



# National Transportation Safety Board Aviation Accident Data Summary

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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>Injuries:</b>	30 Minor, 86 None
<b>Flight Conducted Under:</b>	Part 121: Air Carrier - Scheduled		

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## 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

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

## Pilot Information

<b>Certificate:</b>	Airline Transport; Commercial; Flight Engineer	<b>Age:</b>	57
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Instrument Rating(s):</b>	Airplane
<b>Other Aircraft Rating(s):</b>		<b>Instructor Rating(s):</b>	Airplane Multi-engine; Airplane Single-engine; Instrument Airplane
<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>Engines:</b>	2 Turbo Jet
<b>Operator:</b>	CONTINENTAL AIRLINES	<b>Engine Manufacturer:</b>	P&W
<b>Operating Certificate(s) Held:</b>	Flag carrier (121)	<b>Engine Model/Series:</b>	JT8D-217A
<b>Flight Conducted Under:</b>	Part 121: Air Carrier - Scheduled		

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Instrument Conditions	<b>Condition of Light:</b>	Night/Dark
<b>Observation Facility, Elevation:</b>	LGA, 33 ft msl	<b>Weather Information Source:</b>	Pilot
<b>Lowest Ceiling:</b>	Obscured / 500 ft agl	<b>Wind Speed/Gusts, Direction:</b>	23 knots / , 50°
<b>Temperature:</b>	-2° C	<b>Visibility</b>	0.5 Miles
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>		<b>Destination:</b>	DENVER, CO (DEN)

## Airport Information

<b>Airport:</b>	LAGUARDIA (LGA)	<b>Runway Surface Type:</b>	Asphalt
<b>Runway Used:</b>	13	<b>Runway Surface Condition:</b>	Snow--wet
<b>Runway Length/Width:</b>	7000 ft / 150 ft		

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Minor, 5 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	29 Minor, 81 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Latitude, Longitude:</b>			

## Administrative Information

Investigator In Charge (IIC): THOMAS CONROY Adopted Date: 04/12/1995

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](mailto: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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