

Flight Safety Dept.
May 6, 1996

Boeing Commercial Airplane Group
Seattle, Washington
U.S.A.

Attention: Mr. J.W. Purvis - Director Air Safety Investigation

Dear Mr. Purvis

On February 1996, flight 552, Boeing 737-500 was flying at FL 280 in sky clear condition, 26 nautical miles behind a 737. There was a "cumulus-nimbus" about 30 nautical miles at right side of its route. The flight was smooth (no turbulence).

Just before the incident, the captain, that was the pilot flying, felt two jolts, like if someone had kicked the belly of the aircraft. Suddenly, the aircraft started a left roll. The captain disengaged the autopilot and manually corrected roll attitude. He was unable to remember the control wheel and yaw damper indicator position during the event.

The 25° roll was controlled with A/P disengagement only. It was not necessary turn the yaw damper off. After few minutes, the A/P was reengaged, first on CWS and after on CMD mode again without further incident. Since then, the subject aircraft has been flying normaly.

I am sending, in anex, the FDR transcription for Boeing analysis. If you have any additional question, please contact me.

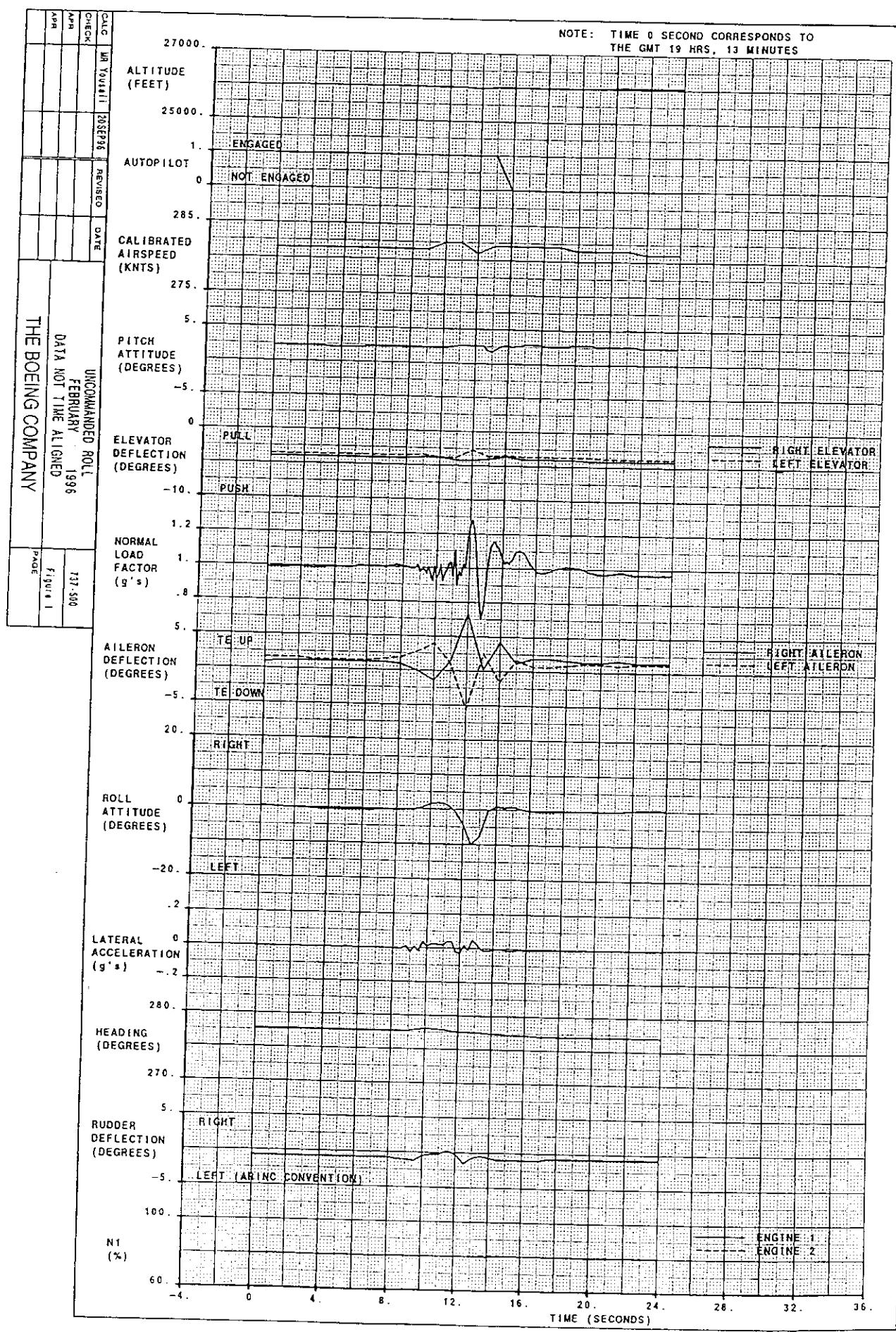
Best regards

Capt.

Flight Safety Dept

Note.

90420-000



UNCOMMANDED ROLL
FEBRUARY 1996
DATA NOT TIME ALIGNED
737-500
FIGURE 1
PAGE

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