
Pitch control problems, Boeing 767-300, March 27, 2001

Micro-summary: This Boeing 767-300 encountered pitch control difficulties when on approach.

Event Date: 2001-03-27 at 1132 UTC

Investigative Body: National Transportation Safety Board (NTSB), USA

Investigative Body's Web Site: <http://www.nts.gov/>

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 National Transportation Safety Board FACTUAL REPORT AVIATION		NTSB ID: DCA01WA032		Aircraft Registration Number: N379AA	
		Occurrence Date: 03/27/2001		Most Critical Injury: None	
		Occurrence Type: Incident		Investigated By: NTSB	
Location/Time					
Nearest City/Place Paris		State	Zip Code	Local Time 1132	Time Zone UTC
Airport Proximity:		Distance From Landing Facility:		Direction From Airport:	
Aircraft Information Summary					
Aircraft Manufacturer Boeing		Model/Series 767-300ER		Type of Aircraft Airplane	
Sightseeing Flight: No			Air Medical Transport Flight: No		
Narrative					
<p>Brief narrative statement of facts, conditions and circumstances pertinent to the accident/incident:</p> <p>American Airlines flight 48, a Boeing 767-300, experienced pitch control difficulties while on approach for landing at Charles de Gaulle International Airport (CDG), Paris, France. None of the 3 flight crew, 10 cabin crew, and 124 passengers on board the airplane were injured. The flight landed about 1132 local time. The flight crew indicated that the elevators appeared to be jammed and were not responsive to control column inputs and that stabilizer trim was used to maintain proper pitch control. Both flight recorders were removed and initially read out by the French Bureau Enquetes Accidents (BEA). The flight data recorder (FDR) data were transferred electronically to the Safety Board's lab by the BEA. The BEA's readout of the CVR indicated that the event had been written over. The BEA delegated the investigation of the incident to the Safety Board.</p> <p>Examination and testing of the airplane disclosed no anomalies in the pitch control system. However, subsequent examinations and testing indicated that water may have entered the empennage area and froze on elements of the elevator control system. A similar event on another Boeing 767 operated by another carrier occurred on approach to Zurich, Switzerland on April 23, 2001. On examination, found water/ice in empennage on elevator control system (ref DCA01WA038).</p>					
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		Occurrence Date: 03/27/2001			
		Occurrence Type: Incident			
Landing Facility/Approach Information					
Airport Name	Airport ID:	Airport Elevation Ft. MSL	Runway Used	Runway Length	Runway Width
Runway Surface Type:					
Runway Surface Condition:					
Type Instrument Approach:					
VFR Approach/Landing:					
Aircraft Information					
Aircraft Manufacturer Boeing		Model/Series 767-300ER		Serial Number	
Airworthiness Certificate(s):					
Landing Gear Type:					
Homebuilt Aircraft? No	Number of Seats:	Certified Max Gross Wt.	LBS	Number of Engines:	
Engine Type:	Engine Manufacturer:	Model/Series:	Rated Power:		
- Aircraft Inspection Information					
Type of Last Inspection	Date of Last Inspection	Time Since Last Inspection Hours	Airframe Total Time Hours		
- Emergency Locator Transmitter (ELT) Information					
ELT Installed?	ELT Operated?	ELT Aided in Locating Accident Site?			
Owner/Operator Information					
Registered Aircraft Owner		Street Address			
		City	State	Zip Code	
Operator of Aircraft AMERICAN AIRLINES COMMERCIAL FLIGHT OPERATIONS		Street Address			
		City	State	Zip Code	
Operator Does Business As: American Airlines			Operator Designator Code: AALX		
- Type of U.S. Certificate(s) Held:					
Air Carrier Operating Certificate(s): Flag Carrier/Domestic					
Operating Certificate:			Operator Certificate:		
Regulation Flight Conducted Under: Part 121: Air Carrier					
Type of Flight Operation Conducted: Scheduled; International; Passenger Only					

 <p>National Transportation Safety Board FACTUAL REPORT AVIATION</p>	NTSB ID: DCA01WA032	
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	Occurrence Type: Incident	

First Pilot Information

Name	City	State	Date of Birth	Age
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Sex:	Seat Occupied:	Principal Profession:	Certificate Number:
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Certificate(s):

Airplane Rating(s):

Rotorcraft/Glider/LTA:

Instrument Rating(s):

Instructor Rating(s):

Type Rating/Endorsement for Accident/Incident Aircraft?	Current Biennial Flight Review?
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Medical Cert.:	Medical Cert. Status:	Date of Last Medical Exam:
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- Flight Time Matrix	All A/C	This Make and Model	Airplane Single Engine	Airplane Multi-Engine	Night	Instrument		Rotorcraft	Glider	Lighter Than Air
						Actual	Simulated			
Total Time										
Pilot In Command(PIC)										
Instructor										
Last 90 Days										
Last 30 Days										
Last 24 Hours										

Seatbelt Used?	Shoulder Harness Used?	Toxicology Performed?	Second Pilot?
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Flight Plan/Itinerary

Type of Flight Plan Filed: IFR

Departure Point	State	Airport Identifier	Departure Time	Time Zone
DFW Airport	TX	KDFW		UTC

Destination	State	Airport Identifier	
Same as Accident/Incident Location		CDG	

Type of Clearance:

Type of Airspace:

Weather Information

Source of Briefing:

Method of Briefing:

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Weather Information

WOF ID	Observation Time	Time Zone	WOF Elevation	WOF Distance From Accident Site	Direction From Accident Site
			Ft. MSL	NM	Deg. Mag.

Sky/Lowest Cloud Condition:	Ft. AGL	Condition of Light:
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Lowest Ceiling:	Ft. AGL	Visibility:	SM	Altimeter:	"Hg
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Temperature:	°C	Dew Point:	°C	Wind Direction:	Density Altitude:	Ft.
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Wind Speed:	Gusts:	Weather Conditions at Accident Site:
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Visibility (RVR):	Ft.	Visibility (RVV)	SM	Intensity of Precipitation:
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Restrictions to Visibility:

Type of Precipitation:

Accident Information

Aircraft Damage: None	Aircraft Fire:	Aircraft Explosion
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Classification:

- Injury Summary Matrix	Fatal	Serious	Minor	None	TOTAL
First Pilot				1	1
Second Pilot				1	1
Student Pilot					
Flight Instructor					
Check Pilot				1	1
Flight Engineer					
Cabin Attendants				10	10
Other Crew					
Passengers				124	124
- TOTAL ABOARD -				137	137
Other Ground					
- GRAND TOTAL -				137	137

National Transportation Safety Board

FACTUAL REPORT

AVIATION



NTSB ID: DCA01WA032

Occurrence Date: 03/27/2001

Occurrence Type: Incident

Administrative Information

Investigator-In-Charge (IIC)

Greg Phillips

Additional Persons Participating in This Accident/Incident Investigation: