



National Transportation Safety Board Aviation Accident Final Report

Location:	NEWBURGH, NY	Accident Number:	NYC87MA236A
Date & Time:	08/20/1987, 0600 EDT	Registration:	N951R
Aircraft:	MCDONNELL DOUGLAS DC-8-63	Aircraft Damage:	Substantial
Defining Event:		Injuries:	4 None

Flight Conducted Under: Part 121: Air Carrier - Non-scheduled

Analysis

THE WX WAS DETERIORATING AS AIRBORNE EXPRESS FLT 124 & ROSENBALM FLT 074 WERE ON SUCCESSIVE ARRIVALS FOR AN ILS RWY 9 APCH. FLT 124 WAS CLRD FOR THE APCH & LNDD. AFTER LNDG, THE LCL CTLR (L/C) INSTRUCTED FLT 124 TO BACK TAXI ON THE RWY & RPRT WHEN CLR OF THE RWY. THE L/C ADZD BOSTON CENTER WHEN FLT 124 ARRIVED & FLT 074 WAS CLRD FOR THE ILS 9 APCH. RADAR SVC WAS TERMINATED & FLT 074 WAS INSTRUCTED TO CTC THE TOWER. FLT 074 ADZD TOWER, 'WITH YOU ON FINAL FOR 9.' THE L/C INSTRUCTED FLT 074 TO RPRT THE OUTER MARKER (OM), THEN CONTD WITH A LENGTHY TRANSMISSION (TMTN) TO THE CREW. DRG THIS TMTN, THE CREW ATMTD TO ADZ THE L/C THAT THEY WERE INSIDE THE OM. THIS TMTN WAS NOT RCVD BY THE L/C. WHEN THE L/C FINISHED TMTG, THE FLT CREW DIDN'T ATMT TO ALERT THE L/C OF THEIR PSN, NOR DID THEY RCV A LNDG CLNC. SUBSEQUENTLY, THE TWO ACFT CONVERGED AS FLT 074 WAS FLARING TO LND & FLT 124 WAS EXITING THE RWY. BOTH CREWS TRIED TO AVOID A COLLISION, BUT THE WING OF THE LNDG ACFT (FLT 074) HIT THE EMPENNAGE OF FLT 124.

Probable Cause and Findings

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

Findings

Occurrence #1: IN FLIGHT COLLISION WITH OBJECT
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

1. (F) LIGHT CONDITION - DAWN
2. (F) WEATHER CONDITION - FOG
3. (F) WEATHER CONDITION - OBSCURATION
4. (C) IN-FLIGHT PLANNING/DECISION - IMPROPER - PILOT IN COMMAND
5. (F) ATC CLEARANCE - NOT OBTAINED - PILOT IN COMMAND
6. (F) CONTROL TOWER SERVICE - INADEQUATE - ATC PERSONNEL(LCL/GND/CLNC)
7. (F) CREW/GROUP COORDINATION - IMPROPER - ATC PERSONNEL(LCL/GND/CLNC)
8. (F) INADEQUATE SURVEILLANCE OF OPERATION - FAA(ORGANIZATION)
9. OBJECT - AIRCRAFT MOVING ON GROUND

Factual Information

Pilot Information

Certificate:	Airline Transport; Commercial	Age:	56, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane Multi-engine; Instrument Airplane	Toxicology Performed:	No
Medical Certification:	Class 1 Valid Medical--w/ waivers/lim.	Last Medical Exam:	04/06/1987
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	15850 hours (Total, all aircraft), 150 hours (Total, this make and model), 12575 hours (Pilot In Command, all aircraft), 7 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	MCDONNELL DOUGLAS	Registration:	N951R
Model/Series:	DC-8-63 DC-8-63	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Transport	Serial Number:	46092
Landing Gear Type:	Retractable - Tricycle	Seats:	7
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	355000 lbs
Time Since Last Inspection:		Engines:	4 Turbo Fan
Airframe Total Time:	3869 Hours	Engine Manufacturer:	P&W
ELT:	Not installed	Engine Model/Series:	JT3D
Registered Owner:	CONNECTICUT NATIONAL BANK	Rated Power:	19000 lbs
Operator:	ROSENBALM AVIATION	Air Carrier Operating Certificate:	Air Cargo; Flag carrier (121)
Operator Does Business As:		Operator Designator Code:	RAXA

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Dawn
Observation Facility, Elevation:	SWF, 0 ft msl	Observation Time:	0545 EDT
Distance from Accident Site:	0 Nautical Miles	Direction from Accident Site:	0°
Lowest Cloud Condition:	Unknown / 200 ft agl	Temperature/Dew Point:	16° C / 14° C
Lowest Ceiling:	Obscured / 200 ft agl	Visibility	1 Miles
Wind Speed/Gusts, Direction:	Calm	Visibility (RVR):	0 ft
Altimeter Setting:	30 inches Hg	Visibility (RVV):	0 Miles
Precipitation and Obscuration:			
Departure Point:	DAYTON, OH (DAY)	Type of Flight Plan Filed:	IFR
Destination:		Type of Clearance:	IFR
Departure Time:	0449 EDT	Type of Airspace:	

Airport Information

Airport:	STEWART INTL (SWF)	Runway Surface Type:	Asphalt
Airport Elevation:	491 ft	Runway Surface Condition:	Dry
Runway Used:	9	IFR Approach:	ILS
Runway Length/Width:	11818 ft / 150 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	4 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	4 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	CHAUNCEY D TWINE, JR.	Adopted Date:	10/06/1989
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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