



National Transportation Safety Board Aviation Accident Final Report

Location:	JAMAICA, NY	Accident Number:	NYC91FA086
Date & Time:	03/12/1991, 0906 EST	Registration:	N730PL
Aircraft:	DOUGLAS DC-8-62	Aircraft Damage:	Destroyed
Defining Event:		Injuries:	2 Minor, 3 None
Flight Conducted Under:	Part 121: Air Carrier - Non-scheduled		

Analysis

BFR FLT, THE FLT ENG (F/E) HAD CALCULATED 'V' SPDS & HORIZONTAL STABILIZER TRIM SETTING FOR TAKEOFF, BUT NEITHER THE CAPT NOR THE 1ST OFFICER (F/O) HAD VERIFIED THEM. DRG ROTATION FOR TAKEOFF, THE CAPT NOTED THAT THE FORCED NEEDED TO PULL THE YOKE AFT WAS GREATER THAN NML & THAT THE ACFT WOULD NOT FLY (AT THAT SPD). SUBSEQUENTLY, HE ABORTED THE ATMTD TAKEOFF. REALIZING THE ACFT WOULD NOT STOP ON THE REMAINING RWY, HE ELECTED TO STEER IT TO THE RGT TO AVOID HITTING TFC ON A HWY NR THE DEP END. THE ACFT STRUCK ILS EQUIP; THE LNDG GEAR COLLAPSED & ALL 4 ENGS TORE AWAY. SUBSEQUENTLY, THE ACFT WAS DESTROYED BY FIRE. INV REVEALED THE F/E HAD IMPROPERLY COMPUTED THE TAKEOFF DATA. HE HAD CALCULATED THE 'V' SPDS & HORIZONTAL STABILIZER TRIM SETTING FOR 242,000 LBS; HOWEVER, THE ACTUAL TAKEOFF WT WAS 342,000 LBS. ROTATION SPD (VR) FOR THIS WT WAS 28 KTS ABV THE SPD THAT WAS USED. INV REVEALED SHORTCOMINGS IN THE OPERATOR'S FLIGHTCREW TRAINING PROGRAM & QUESTIONABLE SCHEDULING OF QUALIFIED (BUT MARGINALLY EXPERIENCED) CREW MEMBERS FOR THE ACDNT FLT.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: IMPROPER PREFLIGHT PLANNING/PREPARATION, IN THAT THE FLIGHT ENGINEER MISCALCULATED (MISJUDGED) THE AIRCRAFT'S GROSS WEIGHT BY 100,000 LBS AND PROVIDED THE CAPTAIN WITH IMPROPER TAKEOFF SPEEDS; AND IMPROPER SUPERVISION BY THE CAPTAIN. FACTORS RELATED TO THE ACCIDENT WERE: IMPROPER TRIM SETTING PROVIDED TO THE CAPTAIN BY THE FLIGHT ENGINEER, INADEQUATE MONITORING OF THE PERFORMANCE DATA BY THE FIRST OFFICER, AND THE COMPANY MANAGEMENT'S INADEQUATE SURVEILLANCE OF THE OPERATION.

Findings

Occurrence #1: OVERRUN

Phase of Operation: TAKEOFF - ABORTED

Findings

1. (C) PREFLIGHT PLANNING/PREPARATION - IMPROPER
2. (C) AIRCRAFT WEIGHT AND BALANCE - MISJUDGED - FLIGHT ENGINEER
3. (C) AIRSPEED(VR) - IMPROPER - FLIGHT ENGINEER
4. (F) TRIM SETTING - IMPROPER - FLIGHT ENGINEER
5. (C) SUPERVISION - IMPROPER - PILOT IN COMMAND
6. (F) MONITORING - INADEQUATE - COPILOT/SECOND PILOT
7. (F) INADEQUATE SURVEILLANCE OF OPERATION - COMPANY/OPERATOR MGMT

Occurrence #2: ON GROUND/WATER COLLISION WITH OBJECT

Phase of Operation: TAKEOFF - ABORTED

Findings

8. OBJECT - AIRPORT FACILITY

Factual Information

Pilot Information

Certificate:	Airline Transport	Age:	39, 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 Single-engine	Toxicology Performed:	Yes
Medical Certification:	Class 1 Valid Medical--w/ waivers/lim.	Last Medical Exam:	08/16/1990
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	12800 hours (Total, all aircraft), 3000 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	DOUGLAS	Registration:	N730PL
Model/Series:	DC-8-62 DC-8-62	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Transport	Serial Number:	46161
Landing Gear Type:	Retractable - Tricycle	Seats:	7
Date/Type of Last Inspection:	01/02/2000, AAIP	Certified Max Gross Wt.:	353000 lbs
Time Since Last Inspection:		Engines:	4 Turbo Fan
Airframe Total Time:	50145 Hours	Engine Manufacturer:	P&W
ELT:	Not installed	Engine Model/Series:	JT3D-3B
Registered Owner:	DAVID M. CLARK TRUSTEE	Rated Power:	18000 lbs
Operator:	AIR TRANSPORT INTERNATIONAL	Air Carrier Operating Certificate:	Supplemental
Operator Does Business As:	ATI	Operator Designator Code:	QGQA

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	JFK, 12 ft msl	Observation Time:	0907 EST
Distance from Accident Site:	1 Nautical Miles	Direction from Accident Site:	220°
Lowest Cloud Condition:	Clear / 0 ft agl	Temperature/Dew Point:	1° C / -8° C
Lowest Ceiling:	None / 0 ft agl	Visibility	15 Miles
Wind Speed/Gusts, Direction:	15 knots, 310°	Visibility (RVR):	0 ft
Altimeter Setting:	29 inches Hg	Visibility (RVV):	0 Miles
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	IFR
Destination:	BRUSSELS, BLGM, OF (BRU)	Type of Clearance:	IFR
Departure Time:	0905 EST	Type of Airspace:	Class D; Class E

Airport Information

Airport:	JOHN L KENNEDY INTL (JFK)	Runway Surface Type:	Macadam
Airport Elevation:	12 ft	Runway Surface Condition:	Dry
Runway Used:	4	IFR Approach:	None
Runway Length/Width:	11351 ft / 150 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	3 None	Aircraft Damage:	Destroyed
Passenger Injuries:	2 Minor	Aircraft Fire:	On-Ground
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Minor, 3 None	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	Alan J Yurman	Adopted Date:	09/30/1992
Additional Participating Persons:	TOM CARMODY; WASHINGTON, DC		
Publish Date:			
Investigation Docket:	NTSB accident and incident docket 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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