

**NATIONAL TRANSPORTATION SAFETY BOARD  
Office of Aviation Safety  
Washington, D.C. 20594**

**October 24, 2001**

**ADDENDUM TO THE MAINTENANCE RECORDS GROUP CHAIRMAN'S FACTUAL  
REPORT OF SEPTEMBER 2, 1999**

**DCA-99-MA-060**

**A. ACCIDENT**

Location: Little Rock National Airport, Adams Field, Little Rock, Arkansas

Date: June 1, 1999

Time: 2351 Central Daylight Time (CDT)

Aircraft: McDonnell Douglas DC-9-82, N215AA, American Airlines flight 1420

**B. MAINTENANCE RECORDS GROUP**

Chairman: Frank McGill  
National Transportation Safety Board  
Washington, D.C.

Member: Ed Milliser  
Federal Aviation Administration  
Little Rock, Arkansas

Member: C. E. Williams  
American Airlines  
Tulsa, Oklahoma

**C. SUMMARY**

On June 1, 1999, at 2351 central daylight time<sup>1</sup> a McDonnell Douglas<sup>2</sup> model DC-9-82 (MD-82)<sup>3</sup> airplane, N215AA, operated by American Airlines Inc. (AAL)<sup>4</sup>, as flight 1420, and

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<sup>1</sup> Unless otherwise indicated, all times are central daylight time, based on a 24-hour clock.

<sup>2</sup> Boeing Commercial Airplane Group acquired the holdings of the McDonnell Douglas Company in 1997.

<sup>3</sup> The FAA Type Certificate Data Sheet states that the "MD" designator may be used in parentheses, but must be accompanied by the official designator.

<sup>4</sup> Three-letter International Airline Decoding Designator assigned on a worldwide basis by the International Civil Aviation Organization (ICAO). American Airlines is assigned AAL.

equipped with two Pratt & Whitney (P&W) model JT8D-217C turbofan engines, came to rest off the end of runway 04R at Little Rock National Airport, Adams Field (LIT), Little Rock, Arkansas. The airplane overran the runway and impacted several structures. Fatal injuries occurred, and the airplane sustained "substantial" damage.<sup>5</sup> The flight had departed Dallas-Fort Worth International Airport (DFW), Texas, and was operated under the provisions of 14 Code of Federal Regulations (CFR) Part 121, with 139 passengers and 6 crew on board. The crew comprised two pilots and four flight attendants.

**D. DETAILS OF THE INVESTIGATION**

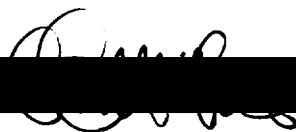
**16. Service Difficulty Report**

**Addition to original D.16, page 17, Maintenance Records Report of September 2, 1999:**

Service Difficulty Reports (SDRs) were also reviewed from ATA system code 2760 (drag control system) and 2761 (drag control actuator) for all DC-9 type certificate airplanes. These reports covered the period from 1995 to present (October 23, 2001), including 13 reports that were submitted after the accident date.

There were 62 reports submitted for system 2760 and 21 reports submitted for system 2761. No maintenance trends or discrepancies were noted. Most of the reports were inspection related, false indications, or adjustments/chaffing problems. The following report was submitted from an operator of a DC-9-32 airplane that was noted as being relevant to the accident:

*Discrepancy: unable to arm ground spoilers on approach, and spoilers did not deploy manually on landing. Corrective Action: Replace spoiler control actuator and spoiler control box. Spoilers adjusted and checked serviceable. Note: the report does not state if the autospoiler "do not use" light was illuminated.*



Frank McGill  
Maintenance Records Group Chairman



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<sup>5</sup> Substantial damage means damage or failure that adversely affects the structural strength, performance, or flight characteristics of the aircraft, as defined in 49 CFR Part 830.