The NTSB said tests in a flight simulator showed the Boeing 727 theoretically could have flown through the shear encountered by flight 759, but that the pilot did not have adequate warning to make the required adjustments.

Among the board's recommendations are that airlines provide increased training on how to deal with windshear, particularly during takeoff. But many pilots believe there are shears that are impossible to fly through at low altitudes and that better detection devices are needed.

The New Orleans airport was equipped with low-level windshear detection devices such as are in use at 57 other airports around the country. Critics have said, however, that the devices do not warn of a shear that is above 100 feet and beyond the runway. It is precisely that type of shear that forced flight 759 to the ground, investigators concluded.