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ACCESSION NUMBER : 213928
DATE OF OCCURRENCE : 9206
REPORTED BY : FLC; ; ;
PERSONS FUNCTIONS : FLC, FO; FLC, PIC. CAPT; FLC, PIC. CAPT; TWR,
LC;
FLIGHT CONDITIONS : VMC
REFERENCE FACILITY ID : MEX
FACILITY STATE : FO
FACILITY TYPE : TWR; ARPT;
FACILITY IDENTIFIER : MEX; MEX;
AIRCRAFT TYPE : LRG; WDB;
ANOMALY DESCRIPTIONS : IN-FLT ENCOUNTER/OTHER; LOSS OF ACFT
CONTROL; OTHER;
ANOMALY DETECTOR : COCKPIT/FLC;
ANOMALY RESOLUTION : FLC REGAINED ACFT CONTROL;
ANOMALY CONSEQUENCES : OTHER; NONE;
NARRATIVE : OUR ACFT, AN LGT, WAS FOLLOWING A WDB

ON THE ILS DME RWY 05R IN MEXICO CITY. THE WX WAS GOOD WITH A L
XWIND OF 20 KTS. APCHING THE OM, THE WDB HAD ALREADY TOUCHED DOWN
AND WAS ROLLING OUT, GIVING AT LEAST 5 MI SPACING. THE APCH WAS IN
CHOPPY AIR, AND THE TWR CALLED LNDG WINDS OF 10 KTS, SO I ADDED 10
KTS TO THE APCH SPD. EVERYTHING WAS PROCEEDING NORMALLY UNTIL
PASSING THE THRESHOLD, ON THE GS, THE ACFT ROLLED L, THEN R BUT
WAS NOT INITIALLY, A FAST OR UNUSUAL OCCURRENCE. THEN, THE ACFT
UNEXPECTEDLY ROLLED HARD FIRST ONE DIRECTION AND THEN ANOTHER
WHILE THE NOSE PITCHED UP AND DOWN. EXTREME CTL MOVEMENTS WERE
REQUIRED TO LEVEL THE WINGS AND KEEP THEM LEVEL. I ADVANCED PWR TO
GAR WHEN THE WAKE TURB SUDDENLY CEASED. THE CAPT TOUCHED THE
THROTTLES INDICATING WE SHOULD LAND. WE WERE IN A GOOD POS TO
CONTINUE THE LNDG, HOWEVER, THE AIRSPD WAS BUG PLUS 10 KTS (ABOUT
140 KTS) AT TOUCHDOWN. WE MADE A NORMAL LNDG BUT USED MORE BRAKING
THAN USUAL DUE TO 1. HIGH GND SPD DUE TO DENSITY ALT (MEXICO CITY
ELEVATION 7341 FT) 2. L THRUST REVERSER INOP DISPATCH. 3.
ADRENALINE. WE EXITED THE RWY AT 'B' HIGHSPD TAXIWAY WITH APPROX
2000 FT RWY REMAINING. IN THIS SITUATION, EVERYTHING HAPPENED SO
QUICKLY THAT EVERYTHING WAS REACTION. MY GUESS IS THAT THE 10 KTS
OF WIND WAS A DIRECT X AND SERVED TO KEEP THE WDB WINGTIP VORTICES
ON THE RWY -- SETTING UP A POTENTIALLY FATAL SITUATION. HAD THIS
BEEN RECOGNIZED EARLIER, FLYING SLIGHTLY ABOVE THE GS MIGHT HAVE
PREVENTED THIS EXPERIENCE. LEGAL SPACING DOES NOT GUARANTEE
SAFETY!

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SYNOPSIS : LGT FOLLOWING WDB FOR LNDG ENCOUNTERS
WAKE TURB WHICH CAUSES EXTREME ROLL AND PITCH MOVEMENTS.
REFERENCE FACILITY ID : MEX
FACILITY STATE : FO
DISTANCE & BEARING FROM REF. : 0
AGL ALTITUDE : 50,50