



# Aviation Investigation Final Report

<b>Location:</b>	KENNER, Louisiana	<b>Incident Number:</b>	FTW89IA152
<b>Date &amp; Time:</b>	August 25, 1989, 11:37 Local	<b>Registration:</b>	N52309
<b>Aircraft:</b>	BOEING 727-231	<b>Aircraft Damage:</b>	Minor
<b>Defining Event:</b>		<b>Injuries:</b>	149 None
<b>Flight Conducted Under:</b>	Part 121: Air carrier - Scheduled		

## Analysis

THE SCHEDULED PASSENGER FLIGHT WAS DISPATCHED WITH 15 DEGREES FLAP TAKEOFF PERFORMANCE DATA FOR RUNWAY 10/28, WHICH WAS 9,228 FEET LONG. TAKEOFF ACTUALLY WAS FROM RUNWAY 19, WHICH WAS 7,000 FEET LONG. THE AIRPLANE LIFTED FROM THE SURFACE IN THE SAFETY AREA OF THE DEPARTURE END OF THE RUNWAY AND THE LEFT MAIN LANDING GEAR STRUCK A LIGHTING CONTROL BOX FOR THE RAIL SYSTEM. A PORTION OF THE LANDING GEAR SCUPPER SEPARATED FROM THE AIRPLANE. THE FLIGHT CONTINUED TO ITS DESTINATION AND LANDED WITHOUT FURTHER INCIDENT. PRIOR TO DEPARTURE, THE FLIGHT ENGINEER FILLED IN HIS PORTION OF THE TAKEOFF DATA SHEET AND HANDED IT TO THE CAPTAIN. THE CAPTAIN ANTICIPATED THAT RUNWAY 10 WOULD BE THE DEPARTURE RUNWAY AND HE PERFORMED TAKEOFF DATA CALCULATIONS USING RUNWAY 10 DATA. ATIS INFORMATION AND TAXI CLEARANCE CALLED FOR TAKEOFF ON RUNWAY 19. THE OPERATOR'S PROCEDURES DID NOT ASSIGN TAKEOFF DATA CALCULATIONS TO A SPECIFIC CREW MEMBER. PROCEDURES ALSO DID NOT CALL FOR VERIFICATION OF SUCH INFORMATION BY OTHER CREW

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this incident to be: INACCURATE OPERATORS PROCEDURES/DIRECTIVES AND THE IMPROPER TAKEOFF PERFORMANCE DATA COMPUTED BY THE CAPTAIN. POOR FLIGHT CREW COORDINATION WAS CONSIDERED A FACTOR AS WELL A WRONG RUNWAY SELECTION FOR THE COMPUTED TAKEOFF DATA.

## Findings

Occurrence #1: IN FLIGHT COLLISION WITH OBJECT

Phase of Operation: TAKEOFF - INITIAL CLIMB

### Findings

1. AIRCRAFT PERFORMANCE, TAKEOFF CAPABILITY - EXCEEDED
2. (C) PROCEDURES/DIRECTIVES - INACCURATE - COMPANY/OPERATOR MANAGEMENT
3. OBJECT - APPROACH LIGHT/NAVAID
4. (C) PERFORMANCE DATA - IMPROPER - PILOT IN COMMAND
5. (F) WRONG RUNWAY - SELECTED - PILOT IN COMMAND
6. (F) CREW/GROUP COORDINATION - POOR - FLIGHT ENGINEER

## Factual Information

### Pilot Information

<b>Certificate:</b>	Airline transport	<b>Age:</b>	44, Male
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 1 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	July 21, 1989
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	18214 hours (Total, all aircraft), 1565 hours (Total, this make and model), 551 hours (Pilot In Command, all aircraft), 111 hours (Last 90 days, all aircraft), 54 hours (Last 30 days, all aircraft), 7 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	BOEING	<b>Registration:</b>	N52309
<b>Model/Series:</b>	727-231 727-231	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Transport	<b>Serial Number:</b>	19828
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	156
<b>Date/Type of Last Inspection:</b>	June 1, 1989 Continuous airworthiness	<b>Certified Max Gross Wt.:</b>	172000 lbs
<b>Time Since Last Inspection:</b>	685 Hrs	<b>Engines:</b>	3 Turbo fan
<b>Airframe Total Time:</b>	52825 Hrs	<b>Engine Manufacturer:</b>	P&W
<b>ELT:</b>	Installed	<b>Engine Model/Series:</b>	JT8D-9A
<b>Registered Owner:</b>	CIS CORPORATION	<b>Rated Power:</b>	15000 Lbs thrust
<b>Operator:</b>		<b>Operating Certificate(s) Held:</b>	Flag carrier (121)
<b>Operator Does Business As:</b>	TRANS WORLD AIRLINES, INC.	<b>Operator Designator Code:</b>	TWAA

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	MSY ,4 ft msl	<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>	11:30 Local	<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Scattered	<b>Visibility</b>	12 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	4 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	80°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30 inches Hg	<b>Temperature/Dew Point:</b>	31°C / 26°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>		<b>Type of Flight Plan Filed:</b>	IFR
<b>Destination:</b>	NEW YORK , NY (JFK )	<b>Type of Clearance:</b>	IFR
<b>Departure Time:</b>	11:37 Local	<b>Type of Airspace:</b>	

## Airport Information

<b>Airport:</b>	NEW ORLEANS INT'L MSY	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	4 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	19	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	7000 ft / 150 ft	<b>VFR Approach/Landing:</b>	None

## Wreckage and Impact Information

<b>Crew Injuries:</b>	7 None	<b>Aircraft Damage:</b>	Minor
<b>Passenger Injuries:</b>	142 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	149 None	<b>Latitude, Longitude:</b>	29.989704,-90.23986(est)

## Administrative Information

**Investigator In Charge (IIC):** Wall, Ray

**Additional Participating Persons:** TOMMY MCFALL;  
JEFF GORNEY; WASHINGTON , DC  
DENNIS GROSSI; WASHINGTON , DC  
WILLIAM F BISSETT; DALLAS , TX

**Original Publish Date:** August 26, 1992

**Last Revision Date:**

**Investigation Class:** [Class](#)

**Note:**

**Investigation Docket:** <https://data.nts.gov/Docket?ProjectID=22801>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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](#).