

NATIONAL TRANSPORTATION SAFETY BOARD

Office of Aviation Safety
Aviation Engineering Division
Washington, DC 20594

April 30, 2018

ADDENDA / ERRATA FOR
INVESTIGATOR'S FACTUAL REPORT OF INVESTIGATION
FOR AIRCRAFT SYSTEMS AND POWERPLANTS

A. ACCIDENT: DCA17MA022
LOCATION: Fort Lauderdale International Airport
DATE: October 28, 2016
AIRCRAFT: McDonnell Douglas/Boeing DC-10-10F, N370FE

B. SYSTEMS GROUP:

Investigator: Robert L. Swaim
NTSB
Washington, DC

Party Member: Scott Schwartz
Air Line Pilots Association
Memphis, Tennessee

Party Member: Steve Haggerty
Boeing Commercial Aircraft
Seal Beach, California

C. SUMMARY:

This document adds one factual item and corrects two items which were contained in the Investigator's Factual Report Of Investigation For Aircraft Systems And Powerplants, dated September 18, 2017.

D. DETAILS OF THE CHANGES:

Page 7. COCKPIT OBSERVATIONS. Change from:

The mode control panel on the glareshield had both BAROSET selectors at QNH and both MINIMUMS selected to BARO. The HDG selector was at the AUTO selection and both AFS over ride switches were in the stowed positions.

Change to:

The mode control panel on the glareshield had both BAROSET selectors at QNH and both MINIMUMS selected to BARO. The Heading Track and Bank Angle Selector dual-knob assembly selector had the bank angle limiter at the AUTO selection and both AFS over ride switches were in the stowed positions.

Page 8. Change from:

The ground spoiler was in the deployed (full aft) position. According to a FedEx check airman, the after landing checklist calls for stowing the handle.

Addend the existing text to change to:

The ground spoiler was in the deployed (full aft) position. According to a FedEx check airman, the after landing checklist calls for stowing the handle. The position was correct for an airplane in the landing roll-out phase of operation.

Page 20. Change the photo caption from:

Figure 25. Exemplar still image taken from a video, showing the wing panel visible above MD-10 at peak of height after separating from the wing. For scale, airplane drawings indicate that the top of the tail is about 75 feet tall.

Change the photo caption to:

Figure 25. Exemplar still image taken from a video, showing the wing panel visible above MD-10 at peak of height after separating from the wing. For scale, airplane drawings indicate that the top of the tail without landing gear would be about 52 feet tall.