



# National Transportation Safety Board Aviation Incident Final Report

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<b>Location:</b>	JAMAICA, NY	<b>Incident Number:</b>	DCA881A060
<b>Date &amp; Time:</b>	06/01/1988, 1631 EDT	<b>Registration:</b>	SXOAB
<b>Aircraft:</b>	BOEING 747-200	<b>Aircraft Damage:</b>	Minor
<b>Defining Event:</b>		<b>Injuries:</b>	157 None
<b>Flight Conducted Under:</b>	Part 129: Foreign		

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## Analysis

THE AIRCRAFT WAS ON SHORT ILS FINAL APPROACH, WITH THE FIRST OFFICER AT THE CONTROLS, WHEN IT ENTERED A RAIN SHOWER. ALL FORWARD VISIBILITY WAS LOST, ACCORDING TO THE PILOTS. THE CAPTAIN THEN TOOK CONTROL OF THE AIRPLANE AND PERFORMED A GO AROUND MANEUVER. PRIOR TO THE GO-AROUND, THE AIRCRAFT TOUCHED DOWN AND ONE MAIN LANDING GEAR TRUCK STRUCK AN APPROACH LIGHTING JUNCTION BOX. AT LEAST ONE MAIN GEAR TIRE WAS BLOWN AT THAT TIME. THE AIRCRAFT LANDED SAFELY AND THE CREW WAS UNAWARE THAT THEY HAD TOUCHED DOWN SHORT AND TO THE RIGHT OF THE OVERRUN. SEVERAL COMPONENTS ON THE UNDERSIDE OF THE AIRCRAFT WERE DAMAGED BY TIRE FRAGMENTS. WEATHER CONDITIONS AT THE TIME INCLUDED GUSTY WINDS AND A SLIGHT WIND SHEAR. THE AIRCREW HAD EXPERIENCED FORMAL WIND SHEAR TRAINING. THE CAPTAIN HAD ACCRUED ABOUT 4,500 HOURS IN THE B-747 AND THE FIRST OFFICER HAD ACCRUED ABOUT 50 HOURS IN THE B-747.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this incident to be:  
NONE SUBMITTED

## Findings

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Occurrence #1: UNDERSHOOT

Phase of Operation: APPROACH - FAF/OUTER MARKER TO THRESHOLD (IFR)

Findings

1. (F) WEATHER CONDITION - WINDSHEAR
2. (C) PROPER GLIDEPATH - NOT MAINTAINED - COPILOT/SECOND PILOT
3. (F) WEATHER CONDITION - RAIN
4. (C) GO-AROUND - NOT PERFORMED - PILOT IN COMMAND
5. (F) WEATHER CONDITION - OBSCURATION
6. (F) WEATHER CONDITION - THUNDERSTORM,OUTFLOW
7. (F) WEATHER CONDITION - GUSTS

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Occurrence #2: ON GROUND/WATER COLLISION WITH OBJECT

Phase of Operation: LANDING - ABORTED

Findings

8. OBJECT - APPROACH LIGHT/NAVAID

## Factual Information

### Pilot Information

<b>Certificate:</b>	Airline Transport; Foreign	<b>Age:</b>	58, Male
<b>Airplane Rating(s):</b>	Multi-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>		<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Unknown Unknown	<b>Last FAA Medical Exam:</b>	02/19/1988
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	22500 hours (Total, all aircraft), 4500 hours (Total, this make and model), 180 hours (Pilot In Command, all aircraft), 180 hours (Last 90 days, all aircraft), 10 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	BOEING	<b>Registration:</b>	SXOAB
<b>Model/Series:</b>	747-200 747-200	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	495
<b>Date/Type of Last Inspection:</b>	Continuous Airworthiness	<b>Certified Max Gross Wt.:</b>	785000 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	4 Turbo Fan
<b>Airframe Total Time:</b>		<b>Engine Manufacturer:</b>	P&W
<b>ELT:</b>	Installed	<b>Engine Model/Series:</b>	JT-90
<b>Registered Owner:</b>	OLYMPIC AIRWAYS	<b>Rated Power:</b>	40000 lbs
<b>Operator:</b>	OLYMPIC AIRWAYS	<b>Operating Certificate(s) Held:</b>	Flag carrier (121)
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	OCB

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Day
Observation Facility, Elevation:	JFK, 12 ft msl	Distance from Accident Site:	1 Nautical Miles
Observation Time:	1630 EDT	Direction from Accident Site:	100°
Lowest Cloud Condition:	Unknown / 0 ft agl	Visibility	2 Miles
Lowest Ceiling:	Broken / 4500 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	19 knots / 26 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	320°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	28° C / 18° C
Precipitation and Obscuration:			
Departure Point:	ATHENS, OF (ATH)	Type of Flight Plan Filed:	IFR
Destination:		Type of Clearance:	IFR
Departure Time:	0631 EDT	Type of Airspace:	Class B; Class D

## Airport Information

Airport:	J. F. KENNEDY INT'L (JFK)	Runway Surface Type:	Asphalt
Airport Elevation:	12 ft	Runway Surface Condition:	Wet
Runway Used:	31R	IFR Approach:	ILS
Runway Length/Width:	10000 ft / 150 ft	VFR Approach/Landing:	

## Wreckage and Impact Information

Crew Injuries:	20 None	Aircraft Damage:	Minor
Passenger Injuries:	137 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	157 None	Latitude, Longitude:	

## Administrative Information

Investigator In Charge (IIC):	ROBERT BNEZON	Report Date:	06/25/1990
Additional Participating Persons:	M. PYATT; WASHINGTON, DC R. CARLSON; VALLEY STREAM, NY G. TASIGIANIS; JAMAICA, NY G. SALOTTOLO; WASHINGTON, DC		
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 <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> .		

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