

Haueter Tom

From: Steelhammer, William [REDACTED]
Sent: Monday, May 14, 2001 9:26 AM
To: 'Tew, Dave'; 'Haueter, Tom'
Subject: MD-80 Autobrakes

Dave:

Sorry to take so long to get back to you--I've been sick most of the last 2 weeks and was under the weather again last Thursday pm and Friday.

In re the autobrakes description you requested:

"Autobrake landing mode is activated when spoilers are deployed either automatically or manually with throttles retarded and brake pedals released. When the automatic ground spoiler system is armed and the throttles are at idle, the spoilers will automatically extend after main wheel spin-up during touchdown, or after the nose strut compresses (and thereby actuates the ground shift mechanism). Automatic braking, if selected, is delayed after spoiler deployment for approximately 1 second in MAX position and 3 seconds in MED or MIN positions, to allow for normal nosewheel touchdown while maintaining a predictable stopping distance."

Hope this helps,

Bill

William C. Steelhammer
Sr. Flight Safety Investigator
Boeing Long Beach Division
[REDACTED]

NATIONAL TRANSPORTATION SAFETY BOARD
Office of Aviation Safety
Washington, DC 20594

May 16, 2001

Errata to Systems Group Chairman's Factual

A. ACCIDENT DCA99MA060

Location: Little Rock, Arkansas
Date: June 1, 1999
Time: 2351 Central Daylight Time (CDT)
Airplane: American Airlines Flight 1420, N215AA
McDonnell Douglas DC-9-82 (MD-82)

D. DETAILS OF THE INVESTIGATION

Section 1.1, page 3.

Replace: Hydraulic power for the inboard spoiler actuators is supplied by the left hydraulic system through the left spoiler bypass valves (SBV) and a pressure reducer valve (1,500 psi). Similarly, the outboard spoiler actuators are supplied by the right hydraulic system through the right SBV and a pressure reducer valve.

With: Hydraulic power for the inboard flight spoiler actuators is supplied by the left hydraulic system through the left spoiler bypass valves (SBV) and a pressure reducer valve (1,500 psi). Similarly, the outboard flight spoiler actuators are supplied by the right hydraulic system through the right SBV and a pressure reducer valve.

Joseph M. Sedor
Systems Group Chairman