

NATIONAL TRANSPORTATION SAFETY BOARD

Office of Aviation Safety
Washington, D.C. 20594

Systems Group Chairman's Factual Report – Addendum 1

March 3, 2020

A. ACCIDENT DCA19MA086

Location: Trinity Bay, Texas
Date: February 23, 2019
Time: 1239 central standard time
Aircraft: Atlas Air flight 3591, a Boeing 767-375BCF, registration N1217A

B. GROUP

No group was formed for this portion of the investigation.

C. SUMMARY

On February 23, 2019, at 1239 central standard time, Atlas Air flight 3591, a Boeing 767 375BCF, N1217A, entered a rapid descent from 6,000 ft and impacted a marshy bay area about 40 miles southeast of George Bush Intercontinental Airport (KIAH), Houston, Texas. The two pilots and one nonrevenue jumpseat pilot were fatally injured. The airplane was destroyed and highly fragmented. The airplane was operated as a Title 14 Code of Federal Regulations Part 121 domestic cargo flight, which originated from Miami International Airport (KMIA), Miami, Florida, and was destined for KIAH.

Additional information was provided for this addendum.

D. DETAILS OF INVESTIGATION

The following information is provided as additions to the noted sections of the Airworthiness Group Chairman's Factual Report:

1.1.1.0 Longitudinal (Pitch) Control System

Breakout between the left and right-side columns

The following sentence is added to the end of the final paragraph of the section:

This information was provided by Boeing in an email dated November 29, 2019.

2.1.0 Autopilot Description

The following sentence is added to the beginning of the second to last paragraph of the section:

Boeing provided additional information regarding single channel autopilot operation in an email dated November 29, 2019.

2.1.2.3 Disassembly of Unit

The final sentence of the final paragraph in the section is changed to read as follows:

The fluid sample particulate counts and test results were detailed in Tables 2 and 3 of the Moog Post-Accident Findings Report for B767 Elevator Autopilot Servo Assembly, Moog Model - 017-334L, P/N A28321-12, S/N 1418, included as Attachment 3 to this report.

Tom Jacky
Aerospace Engineer

Attachment 3 – Moog Report MRE59829 – Post-Accident Findings Report for B767 Elevator Autopilot Servo Assembly, Moog Model -017-334L, P/N A28321-12, S/N 1418