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Accident

Status:	Final	languages:   
Date:	01 JUN 1999	
Time:	23:51	
Type:	McDonnell Douglas MD-82	
Operator:	American Airlines	
Registration:	N215AA	
C/n / msn:	49163/1111	
First flight:	1983	
Total airframe hrs:	449136	
Cycles:	26827	
Engines:	2 Pratt & Whitney JT8D-217C	
Crew:	Fatalities: 1 / Occupants: 6	
Passengers:	Fatalities: 10 / Occupants: 139	
Total:	Fatalities: 11 / Occupants: 145	
Airplane damage:	Written off	
Location:	Little Rock National Airport, AR (LIT) (United States of America) 	
Phase:	Landing	
Nature:	Domestic Scheduled Passenger	
Departure airport:	Dallas/Fort Worth International Airport, TX (DFW/KDFW) , United States of America	
Destination airport:	Little Rock National Airport, AR (LIT/KLIT) , United States of America	
Flightnumber:	1420	

Narrative:

Flight 1420 departed Dallas-Fort Worth for a flight to Little Rock. Weather in the Little Rock area was very bad: a violent thunderstorm with associated strong winds with gusts measuring up to 87mph a few minutes prior to the arrival of Flight 1420. The aircraft reportedly landed fast and hard on runway 04R, and ran off the runway end. After departing the end of the runway, the airplane struck several tubes extending outward from the left edge of the instrument landing system localizer array, located 411 feet beyond the end of the runway; passed through a chain link security fence; went down a rock embankment to a flood plain, located approximately 15 feet below the runway elevation; and collided with the structure supporting the runway 22L approach lighting system.

PROBABLE CAUSE: "The flight crew's failure to discontinue the approach when severe thunderstorms and their associated hazards to flight operations had moved into the airport area and the flight crew's failure to ensure that the spoilers had extended after touchdown. Contributing to the accident were the flight crew's (1) impaired performance resulting from fatigue and the situational stress associated with the intent to land under the circumstances, (2) continuation of the approach to a landing when the company's maximum crosswind component was exceeded, and (3) use of reverse thrust

greater than 1.3 engine pressure ratio after landing. "

Follow-up / safety actions:

Twenty-two safety recommendations were issued to the FAA (and another two reinstated); and two issued to the National Weather Service. Recommendations included a.o. changes to procedures regarding automatic spoiler systems; access to weather information; communications between ATC and ARFF.

Events:

[Weather - Turbulence/crosswind etc - \(no windshear\)](#)

[Result - Came to rest off runway](#)

Sources:

[Sample newspaper article from Newspaperarchive.com](#)

» [CVR transcript American Flight 1420](#)

» [ATC transcript American Flight 1420](#)

» [NTSB Public Hearing](#)

» [Accident Investigation Report NTSB-AAR-01/02](#) [PDF]

Photos



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record last updated: 2005-01-15