

Pilot Perceptions Interview with Airlines

- Crew did not see the first yaw to right
- Grabbed and monitored (at first) the flight controls
- Pilot (Captain) thought that the plane would roll "on its back" if left unchecked
- First perception was "wake turbulence"
- Captain thought pedals were centered. First Officer thought pedals were not centered but could not say which way
- ~ 3 seconds from "event" to pilot control (autopilot off)
- First Officer thought he added "right rudder" to correct a left yaw
Note: It was a right yaw damper hardover
- Captain added "1/4 left rudder" with "no effect"
- First Officer thought the roll rate was 3-5°/second up to 15° bank angle
- Yaw damper switch "off"—it was "ok"
- Autopilot roll control went to the left
- Prior to event: Feet on floor and "almost immediately" put feet on the pedals
- "Solved" the problem by seeing the yaw damper indicator
- Had current emphasis on yaw damper procedure
- Was wake turbulence an event? Any similar pitot-static events?
- Very good visibility and flight conditions
- Accepted/desired/didn't care about 300' altitude loss