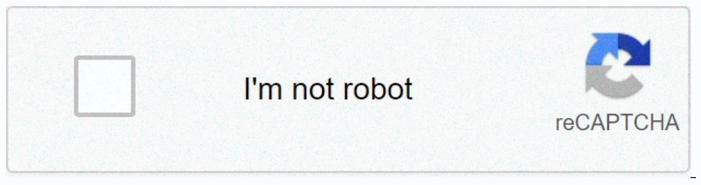

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Air florida crash potomac

Flight 90 redirects here. For the movie, see Flight 90: Disaster on the Potomac. For the 1963 test spaceflight, see X-15 Flight 90. January 1982 Washington, D. Plane crash near C, U.S. Air Florida Flight 90An Air Florida Boeing 737-222 similar to the one involved 13, 1982 (1982-01-13) summary crashed shortly after taking off due to icing and pilot errors in Washington, D. C 38°52′26 N 77°02′34W/38.87389°N 77.04278°W/W -77.04278Cordination: 38°52′26 N 77° 02′34W/38.87389°N 77.04278°W/W 38.87389; -77.04278Total death78Total injuries9AircraftAircraft Typeboing 737-222OperatorAir FloridaIATA Flight No. QH90ICAO Flight Number FLA90CallPALM 90RegistrationN62AFFlight originWashington National Airport (now Ronald Reagan Washington National Airport) StopoverTampa International Airport [1] DestinationDale-Hollywood In 79Passengers living 79Passengers74Crew5Fatalities74Injuries5Survivors5Ground Casualties Death4 Air Florida Flight 90 was a scheduled U.S. domestic passenger flight operated by Air Florida from Washington National Airport (now Ronald Reagan Washington National Airport) to Fort Lauderdale-Hollywood International Airport with an intermediate stopover at Tampa International Airport. On January 13, 1982, a Boeing 737-222 registered as N62AF crashed into the 14th Street Bridge on the Potomac River. [3] Washington, D. Striking the bridge, which carries Interstate 395 between C and Arlington County, Virginia, it hit seven occupied vehicles and destroyed 97 feet (30 meters) of guard rail[4]: 5 before plunging through snow into the Potomac River. The aircraft 74 passengers and five crew members aboard. Only four passengers and a crew member (a flight attendant) were rescued in the crash and survived. Another passenger, Arland D. Williams, Jr., helped rescue survivors but could be rescued before he drowned. Four drivers on the bridge died. Survivors were rescued by civilians and professionals from the Snowy River. President Ronald Reagan applauded these acts during his State of the Union speech a few days later. The National Transportation Safety Board (NTSB) determined that the cause of the accident was a pilot error. Pilots failed to switch over the engines' internal ice protection system, used reverse thrust into a snowstorm before takeoff, tried to use the jet exhaust of a plane in front of them to melt its ice, and failed to abort takeoff even after detecting an electrical problem while taxiing and watching ice and ice buildup on the wings. The aircraft involved, a Boeing 737-222, registered as the N62AF, was manufactured in 1969 and first registered sent by United Airlines under the N9050U. It was sold to Air Florida in 1980. The plane was operated by two The & Whitney JT8D-9A turbofan engine and was recorded over 27,0 hours before the crash. [4]: Pilot Capt. Larry Wheaton, aged 34, 11,92 cockpit crew was hired by Air Florida as the first officer in October 1978. He upgraded as captain in August 1980. At the time of the crash, he had nearly 8,300 total flight hours, with 2,322 hours of commercial jet experience, all logged in Air Florida. He had logged 1,752 hours on the Boeing 737, crash-plane type, 1,100 of those hours as captain. [4] Wheaton was described by fellow pilots as a quiet man with good operational skills and knowledge, who operated well in high-workload flight conditions. His leadership style was described as similar to other pilots. On May 8, 1980, however, he was suspended after failing to check a Boeing 737 company line and was found unsatisfactory in these areas: following rules, checklist usage, departure and flight procedures such as cruise control, and approaches and landings. He resumed his duty after passing the retrial on August 27, 1980. [4]: On April 10-11, 24, 1981, he received unsatisfactory grades on a company recurring proficiency investigation when he showed drawbacks in memory objects, knowledge of aircraft systems and aircraft limitations. Three days later, he satisfactorily passed a proficiency re-examination. [4]: 11 first executives, Roger Pettit, aged 31, were hired by Air Florida as a first officer on the Boeing 737 on Oct. 3, 1980. At the time of the crash, he had about 3,353 flight hours, with Air Florida at 992, all 737. From October 1977 to October 1980, he had been a fighter pilot in the U.S. Air Force, amassing 669 hours as a flight tester, instructor pilot and ground instructor in the F-15 unit. [4]: The first officer was described by private friends and pilots as a witty, bright, outgoing person with excellent command of physical and mental skills in the aircraft. During that time, he remained the same witty, sharp person who knew his limitations, said those who had flown with him during stressful flight operations. Several individuals said he was wrong with the type of pilot who didn't hesitate to speak if he knew something specific to flight operations. [4]: 11 Pilots in Command (PIC), Captain, and Second in Command (SIC), turn the role of primary pilot between the first officer, is customary in commercial airline operations, with pilots swapping roles after each leg. One pilot pilot Flying (PF) and another has been designated as Pilot Not Flying (PNF); However, PIC retains the ultimate right to all aircraft operations and safety. [4]: 38-40 Air Florida Flight 90 was on the first officer control as PF during the crash. [4]: 55 background weather conditions Wednesday, Jan. 13, 1982, Washington National Airport (DCA) was closed by a heavy Which produced 6.5 (16.5 cm) of ice. [4]:13 It reopened in the afternoon under marginal conditions as snowfall started to decrease. That afternoon, the plane was to return to Fort Lauderdale-Hollywood International Airport in Dania, Florida, with an intermediate stop at Tampa International Airport. The temporary closing of Washington National Airport led to a delay of about 1 hour and 45 minutes due to the backlog of arrivals and departures. Since the aircraft was prepared for departure from DCA, moderate snowfall continued and the air temperature was 24 °F (−4 °C). [4]: 2 improper D-icing procedures The Boeing 737 was de-iced by a mixture of hot water and monopropylene glycol by American Airlines under a ground services agreement with Air Florida. That agreement specified that pitot tubes, stationary ports, and engine inlets had to be covered, but American Airlines employees did not comply with those rules. A D-icing vehicle was used by two different operators, who chose a widely different mixing percentage to de-ice the left and right sides of the aircraft. Subsequent tests of the D-icing truck showed that the selection of the mix was quite different from the mix (18% actual vs. 30% selected). The wrong mixture was the result of the replacement of the standard nozzle, ... Which is specifically modified and calibrated, with a non-modified, commercially available nozzle. The operator had no means to determine that the proportional valves were functioning properly as no mix monitor was installed on the nozzle. [4]: Incidents of 57-58 crash flight The plane had trouble leaving the gate when ground services could not get traction on tow motor ice. For around 30 to 90 seconds, the crew attempted to back away from the gate using the reverse thrust of the engine (a powerback), which proved futile. [4]: 59 Boeing operations bulletins warned against using reverse thrusts in such situations. [4]: 59Am eventually, a tug-of-ground unit was properly equipped with ice chains used to push the plane back from the gate. After exiting the gate, the aircraft waited in the taxi line with several other aircraft for 49 minutes before reaching the takeoff runway. The pilot apparently decided not to return to the gate for the reapplication of deicing, fearing that the departure of the flight would be delayed even more. There was more snow and ice frozen on the wings during that period, and the crew was aware of the fact they decided to take off. [4]: 80 heavy snow was falling during its takeoff roll at 3:59 p.m. Although the outside temperature was well below freezing and snowing, the crew did not activate the engine anti-ice system. [5] This system uses heat from the engine to prevent the sensor from freezing, ensuring accurate readings. [4]:20 while running through Checklist, the following conversation snippet took place (CAM-1 is captain, Cam-2 is the first official): Cam-2 Pitot Heat? On Cam-1. Cam-2 engine anti-ice? CAM-1 off. [4]: Despite the conditions of icing with weather temperatures of about 24 degrees F (-4°C) of 107, the crew engine failed to activate the anti-ice system,[6] which caused engine pressure ratio (EPR) thrust indicators to provide false readings. [4]: The 29,47 right engine power setting for Washington National's temperature and airport height at that time was 2.04 EPR, but an analysis of engine noise later recorded on the cockpit voice recorder determined that the actual power output only coincided with an engine pressure ratio of 1.70. Neither pilot had much experience of flying in icy, cold weather. The captain had only eight takeoffs or landings in icy conditions on 737 and the first officer had only flown in the snow twice. [7] The NTSB diagram of the flight path to Air Florida Flight 90 was decided to maneuver closely behind a DC for pilots to add to the plane's woes — 9 before flying that was simply taxiing ahead of them, due to their misconception that the heat from the D.C.-9 engine would melt the ice and ice that was piling up on the wings of Flight 90. This action, which went against flight manual recommendations specifically for an icing position, actually contributed to the icing at 737. Exhaust gases from the second plane melted ice on the wings, but during takeoff, instead of falling off the plane, this mud mix froze on the leading edges of the wings and the engine inlet nose cone. [4]: The 61st takeoff roll began, the first officer mentioned several times to the captain that the instrument panel readings he was seeing didn't seem to reflect reality (he was referring to the fact that the plane didn't appear to develop as much power as it needed for takeoff, despite otherwise signaled equipment). The captain dismissed these concerns and let the takeoff go ahead. Investigators determined that much time and space on the runway remained for the captain to have aborted the takeoff, and criticized his refusal to hear the first officer, who was right that the mains panel readings were wrong. The pilot was asked not to be delayed as another plane was 2.5 miles (4 km) out on the final approach of the same runway. [4]: Following is a copy of the cockpit voice recorder of Flight 90 during the acceleration of the aircraft below the 5th runway. 15:59:32 CAM-1 Ok, your throttle. 15:59:35 [Sound of engine SPOOLUP] 15:59:49 CAM-1 Holler if you need wiper. 15:59:51 Cam-1 It's spool. Really cold here, real cold. 15:59:58 CAM-2 God, look at that thing. It doesn't seem right, does it? Ah, that's not right. 16:00:09 Cam-1 Yes, it's eighty. 16:00:10 CAM-2 Naw, I don't think it's right. Ah, maybe it is. 16:00:21 Hundred and twenty. 16:00:23 CAM-2 I don't know. 16:00:31 CAM-1 V1. Easy, V2.- Transcript, Air Florida Flight 90 Cockpit Voice Recorder[4]: 131-132 As the plane briefly became airborne, The voice recorder picked up the following from the cockpit, stick-shaker (a device that warns that the plane is at risk of stopping) in the background: 16:00:39 [The sound of the stickshaker begins

and the effect continues] 16:00:41 TWR Palm 90 contact departure control. 16:00:45 Cam-1 Forward, Forward, Easy. We want only five hundred. 16:00:48 Cam-1 Come Forward.... Further, just climb hard. 16:00:59 Cam-1 stalling, we're falling! 16:01:00 Cam - 2 Larry, we're going down, Larry.... 16:01:01 CAM-1 I know! 16:01:01 [Sound of Impact] - Transcript, Air Florida Flight 90 Cockpit Voice Recorder [4]:132-133 The aircraft traveled about half a mile (800 meters) away down the runway than before the liftoff was completed. Survivors of the crash indicated the trip on the runway was extremely rough, with survivor Joe Stiley — a businessman and private pilot — saying he believed they would not get airborne and would fall from the end of the runway. When the plane went airborne, Stiley told his colleague (and survivor) Nikki Felch to handle the crash situation, with some nearby passengers following their example. [8] Although 737 did manage to become airborne, it achieved a maximum height of just 352 feet (107 meters) before it started losing height. The recorder later indicated that the plane was airborne for just 30 seconds. At 4:01 p.m. EST, it crashed into the 14th Street Bridge across the Potomac River, 0.75 NMI (1,390 meters) from the end of the runway. The plane hit six cars and a truck on the bridge and tore 97 feet (30 meters) of the bridge's rail and 41 feet (12 meters) of the bridge wall. [4]: 5 aircraft then fell into the freezing Potomac River. [4]: 1 It fell between two of the three stretches of the bridge, I-395 northbound span (Rochumbaka Bridge) and HOV between north and southbound span, about 200 feet (61 meters) offshore. All but the tail section quickly got submerged. Four of the people on board were killed. A crew member was seriously injured. [4]: 10 of the 74 passengers died. [4]: 10 nineteen occupants were believed to have escaped the impact, but their injuries prevented them from fleeing. [4]: 76 of the drivers on the bridge involved: [4]: 10 sustained fatal injuries A serious injuries three injuries hold to the tail section of the broken plane in the snow-choked Potomac River Minor injuries were flight attendant Kyle Duncan and four passengers: Patricia Nikki Felch, Joe Stiley, Arland D. Williams Jr. (tied and tangled in her seat), and Priscilla's only Duncan's plaanation device they inflated. Search, and passed it to the critically injured Felch. Burt Hamilton, a passenger floating in waters nearby, was first pulled from the water. Crash Response This section requires additional citation for verification. Help improve this article by adding citations for reliable sources. Unsourced content can be challenged and removed. (January 2020) (Learn how and when to remove this template message) Several federal offices in downtown Washington had closed early that day in response to developing blizzard conditions. Thus, a huge backup of traffic was present on almost all roads in the city, making it very difficult for ambulances to reach the accident site. The Coast Guard's 65 feet (20 m) port tugboats were based near Capston (WYTL 65601) and its crew; Their duties include breaking ice and responding to water rescue. Capston was far downriver on another search and rescue mission. The emergency ground response was significantly disrupted by snow-capped roads and gridlock traffic, with ambulances dispatched at 4:07 a.m. it took 20 minutes to reach the scene of the accident. [9] Ambulances trying to reach the scene were also driven down the sidewalk in front of the White House. Rescuers arriving at the site were unable to assist survivors in the water because they did not have enough equipment to reach them. The freezing water and heavy snow below made them impossible swimming outside. Many attempts to throw a temporary lifeline (made out of the belt and any other available things that could be tied together) proved ineffective for outside survivors. Rescue efforts by emergency officials and witnesses were recorded and broadcast live by field news reporters, and as the accident occurred in the nation's capital, large numbers of media personnel were on hand to provide quick and comprehensive coverage. Roger Olean, a sheet metal foreman at St. Elizabeth's Hospital, a Washington psychiatric hospital, was on his way home across the 14th Street Bridge in his truck when he heard a man screaming that a plane was in the water. He was the first to jump into the water to reach the survivors. At the same time, several Pentagon military personnel — Steve Reness, Aldo de la Cruz and Steve Bell — rushed to the water's edge to help. She traveled only a few yards and came back, sticking to ice her body. We asked him not to try again, but he insisted. Someone grabbed some small rope and battery cable and he walked out again, probably only being 30 feet. We pulled him back. Someone had supported his Jeep and we picked him up and put it in there. All anyone could do was hold on to telling survivors not to give up hope. On the shore there were a few pieces of aircraft that were smoldering and you could hear the screams of the survivors. More people arrived near the shore from the bridge, but nobody could do anything. The snow had broken and there was no way to walk out there. It was pretty terrifying, an entire plane disappeared except for a tail section, survivors, and a few pieces of plane debris. The smell of jet fuel was everywhere, and you could smell it on your clothes. The snow on the banks was easily two feet high and your feet and feet fell deep into it every time you went out of the water. At this point, flight controllers only knew the plane had disappeared from radar and did not respond to radio calls, but either had no idea of what had happened or the location of the plane. Around 4:20 p.m. [9] EST, Eagle 1, a United States Park Police Bell 206L-1 Long Ranger Helicopter (Registry No. N22PP), based at Eagles Nest at Anacostia Park in Washington and operated by pilot Donald W. Usher and assistant Melvin E. Windsor, arrived and began attempting to airlift the survivors to shore. The big threat to themselves, the crew worked close to the surface of the water, coming so close to the ice-filled river at a time that the helicopter's skids dipped beneath the surface. The helicopter crew reduced a line to the survivors to shore them. The first line to get was Burt Hamilton, who was running about 10 feet of water from the plane's makeshift tail. The pilot avoided the edges of the bridge and dragged it across the ice to shore. By then, some fire/rescue workers had arrived to join military personnel and civilians who pulled Hamilton (and the next/last three survivors) waiting ambulances from the water's edge. The helicopter returned to the tail of the plane, and this time Arland D. Williams Jr. (sometimes referred to as the sixth passenger) caught the line. Williams, not able to unwind himself from the wreckage, passed the line to flight attendant Kyle Duncan, who was brought to shore. On its third voyage back to the wreckage, the helicopter reduced the two lifelines, fearing that the remainder was just a few minutes before succumbing to hypothermia. Williams, still strapped into the rubble, passed a line to Joe Stiley, who was holding onto a panic-stricken and blind (from jet fuel) Priscilla Tirado, who had lost her husband and child. Stille's colleague Nikki Felch took the second line. As the helicopter pulled three through blocks of water and ice toward the shore, both Tirado and Felch lost their grip and fell back into the water. Priscilla Tirado was too weak to grab the line when the helicopter returned to her. A watching viewer, Congressional Budget Office assistant Lenny Skutnik, stripped off his coat and shoes, and in short sleeves, dove into the icy water and swam out successfully to pull him to shore. [10] The helicopter then sailed to where Felch had fallen, and assistant Jean Windsor stepped out on the helicopter skid and grabbed him from clothing to lift him onto the skid with him, bringing To the edge. When the helicopter crew returned to Williams, the debris he was tied in was slightly rolled, submerging him; According to the coroner, Williams was the only passenger to die of drowning. His body and other occupants were later recovered. Although the weather had caused an early start to Washington's rush hour traffic, the response time of emergency crews was frustrating, early rush hour also meant that trains on the Washington subway were full when, just 30 minutes after Flight 90 crashed, Metro suffered its first fatal crash at the Federal Triangle station. This means that one of its main bridges in or out of the city, the nearest airport to Washington, and one of its busiest subway lines were all closed simultaneously, paralyzing much of the metropolitan area. Reactions in the news media was wrc-tv's Chester Panzer for the first member of the news media to arrive. [12] A crew member and he, returning from another story, was trapped in traffic in his news vehicle on George Washington Parkway when the plane crashed within a few hundred yards of them. Minutes later, they were shooting video footage of the crash scene, showing survivors in the rubble and water, with the arrival of first responders. Chester captured Lenny Skutnick's memorable plunge to pull Priscilla Tirado from the icy water. His work earned him the 1983 Pulitzer Prize final honor for spot news photography. John Goldsmith, a close-beat reporter for WDVM-TV (now WUSA),[13] happened at the national airport before the incident doing a story on the snowstorm, and even caught footage of Flight 90 flying before the flight. [14] He was the first on air with the story. [15][16][17] News media outlets followed the story with diligence. Specifically, The Washington Post published a story about the then unknown survivor of the crash, Arland D. Williams Jr., who had handed the lifeline to others and drowned before he could be rescued: He was about 50 years old, half a dozen survivors clinging to the wrecking bobbing in an icy Potomac when the first helicopter arrived. For the copter's two-member park police crew, he seemed most cautious. Life vests were dropped, then a flotation ball. The man approached them to others. On two occasions, the crew recalled last night, he handed a lifeline from the cruising machine that could have dragged him to safety. The helicopter crew, which rescued five people, lifted a woman along the river to the only person who escaped from the jetliner, then dragged three more people to safety across the ice. Lifeline then rescued a woman trying to swim away from the sinking wreckage and helicopter pilot Donald W. Usher returned to the scene, but the man walked away. [18] The day after the crash, Washington, D.C., pretended to ask about calling the Air Florida ticket counter on radio, WWDC disc jockey Howard Stern Tickets for the 14th Street Bridge. [19] The NTSB investigation and conclusion was broken into several large pieces on the 737 effect — the nose and cockpit section, the cabin up to the wing attachment point, the cabin from behind the wings to the rear air, and the empennage. Although the actual impact speeds were low and well within the living range, the structural breakup of the fuselage and exposure to cold water nonetheless proved fatal for all individuals aboard the plane except those sitting in the tail section. The National Transportation Safety Board concluded that the accident did not survive. [4]: 76-77.82 Hull, slats, elevators, and ailerons determine the condition of the impact was not possible due to damage and the majority of the flight control system has been destroyed. The National Transportation Safety Board determined that the possible cause of the crash included the flight crew's failure to apply a sterile cockpit during the final pre-flight checklist process. The engine anti-ice heaters were not fitted during ground operation and takeoff. The decision to fly with ice/ice on the aircraft's airfoil surfaces, and the captain's failure to reject takeoff during the initial stage when his focus was also asked for inconsistent engine instrument readings. [4]: NTSB added: There was prolonged ground delay between deicing contributing to the crash and receipt of ATC takeoff evacuation during which the aircraft was exposed to continual precipitation, the characteristics of the B-737 aircraft known underlying the pitch when the leading shore is contaminated by even small amounts of snow or snow, and limited experience of the flight crew in jet transport winter operations. [4]: The 82-year-old after-honor sixth passenger, who survived the crash and had given rescue lines to other survivors several times before drowning, was later identified as 46-year-old bank examiner Arland D. Williams, Jr., who was named the Arland D. Williams Junior Memorial Bridge in his honor of the repaired period of the 14th Street Bridge complex above the Potomac River at the crash site, which was renamed the Rochambaa Bridge. The citadel in South Carolina, from which she graduated in 1957, has several monuments to her. In 2003, the new Arland D. Williams Junior Elementary School was dedicated in his hometown of Matoon in Coles County, Illinois. [20] Nationals Roger Olin and Lenny Skutnik received the CG Gold Life Saving Medal. Arland D. Williams Jr. also received the posthumous award. Skutnik was introduced during President Ronald Reagan's State of the Union speech for the joint session of the U.S. Congress later that month. [21] The Coast Guard awarded the Silver Lifesaving Medal to two crewmen of the U.S. Park Police Helicopter Eagle 1. As U.S. Parks is part of police The State Department of the Interior, pilot Donald W. Usher and assistant Melvin E. Windsor also received the Interior Department's Gallantry Award, presented at a special ceremony immediately after the crash by Secretary of the Interior James G. Watt. Usher later became superintendent of the National Park Service Law Enforcement Training Center based at FLETC in Brunswick, Georgia, before retiring in December 2012. [22] Roger Olean, Lenny Skutnik, Donald Usher, and Melvin Windsor each received Carnegie Hero Fund medals. [23] Kelly Duncan, the only surviving flight attendant, was recognized in the NTSB crash report for giving her the selfish act of giving the only life vest she could get to a passenger. [4]: 78 changes to regulatory and process investigations after the crash, particularly regarding the pilot's failure to respond to crew concerns about the deicing process, led to a number of improvements in pilot training rules. The partial blame was placed on the young, inexperienced flight crew, who had only a combined age of 65 and had begun their careers as commercial pilots less than five years ago. The typical, low-cost carrier of launched, Air Florida often hired young pilots who worked for less money than veterans and were most for the part seeking to gain flight experience before joining a major airline. [24] It became a widely used case study for both air crews and rescue workers. [25] Contributing to the demise of Air Florida Air Florida began to reduce its service and reduce the number of its employees to deal with the decreases of finance and fare wars. The airline eventually filed for Chapter 11 bankruptcy protection two and a half years after the crash. [26] Disagreement arose over whether the Air Florida crash was a key factor in the company's failure. The carrier's last died due to an Air Florida crash, said South Florida Sun Sentinel Ken Kaye. Although it was once a strong airline, flying to 30 cities through Florida, the Northeast, and the Caribbean, the company filed for bankruptcy and based on its fleet in July 1984. [27] Good Morning America also said, the Air Florida crash led to the carrier's final demise. [28] Chronology, the crash of Flight 90 may have marked the beginning of the end for Air Florida, but aviation experts say it did not trigger the cause or demise of the carrier, said Suzy Hagstrom of the Orlando Sentinel. [26] Paul Turk, publishing director of aviation consultancy firm Avmark Inc., said many airlines faced difficulties in the 1980s due to fare wars, a slowdown, and travel declines, and that Air Florida had already suffered mounting debt and financial losses before the crash. [26] The Turks argued, Air Florida would have folded without accident. [26] I don't believe an accident can or can break, said Thomas Canning, a senior airline analyst at Standard & Poor's. Airline. There were several other factors involved in Air Florida's bankruptcy. [26] This section in popular culture requires additional citations for verification. Help improve this article by adding citations for reliable sources. Unsourced content can be challenged and removed. (February 2020) (Learn how and when to remove this template message) Discovery Channel Canada/National Geographic TV series Mayday (also called Air Crash Investigation or Air Emergency) dramatized the crash in an episode titled Disaster on Potomac (aired in some countries as tragedy on Potomac). [12] PBS series Nova featured the crash in an episode titled Why Planes Crash. [5] Seconds from the National Geographic Channel series disaster also entitled The Plane Crash in Potomac dramatically. Aircrash Confidential has also covered the crash in one of its episodes. The crash was also dramatic in the 1984 TV movie Flight 90 for Med: Disaster on the Potomac. Critical Rescue has also dedicated an entire episode to the heroes of the disaster. The flight is also shown on the show when the weather changed history on the US-based Weather Channel. The National Law Enforcement Museum, which opened in Washington, D.C. in 2018, has footage of the crash on display with interviews of survivors and other first-hand accounts. The demonstration includes a U.S. Park Police helicopter that is involved in the rescue of Flight 900s survivors. Arland D. Williams, Jr., is celebrated in Sarah Hickman's song The Last Man in the Water. [29] See also usa portal Virginia Portal Aviation Portal 1980s portal Similar accidents China Eastern Airlines Flight 5210 crashed shortly after takeoff in 2004, after which the jet collected a layer of frost overnight and was not deactivated. USAir Flight 405 crashed near LaGuardia Airport in Queens, New York City, in 1992. The accident was caused by icing, improper decicing procedures, pilot error and unexpected delays. Arrow Air Flight 1285 crashed on takeoff from Gander Airport in 1985 due to wing icing. American Eagle Flight 4184 crashed on Oct. 31, 1994 after flying in unexpected icing conditions. Air Ontario Flight 1363 crashed in Dryden, Ontario, in March 1989 after the flight crew disassembled its jet. Emirates Flight 407 suffered a near miss when the crew incorrectly calculated the takeoff weight and did not apply enough emphasis to take it properly. The crew managed to regain control of the plane and make an emergency landing. Random Heart Novel when weather changed history citation ^ later. New York Times Magazine. [Dead Link] ^ January 13 This day in history stored on March 6, 2009, The Wayback Machine, History Channel. ^ Plane crashes in Potomac . History (American TV Channel). Retrieved on October 30, 2015. ^ A B C D E F GHJ L NOP RSTVW Y Z AA AB AC AD AE AF AG Air Air Inc., Boeing 737-222, N62AF, Washington National Airport, Washington, D. 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