

3/8/2007

FOR YOUR INFORMATION

2007-42/3-6

719584

To: Boeing Commercial Airplane Company

Info: FAA (AFS-230, AFS-200, AFS-300, AFS-900, SEA.AEG, ANM-100), AASC, AIA, ALPA, IFALPA, AMFA, APA, ASAP, ATA, IATA, CAPA, IAM, ICASS, IPA, NATA, NTSB, PAMA, TWU

From: Linda J. Connell, Director
NASA Aviation Safety Reporting System

Re: B767-300 ER ELEVATOR ANOMALY

We recently received an ASRS report describing a safety concern which may involve your area of operational responsibility. We do not have sufficient details to assess either the factual accuracy or possible gravity of the report. It is our policy to relay the reported information to the appropriate authority for evaluation and any necessary follow-up. We feel you should be aware of the enclosed deidentified report.

To properly assess the usefulness of our FYI service, we would appreciate it if you would take the time to give us your feedback on the value of the information that we have provided. Please contact Harvey Hartmann or Don Purdy at (408) 541-2800 or email at hhartmann@mail.arc.nasa.gov, dpurdy@mail.arc.nasa.gov.



Aviation Safety Reporting System
385 Moffet Park Dr · Suite 200 · Sunnyvale · CA · 94089



ACN: 719584

Time

Date : 200612

Day : Mon

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.MSL.Single Value : 2000

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.TRACON : ZZZ.TRACON

Make Model : B767-300 and 300 ER

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 719584

Person / 2

Function.Flight Crew : Relief Pilot

ASRS Report : 719587

Person / 3

Function.Flight Crew : First Officer

Events

Anomaly.Aircraft Equipment Problem : Critical

Anomaly.Maintenance Problem : Improper Maintenance

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.Flight CrewA : 1

Independent Detector.Other.Flight CrewB : 2

Independent Detector.Other.Other : 3

Resolatory Action.Flight Crew : Overcame Equipment Problem

Resolatory Action.Flight Crew : Regained Aircraft Control

Consequence.Other : Maintenance Action

Narrative

8 MI 2000 FT ILS, COPLT COMMENTED THAT YOKE FEEL WAS NOT RIGHT. I AGREED THAT ELEVATOR MOVEMENT WAS RESTRICTED/JAMMED. STAB TRIM WORKED, AUTOPLTS SELECTED OFF WITH DISENGAGE BAR, HUD PRESSURE NORMAL, NO WARNING, CAUTION, OR STATUS MESSAGES -- APPLIED ABOUT 50 LBS OF FORCE TO YOKE WITH NO RESULTS. ACFT ATTITUDE WAS SET WITH STAB TRIM, ABOUT 8 DEGS UP, GLIDESLOPE FLOWN WITH POWER. ACFT TOUCHED DOWN IN A FLAT ATTITUDE, UNEVENTFUL ROLLOUT AND TAXI IN. LNDG PERFORMED BY COPLT. ON TAXI IN, STILL UNABLE TO MOVE ELEVATORS. MAINT MET FLT.

CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: RPTR STATED MAINT FOUND THE CAPT'S ELEVATOR CTL CABLES BLOCKED BY ICE AT THE PRESSURE DOME CABLE FEEDTHROUGH FITTINGS. THE TRASH CONTAINER IS LINED WITH A PLASTIC BAG AND IN THIS INCIDENT THE BAG WAS TORN AND WATER LEAKED ON TO THE FLOOR, FLOWING TO THE CAPT'S ELEVATOR CTL CABLES RUNNING TO THE PRESSURE DOME AND FREEZING AT THE CABLE FEEDTHROUGH FITTINGS. A CURRENT MANUFACTURER'S SERVICE BULLETIN ADDRESSES THIS PROB OF LEAKING GALLEY DRAIN LINES AND ANY OTHER WATER LEAKAGE IN THE AFT GALLEY AREA LEADING TO ELEVATOR CTL CABLE FREEZING. THE SERVICE LETTER STATES AN AUTOPLT CAUTION MESSAGE WILL BE DISPLAYED IF RESISTANCE FROM THE CTL CABLE IS TOO GREAT. HOWEVER, IN THIS INCIDENT, THE AUTOPLTS WERE DISCONNECTED. A SUBSEQUENT SERVICE LETTER WAS RELEASED THAT REQUIRED DRILLING FLANGED HOLES IN THE CABIN FLOOR TO ALLOW WARM CABIN AIR ONTO THE CAPT'S ELEVATOR CTL CABLES, HOWEVER, THIS ACFT WAS MISSED AND THE SERVICE LETTER NOT ACCOMPLISHED.

CALLBACK CONVERSATION WITH RPTR ACN 719587 REVEALED THE FOLLOWING INFO: THE CAPT'S ELEVATOR CTL CABLES WERE RESTRICTED BY ICE AT THE PRESSURE DOME AND WAS FROM AN AFT GALLEY WATER LEAK. ACFT WAS LANDED USING STAB TRIM.

Synopsis

A B767-300ER ON APCH AT 2000 FT, 8 MI FROM RWY EXPERIENCED RESTRICTED/JAMMED ELEVATOR CTL. ACFT ATTITUDE SET WITH STAB TRIM. LANDED UNEVENTFULLY.