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Category:1950 births Category:Living people Category:20th-century American drummers Category: American male drummers Category: American rock drummers Category: Electric Light Orchestra members Category: Elvira, Mistress of the Dark members Category: Musicians from Cleveland Category:20th-century American male musiciansUTA Airlines Flight 212 UTA Airlines Flight 212 was a Douglas DC-9-32 operating a Houston-Washington National Airlines flight that crashed on takeoff from Washington National Airport on October 22, 1989 at 8:48 a.m. and disintegrated at the end of the runway. The accident led to the introduction of the position lights-at-night to airports in the United States, and major airlines applied for and received an FAA regulation implementing the new "blue light"

system in all U.S. airports. History On the morning of October 22, 1989 the UTA Federal Express DC-9-32, operating as Flight 212, departed Washington National Airport for Houston. While attempting to take off from runway 20, the right main gear failed and the aircraft was damaged beyond repair on the runway, which was inundated with mud and debris from a recent flood. The airplane was removed from service and removed from the gate area. The estimated total damage was \$4.5 million. Two days later, the National Transportation Safety Board determined that this was a single-propeller accident due to a maintenance error. The aircraft had been in operation for 20 hours, and had 3,499 total flight hours. The pilot attempted to raise the right main gear and applied full right engine thrust. The gear stayed down, and the airspeed increased to before the aircraft crashed. The NTSB concluded that the propeller was not equipped with a warning light of any kind. The accident, which took place on a pilot-reported dry runway and at the height of a thunderstorm, caused a public safety issue. Following the accident, the FAA increased the attention it paid to maintenance of airport runway lights. Its resulting "position lights-at-night"

program may have saved hundreds of lives and billions of dollars in damage in the United States alone. Although the FAA introduced the position lights-at-night program, no other commercial airline implemented them on all of its domestic or international flights, and at least five other crashes took place during the first year of the program. However, the position lights-

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