



National Transportation Safety Board Aviation Incident Data Summary

Location:	DETROIT, MI	Incident Number:	CHI86MA056
Date & Time:	01/02/1986, 2321 EST	Registration:	N101AA
Aircraft:	MCDONNELL DOUGLAS DC-10-10	Injuries:	236 None
Flight Conducted Under:	Part 121: Air Carrier - Scheduled		

Analysis

N101AA WAS OPERATING AS AMERICAN FLT 192. FLT 192 WAS ORIGINALLY CLEARED TO LAND ON RWY 21R; HOWEVER, A PRECEEDING ACFT HAD A LANDING GEAR PROBLEM, SO FLT 192 WAS CLEARED TO LAND ON RWY 21C, INSTEAD. THE COPLT, WHO WAS FLYING THE ACFT, MADE A SIDE-STEP MANEUVER TO LAND ON RWY 21C. THE ACFT TOUCHED DOWN LONG ON THE 8500 FT RWY. THE FLT CREW RPRTD THAT 'EVERYTHING SEEMED NORMAL DURING THE ROLLOUT UNTIL BELOW 80 KNOTS WHEN THE AIRCRAFT DID NOT SEEM TO SLOW.' THE CREWMEMBERS WERE UNABLE TO STOP ON THE REMAINING RWY DESPITE THE USE OF BRAKES & REVERSE THRUST. INFO OBTAINED DURING THE INVESTIGATION SHOWED THAT THE ACFT HAD TOUCHED DOWN WITH AN ESTIMATED 5037 FT OF RWY REMAINING. ACCORDING TO THE PERFORMANCE HANDBOOK, THE STOPPING DISTANCE ON AN ICY RWY WOULD HAVE BEEN OVER 5100 FT.

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this incident to be:

Findings

Occurrence #1: OVERRUN

Phase of Operation: LANDING - ROLL

Findings

1. (F) AIRPORT FACILITIES, RUNWAY/LANDING AREA CONDITION - ICY
2. (C) ALL AVAILABLE RUNWAY - NOT USED - COPILOT/SECOND PILOT
3. (C) PROPER TOUCHDOWN POINT - NOT ATTAINED
4. (C) SUPERVISION - INADEQUATE - PILOT IN COMMAND
5. GO-AROUND - NOT PERFORMED

Pilot Information

Certificate:	Airline Transport	Age:	54
Airplane Rating(s):	Multi-engine Land	Instrument Rating(s):	Airplane
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	18950 hours (Total, all aircraft), 2466 hours (Total, this make and model), 125 hours (Last 90 days, all aircraft), 8 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	MCDONNELL DOUGLAS	Registration:	N101AA
Model/Series:	DC-10-10 DC-10-10	Engines:	3 Turbo Fan
Operator:	AMERICAN AIRLINES, INC.	Engine Manufacturer:	GE
Operating Certificate(s) Held:	Flag carrier (121)	Engine Model/Series:	CF6-6D
Flight Conducted Under:	Part 121: Air Carrier - Scheduled		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Instrument Conditions	Condition of Light:	Night/Dark
Observation Facility, Elevation:	DTW, 639 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	Overcast / 900 ft agl	Wind Speed/Gusts, Direction:	8 knots / , 160°
Temperature:	2°C	Visibility	4 Miles
Precipitation and Obscuration:			
Departure Point:	CHICAGO, IL (ORD)	Destination:	

Airport Information

Airport:	DETROIT METROPOLITAN (DTW)	Runway Surface Type:	Asphalt; Concrete
Runway Used:	21C	Runway Surface Condition:	Ice; Snow--compacted
Runway Length/Width:	8500 ft / 200 ft		

Wreckage and Impact Information

Crew Injuries:	11 None	Aircraft Damage:	None
Passenger Injuries:	225 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Latitude, Longitude:			

Administrative Information

Investigator In Charge (IIC): RONALD J SEBASTIAN

Adopted Date:

Investigation Docket: NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubinq@ntsb.gov, or at 800-877-6799. Dockets released after this date are available at <http://dms.nts.gov/pubdms/>.

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report.