

ACCESSION NUMBER : 271385
 DATE OF OCCURRENCE : 9405
 REPORTED BY : FLC; FLC; ; ;
 PERSONS FUNCTIONS : FLC,PIC.CAPT; FLC,FO; FLC,FO; FLC,
 PIC.CAPT;
 FLIGHT CONDITIONS : VMC
 REFERENCE FACILITY ID : BOS
 FACILITY STATE : MA
 FACILITY TYPE : ARPT; TWR;
 FACILITY IDENTIFIER : BOS; BOS;
 AIRCRAFT TYPE : WDB; MLG;
 ANOMALY DESCRIPTIONS : IN-FLT ENCOUNTER/WX; IN-FLT
 ENCOUNTER/OTHER; LOSS OF ACFT CONTROL;
 ANOMALY DETECTOR : COCKPIT/FLC;
 ANOMALY RESOLUTION : FLC AVOIDANCE-EVASIVE ACTION; FLC
 EXECUTED GAR OR MAP;
 ANOMALY CONSEQUENCES : NONE;
 NARRATIVE : THE WX AT BOSTON WAS GOOD, HOWEVER,

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THERE HAD BEEN STRONG WINDS ALL DAY. THE APCH TO RWY 33L WAS NOT
 UNUSUAL UNTIL APPROX 200 FT WHEN WE GAINED 10 KTS OF AIRSPD
 FOLLOWED BY ANOTHER GAIN OF 5 KTS. THE FO BLED OFF THIS INCREASE
 IN A NORMAL MANNER AND THE APCH WAS CONTINUED UNTIL AFTER I HAD
 CALLED 20 FT AT WHICH TIME THE ACFT STARTED A HARD ROLL R. IT
 REQUIRED FULL AILERON CTL TO STOP THE UNDESIRE R ROLL. WHEN WE
 EXITED THE CONDITION, WE EXPERIENCED ROLLS IN BOTH DIRECTIONS
DURING THE RECOVERY. WHEN THE ROLLING STARTED, I ORDERED A GAR,
 ASSUMED CTL AND RETURNED TO LAND AT BOSTON ON RWY 33L. WHEN WE
 BEGAN THE APCH, THE TWR GAVE WINDS OF 310 DEGS AT 19 KTS. WE WERE
 FOLLOWING A DC9 BY APPROX 4 MI AND TFC WAS DEPARTING ON RWY 27.
 THE ROLL WAS FROM WINDS OF SOME SOURCE OUTSIDE THE ACFT BECAUSE
 THE ACFT FUNCTIONED NORMALLY AFTER THE RECOVERY. THE R GEAR
 TOUCHED THE RWY SOFTLY DURING THE GAR. I ENTERED A LOG ENTRY
 REQUESTING AN INSPECTION FOR ANY POSSIBLE ABNORMALITIES AND NONE
 WERE FOUND. I BELIEVE WE EXPERIENCED A WINGTIP WAKE VORTEX FROM AN
ARRIVING OR DEPARTING ACFT. SUPPLEMENTAL INFO FROM ACN 271390: I
 WAS 180 DEGS OUT OF PHASE WITH ACFT -- LIKE THE DUTCH ROLL
 MANEUVER IN A SIMULATOR. I COULD NOT CTL ACFT, AT LEAST UNTIL PWR
 WAS ADDED. I HAD BOTH HANDS ON YOKE AND IT WAS ALL I COULD DO TO
 TRY AND LEVEL THE WINGS. I PROBABLY SHOULD HAVE GONE AROUND SOONER
 AND THE 15 KT AIRSPD INCREASE ON SHORT FINAL MAY HAVE BEEN A
 PRECURSOR OF WHAT HAPPENED NEXT.

MAKE-MODEL NAME : COMMERCIAL FIXED WING;DC-9 UNSPEC
 FAR PART NUMBER : 121;121
 SYNOPSIS : AN ACR WDB MADE A GAR TO AVOID WAKE
 TURB.
 REFERENCE FACILITY ID : BOS
 FACILITY STATE : MA
 DISTANCE & BEARING FROM REF. : 0
 AGL ALTITUDE : 20,20