23000 hours (Total, all aircraft), 6000 hours (Total, this make and model)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	MCDONNELL DOUGLAS	<b>Registration:</b>	N18835
<b>Model/Series:</b>	MD-82 MD-82	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Transport	<b>Serial Number:</b>	N18835
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	146
<b>Date/Type of Last Inspection:</b>	04/05/1993, Continuous Airworthiness	<b>Certified Max Gross Wt.:</b>	144100 lbs
<b>Time Since Last Inspection:</b>	3153 Hours	<b>Engines:</b>	2 Turbo Jet
<b>Airframe Total Time:</b>	23448 Hours	<b>Engine Manufacturer:</b>	P&W
<b>ELT:</b>	Not installed	<b>Engine Model/Series:</b>	JT8D-217A
<b>Registered Owner:</b>	CONTINENTAL AIRLINES	<b>Rated Power:</b>	20850 lbs
<b>Operator:</b>	CONTINENTAL AIRLINES	<b>Operating Certificate(s) Held:</b>	Flag carrier (121)
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	CALA

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	LGA, 33 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	1803 EST	Direction from Accident Site:	0°
Lowest Cloud Condition:	Partial Obscuration / 500 ft agl	Visibility	0.5 Miles
Lowest Ceiling:	Obscured / 500 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	23 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	50°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	-2° C / -3° C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	IFR
Destination:	DENVER, CO (DEN)	Type of Clearance:	IFR
Departure Time:	0000	Type of Airspace:	Class B

## Airport Information

Airport:	LAGUARDIA (LGA)	Runway Surface Type:	Asphalt
Airport Elevation:	22 ft	Runway Surface Condition:	Snow--wet
Runway Used:	13	IFR Approach:	None
Runway Length/Width:	7000 ft / 150 ft	VFR Approach/Landing:	None

## Wreckage and Impact Information

Crew Injuries:	1 Minor, 5 None	Aircraft Damage:	Substantial
Passenger Injuries:	29 Minor, 81 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	30 Minor, 86 None	Latitude, Longitude:	

## Administrative Information

Investigator In Charge (IIC):	THOMAS CONROY
Additional Participating Persons:	
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.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .