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During the course of the four and a half year investigation of the crash of USAir Flight 427 near Aliquippa, Pennsylvania, killing 132 people, the NTSB discovered that the PCU's dual servo valve could jam as well as deflect the rudder in the opposite direction of the pilots' input, due to thermal shock, caused when cold PCUs are injected with hot hydraulic fluid.

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Northwest Airlines Flight 85 was a scheduled international passenger flight from Detroit Metropolitan Wayne County Airport in the United States to Narita International Airport in Japan. On October 9, 2002, the Boeing 747-400 carrying out the flight experienced a lower rudder hardover event, when the flight was over the Bering Sea.A rudder hardover is when the aircraft's rudder deflects to its ...

Northwest Airlines Flight 85 - Wikipedia

Because the crash involved a Boeing 737-300 rolling and diving toward the ground at a steep angle, investigators considered the possibility of rudder hardover due to PCU servo malfunction. The Indonesian National Transportation Safety Committee , the lead investigating agency, concluded in its December 14, 2000 final report that it had found "no evidence to explain the cause of the accident."

Boeing 737 rudder issues - Wikipedia

After the accident, the pilots and flight attendants weren't rescuers: but victims. On 19 July 1989, the tail-mounted No. 2 engine of United Airlines Flight ...

Air Crash Investigation United Flight 232 'Impossible ...

: 107 The force of the air flowing against the moving rudder stressed the aircraft's vertical stabilizer, and eventually snapped it off entirely, causing the aircraft to lose control and crash. The NTSB concluded that the enormous stress on the vertical stabilizer was due to the first officer's "unnecessary and excessive" rudder inputs, and not the wake turbulence caused by the 747.

American Airlines Flight 587 - Wikipedia

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