

## PRELIMINARY INFORMATION

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Aircraft Type:	Boeing 757-200	Registration:	TF-FII
Type of Flight:	Scheduled, IFR		
Crew:	7	Passengers:	189
Place:	South of Baltimore		
Date:	20 October 2002	Time:	App. 0030 hrs UTC

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### Notification

Icelandair notified the Icelandic Aircraft Accident Investigation Board (AAIB) of the incident on October 20, 2002, at 1000 hrs UTC.

The Icelandic AAIB notified the National Transportation Safety Board (NTSB) of the incident the same day.

The Icelandic AAIB has in accordance with ICAO Annex 13 appointed an accredited representative to the investigation.

### History of flight

The aircraft departed Orlando at 2310 hrs UTC.

During the takeoff, climb (through FI 100 and 330) and initial cruise (at FI 330) the crew observed intermittent erroneous indications on the Commanders airspeed display. The First Officer (FO) airspeed display and the standby indicator were functioning normally. During the erroneous indications two messages, "mach speed trim" and "rudder ratio" were displayed on the EICAS. A status message "elevator asymmetry", was also received.



When the aircraft had been cruising normally at FI 330 for approximately one hour the crew requested FI 370 from ATC. After receiving the clearance climb was initiated with the autopilot and auto throttles by the FO who was the pilot flying. During the climb an over speed warning sounded and an over speed warning was displayed on the EICAS. At this time 220 knots were being displayed on the FO airspeed display and standby airspeed indicator but the commander display was at the barber pole. The FO handed the controls over to the Commander who disconnected the autopilot and auto throttles. Shortly after the Commander took control the stick shaker came on and stall buffet occurred. The Commander flew the aircraft through the stall buffet sequence which took approximately 90 seconds and regained full control at FI 300. The aircraft lost approximately 7000 feet without conflicting with other traffic.

The Commander decided to divert the aircraft to Baltimore where an uneventful landing was made at 0101 hours UTC.

### Investigation

Investigation of the incident is ongoing by the NTSB. Following the landing at Baltimore inspection of the aircraft pitot system was performed. During the inspection the Commander pitot tube was found partially blocked.

The Commander air data computer was removed from the aircraft and sent to the manufacturer for inspection. The results from the inspection are not yet available.

The aircraft Flight Data Recorder (FDR) and the Cockpit Voice Recorder (CVR) were removed from the aircraft for the investigation. The data from the FDR has proven to be useful for the investigation but unfortunately the data from the CVR was overwritten and was therefore of no use. Due to this the Icelandic AAIB has requested the Icelandic Civil Aviation Administration (ICAA) to look at Icelandair procedures and training regarding handling of CVR following accident or incidents.

