

ACCESSION NUMBER : 225605
 DATE OF OCCURRENCE : 9210
 REPORTED BY : FLC; ; ;
 PERSONS FUNCTIONS : FLC,PIC,CAPT; FLC,FO; MISC,GNDCREW;
FLIGHT CONDITIONS : VMC
 REFERENCE FACILITY ID : CLE
 FACILITY STATE : OH
 FACILITY TYPE : TRACON; TWR; ARPT;
 FACILITY IDENTIFIER : CLE; CLE; CLE;
 AIRCRAFT TYPE : MLG;
 ANOMALY DESCRIPTIONS : ACFT EQUIPMENT PROBLEM/LESS SEVERE;
 OTHER;
 ANOMALY DETECTOR : COCKPIT/FLC;
 ANOMALY RESOLUTION : NOT RESOLVED/UNABLE; NOT
 RESOLVED/ANOMALY ACCEPTED;
 ANOMALY CONSEQUENCES : OTHER;
 NARRATIVE : ACFT PICKED UP IN CLE FOR FLT TO ORD.

PUSHBACK, START, TAXI WERE NORMAL. ALL CHKLST ITEMS WERE
 ACCOMPLISHED. SPECIAL ATTN TO CHKLST AS ACFT JUST OUT OF MAINT
 'B' CHK! TKOF ROLL WAS NORMAL AT V1 AND VR ACFT WAS ROTATED FOR
 NORMAL TKOF ATTITUDE. ONCE AIRBORNE, ACFT ROLLED R SIGNIFICANTLY.
 OPPOSITE **RUDDER** AND **AILERON INPUT** WAS USED TO COUNTER ROLL. FO AT
 THIS TIME LOOKED OUT R SIDE AND AT THE R WING AND NOTED THAT THE
 OUTBOARD LEADING EDGE DEVICES NUMBERS 4, 5, AND 6 WERE UP. AFTER
 REGAINING WINGS LEVEL FLT AND 1000 FT ABOVE GND, LOOKED AT
 'LEADING EDGE DEVICE PANEL' BEHIND AND ABOVE CAPT'S HEAD AND SAW
 THE 3 LEADING EDGE DEVICE LIGHTS OUT. FLAPS WERE BROUGHT UP ON
 SCHEDULE AND DECISION TO CONTINUE TO ORD WAS MADE DUE TO SHORT RWY
 AT CLE AND A HVY ACFT. UPON ARR IN ORD, THE FLAPS WERE POSITIONED
 TO 1 AND THE L WING LEADING EDGE DEVICES CAME DOWN NORMALLY AND
 THE R WING INBOARD FLAPS CAME DOWN. BUT, THE OUTBOARD LEADING EDGE
 DEVICES DID NOT. DID NOT HAVE AN AMBER IN TRANSIENT LIGHT ONCE THE
 L WING FLAPS AND SLATS AND R WING INBOARDS WERE DOWN. ALSO, DID
 NOT HAVE A GREEN LEADING EDGE FLAPS LIGHT ON AT THIS TIME.
 REFERRED TO QUICK REF HANDBOOK AND FOLLOWED ESTABLISHED PROCS FOR
 LEADING EDGE FLAPS MALFUNCTION. SLATS CAME DOWN WITH STANDBY SYS
 (ALTERNATE FLAP SWITCH) AND LANDED WITH 15 DEGS FLAPS. LNDG WAS
 UNEVENTFUL. AS STATED EARLIER, ALL CHKLSTS WERE ACCOMPLISHED AND
 MY FO STATED THAT THE FLAPS INDICATED SET AT 5 DEGS AND GREEN
 LIGHT DURING TAXI CHK. MAINT -- INTERESTING POINT -- MAINT FOUND
 THAT SOME SHEET METAL WORK WAS PERFORMED ON R WING WHICH REQUIRED
 THE LEADING EDGE DEVICE SLATS HYD LINES TO BE DISCONNECTED. THEY
 FOUND THAT 2 LINES HAD BEEN REPLACED BACKWARDS. HOWEVER, ONCE ACFT
 WAS GIVEN TO MAINT IN ORD -- THE FIRST TIME MAINT PUT THE FLAPS
 DOWN, THE LEADING EDGE DEVICE ON THE R WING CAME DOWN -- ONCE THEY
 RAISED THE FLAPS AND TRIED TO LOWER THEM, THE SECOND TIME, THEY
 COULD NOT GET THE R WING LEADING EDGE DEVICES 4,5, AND 6 DOWN?

SYNOPSIS : AFTER LIFT OFF, ACFT ROLLED TO R

SIGNIFICANTLY.

REFERENCE FACILITY ID : CLE
 FACILITY STATE : OH
 DISTANCE & BEARING FROM REF. : 0