



National Transportation Safety Board Aviation Accident Final Report

Location:	FLUSHING, NY	Accident Number:	DCA94MA038
Date & Time:	03/02/1994, 1759 EST	Registration:	N18835
Aircraft:	MCDONNELL DOUGLAS MD-82	Aircraft Damage:	Substantial
Defining Event:		Injuries:	30 Minor, 86 None
Flight Conducted Under:	Part 121: Air Carrier - Scheduled		

Analysis

THE AIRPLANE RAN OFF THE END OF THE RUNWAY DURING A REJECTED TAKEOFF, COMING TO REST ON A DIKE AND A TIDAL MUD FLAT. FDR DATA CONFIRMED THAT THE PITOT HEAT HAD NOT BEEN SELECTED 'ON' BY THE FLIGHTCREW. A BUILDUP OF SNOW AND/OR ICE IN THE PITOT/STATIC SYSTEM TUBES AND PORTS RESULTED IN ERRONEOUS AIRSPEED READINGS DURING THE ATTEMPTED TAKEOFF. SUBSTANTIAL DEVIATIONS FROM CHECKLIST PROCEDURES WERE RECORDED ON THE CVR. 19 SECONDS ELAPSED BETWEEN THE TIME THAT THE AIRPLANE ACTUALLY ACCELERATED THROUGH 60 KIAS (THE FIRST MARK ON THE AIRSPEED INDICATOR) AND THE START OF THE REJECTED TAKEOFF.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: THE FAILURE OF THE FLIGHTCREW TO COMPLY WITH CHECKLIST PROCEDURES TO TURN ON AN OPERABLE PITOT/STATIC HEAT SYSTEM, RESULTING IN ICE AND/OR SNOW BLOCKAGE OF THE PITOT TUBES THAT PRODUCED ERRONEOUS AIRSPEED INDICATIONS, AND THE FLIGHTCREW'S UNTIMELY RESPONSE TO ANOMALOUS AIRSPEED INDICATIONS WITH THE CONSEQUENT REJECTION OF TAKEOFF AT AN ACTUAL SPEED OF 5 KNOTS ABOVE V₁. (NTSB REPORT AAR-95/01)

Findings

Occurrence #1: OVERRUN

Phase of Operation: TAKEOFF - ABORTED

Findings

1. (C) CHECKLIST - NOT COMPLIED WITH - FLIGHTCREW
2. (C) ANTI-ICE/DEICE SYSTEM - NOT USED - FLIGHTCREW
3. (F) WEATHER CONDITION - SNOW
4. (F) WEATHER CONDITION - TEMPERATURE,LOW
5. (F) PITOT/STATIC SYSTEM - OBSTRUCTED
6. (C) ABORTED TAKEOFF - DELAYED - FLIGHTCREW
7. ABORT ABOVE V1 - PERFORMED - FLIGHTCREW

Factual Information

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

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

Aircraft and Owner/Operator Information

Aircraft Make:	MCDONNELL DOUGLAS	Registration:	N18835
Model/Series:	MD-82 MD-82	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Transport	Serial Number:	N18835
Landing Gear Type:	Retractable - Tricycle	Seats:	146
Date/Type of Last Inspection:	04/05/1993, Continuous Airworthiness	Certified Max Gross Wt.:	144100 lbs
Time Since Last Inspection:	3153 Hours	Engines:	2 Turbo Jet
Airframe Total Time:	23448 Hours	Engine Manufacturer:	P&W
ELT:	Not installed	Engine Model/Series:	JT8D-217A
Registered Owner:	CONTINENTAL AIRLINES	Rated Power:	20850 lbs
Operator:	CONTINENTAL AIRLINES	Operating Certificate(s) Held:	Flag carrier (121)
Operator Does Business As:		Operator Designator Code:	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	Report Date:	04/12/1995
Additional Participating Persons:			
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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