

NATIONAL TRANSPORTATION SAFETY BOARD  
WASHINGTON, D.C.

ISSUED: December 7, 1973

Forwarded to:

Honorable Alexander P. Butterfield  
Administrator  
Federal Aviation Administration  
Washington, D. C. 20591

SAFETY RECOMMENDATION(S)

A-73-111 & 112

On June 23, 1973, a Loftleidir Icelandic Airlines, Inc., Douglas Model DC-8-61 (N8960T) was involved in a landing accident at John F. Kennedy International Airport. The National Transportation Safety Board's investigation of the accident disclosed an aircraft design feature which does not provide optimum protection against human error.

In the above accident, the aircraft made a short, hard landing, after the first officer had inadvertently activated the ground spoilers during the final phase of the landing approach. The aircraft was damaged extensively when it hit the runway, and injured 38 persons.

On July 5, 1970, an accident involving an Air Canada DC-8-63 occurred at the Toronto International Airport. The accident was also caused when the ground spoilers were inadvertently activated during flight. The accident killed 109 persons.

As a result of the Air Canada accident, the Federal Aviation Administration cautioned pilots against in-flight operation of ground spoilers by requiring the installation of a warning placard in the cockpit and the insertion of an additional Operating Limitation in the Flight Manual.

Honorable Alexander P. Butterfield (2)


The Board believes that the Loftleidir accident indicates that additional corrective action is necessary to prevent human error in the operation of the Douglas Model DC-8's ground spoilers. The Board recognizes that it may be necessary to retrofit the DC-8 fleet; however, the hazard potential well justifies such action.

Based on the above information, the National Transportation Safety Board recommends that the Federal Aviation Administration:

1. Require that a protective device be installed as a part of the activating lever mechanism of the ground spoiler system in Douglas Model DC-8 aircraft. Such a device should prevent the inadvertent deployment of ground spoilers in flight.
2. Amend 14 CFR 25 to require that ground deceleration devices which directly affect the lift generated by the wings be designed so that they cannot be inadvertently operated in flight.

Personnel from our Bureau of Aviation Safety will be made available if any further information or assistance is desired.

REED, Chairman, McADAMS, THAYER, BURGESS, and HALLEY, Members, concurred in the above recommendations.

  
By: John H. Reed  
Chairman

THESE RECOMMENDATIONS WILL BE RELEASED TO THE PUBLIC ON THE ISSUE DATE SHOWN ABOVE. NO PUBLIC DISSEMINATION OF THE CONTENTS OF THIS DOCUMENT SHOULD BE MADE PRIOR TO THAT DATE.