



Aviation Investigation Final Report

Location:	FLUSHING, New York	Incident Number:	DEN851A065
Date & Time:	January 17, 1985, 11:01 Local	Registration:	N79748
Aircraft:	BOEING 727-224	Aircraft Damage:	Minor
Defining Event:		Injuries:	86 None
Flight Conducted Under:	Part 121: Air carrier - Scheduled		

Analysis

ACFT STRUCK A SEAWALL DIKE IMMEDIATELY AFTER TAKEOFF FROM RUNWAY 13 AT LA GUADIA AIRPORT, FLUSHING, NY. ACFT CONTINUED ON TO DENVER, CO WHERE UNEVENTFUL LANDING WAS MADE. POST-FLIGHT INSPECTION REVEALED MINOR DAMAGE TO TAILSKID AND NUMBER 2 ENGINE THRUST REVERSER. INVESTIGATION DISCLOSED IMCOMPLETE AND INADEQUATE SNOW REMOVAL FROM RUNWAY AND LACK OF VISUAL CUES AVAILABLE DUE TO POOR WEATHER.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this incident to be:

Findings

Occurrence #1: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: TAKEOFF - INITIAL CLIMB

Findings

1. (F) AIRPORT FACILITIES,RUNWAY/LANDING AREA CONDITION - FOREIGN SUBSTANCE COVERED
2. (C) AIRPORT SNOW REMOVAL - INADEQUATE - AIRPORT PERSONNEL
3. (F) METEOROLOGICAL SERVICES,ATIS - INACCURATE
4. (F) UPDATING OF RECORDED WEATHER INFORMATION - NOT PERFORMED - AIRPORT PERSONNEL
5. (F) TERRAIN CONDITION - RUNWAY
6. (F) ICE/FROST REMOVAL FROM AIRCRAFT - NOT CORRECTED - PILOT IN COMMAND

7. (F) TERRAIN CONDITION - SNOW COVERED
8. (F) PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND
9. (F) TERRAIN CONDITION
10. (F) AIRPORT FACILITIES,RUNWAY REMAINING DIST MARKERS - UNAVAILABLE
11. (F) WEATHER CONDITION - OBSCURATION

Factual Information

Pilot Information

Certificate:	Airline transport; Commercial; Flight engineer	Age:	46, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	Last FAA Medical Exam:	September 4, 1984
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	14000 hours (Total, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BOEING	Registration:	N79748
Model/Series:	727-224 727-224	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Transport	Serial Number:	22450
Landing Gear Type:	Retractable - Tricycle	Seats:	159
Date/Type of Last Inspection:	January 5, 1985 Continuous airworthiness	Certified Max Gross Wt.:	190500 lbs
Time Since Last Inspection:	1053 Hrs	Engines:	3 Turbo fan
Airframe Total Time:	109922 Hrs	Engine Manufacturer:	P&W
ELT:	Not installed	Engine Model/Series:	JT8D-15
Registered Owner:	CONTINENTAL AIRLINES INC.	Rated Power:	15500 Lbs thrust
Operator:		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 (IMC)	Condition of Light:	Day
Observation Facility, Elevation:	LGA ,22 ft msl	Distance from Accident Site:	
Observation Time:	10:52 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Unknown	Visibility	5 miles
Lowest Ceiling:	300 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	6 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	190°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29 inches Hg	Temperature/Dew Point:	-3°C / -4°C
Precipitation and Obscuration:	Moderate - None - Snow		
Departure Point:		Type of Flight Plan Filed:	IFR
Destination:	DENVER , CO (DEN)	Type of Clearance:	IFR
Departure Time:	11:01 Local	Type of Airspace:	Class D;Class E

Airport Information

Airport:	LAGUARDIA LGA	Runway Surface Type:	Asphalt;Concrete
Airport Elevation:	22 ft msl	Runway Surface Condition:	Snow
Runway Used:	13	IFR Approach:	None
Runway Length/Width:	7000 ft / 150 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	7 None	Aircraft Damage:	Minor
Passenger Injuries:	79 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	86 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	Scott, Armond
Additional Participating Persons:	SHELDON KING; AURORA , CO STOKES ANDERSON; AURORA , CO DENNIS J CRABTREE; HOUSTON , TX JAMES FARROW; DENVER , CO
Original Publish Date:	
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=16581

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The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).