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ACCESSION NUMBER : 189664
DATE OF OCCURRENCE : 9109
REPORTED BY : FLC; ; ;
PERSONS FUNCTIONS : FLC, PIC. CAPT; FLC, FO; FLC, PIC. CAPT; TWR, LC;
FLIGHT CONDITIONS : VMC
REFERENCE FACILITY ID : ONT
FACILITY STATE : CA
FACILITY TYPE : ARPT; TWR;
FACILITY IDENTIFIER : ONT; ONT;
AIRCRAFT TYPE : MLG; WDB;
ANOMALY DESCRIPTIONS : IN-FLT ENCOUNTER/OTHER; LESS THAN LEGAL 71
SEPARATION; LOSS OF ACFT CONTROL; NON ADHERENCE LEGAL
RQMT/PUBLISHED PROC;
ANOMALY DETECTOR : COCKPIT/FLC;
ANOMALY RESOLUTION : FLC EXECUTED GAR OR MAP; ACFT EXITED
ADVERSE ENVIRONMENT;
ANOMALY CONSEQUENCES : NONE;
SITUATION REPORT SUBJECTS : PROC OR POLICY/ATC FACILITY;
NARRATIVE : FROM A R BASE WE WERE CLRED A VISUAL
APCH TO RWY 26R AT ONTARIO, CA. THROUGH THE TURN I NOTICED A WDB
ON FINAL AHEAD OF US. I ASKED THE TWR THE WDB'S DISTANCE, AND HE
RESPONDED THE DISTANCE WAS 3.5 MI, BUT HE IS LNDG ON THE OTHER RWY
26L. I REQUESTED THE WINDS AS WE CONTINUED THE TURN. THE WINDS
WERE GIVEN AS 270 DEG/15 KTS. I CHKED THE ARPT PAGE FOR RWY
SEPARATION DISTANCE AND IT SEEMED THEY WERE PRETTY CLOSE. SHORTLY
AFTER ROLLING WINGS LEVEL ON FINAL FOR 26R, WE GOT AN UNCOMMANDED
L WING DOWN ROLL OF APPROX 30 DEG AT 1000 FT AGL. I IMMEDIATELY
TOOK CTL OF THE ACFT AND EXECUTED A GAR. FOLLOWING THE GAR WE FLEW
AN UNEVENTFUL VISUAL APCH AND LNDG ON 26L.
SYNOPSIS : ~~WAKE-TURB-ENCOUNTER~~ CAUSES ACR MLG PIC
TO TAKE OVER CTLS AND EXECUTE AN EVASIVE ACTION GAR.
REFERENCE FACILITY ID : ONT
FACILITY STATE : CA
DISTANCE & BEARING FROM REF. : 3,,E
AGL ALTITUDE : 1000,1000