

ACCESSION NUMBER : 276165
DATE OF OCCURRENCE : 9407
REPORTED BY : FLC; FLC; FLC; ;
PERSONS FUNCTIONS : FLC,FO; FLC,PIC.CAPT; FLC,SO; TWR,LC;
FLIGHT CONDITIONS : VMC
REFERENCE FACILITY ID : MSP
FACILITY STATE : MN
FACILITY TYPE : TWR; ARPT;
FACILITY IDENTIFIER : MSP; MSP;
AIRCRAFT TYPE : LRG;
ANOMALY DESCRIPTIONS : CONFLICT/GROUND CRITICAL; OTHER;
ANOMALY DETECTOR : COCKPIT/FLC;
ANOMALY RESOLUTION : NOT RESOLVED/UNABLE;
ANOMALY CONSEQUENCES : OTHER;
NARRATIVE : I WAS FLYING ACR FLT FROM LGA TO MSP ON

JUL/XX/94. I WAS RADAR VECTORED TO A 10 MI VISUAL APCH TO RWY 11R. THERE WAS A L TO R XWIND, 070 DEGS AT 11 KTS. AS I TURNED FINAL THERE WAS A DC-9 ABEAM US ON FINAL APCH FOR RWY 11L. THE DC-9 OVERSHOT THE CTRLINE DUE TO THE XWINDS AT ALT. I TURNED AND MADE AN ANGLING FINAL UNTIL I WAS SURE THE DC-9 WAS NOT A CONFLICT. BTWN 4000 FT AND 3000 FT MSL, I WAS LINED UP ON THE CTRLINE OF RWY 11R WITH A SLIGHT L BANK TO MAINTAIN RWY CTRLINE. AT 1000 FT AGL WE WERE CONFIGURED AND ON SPD WITH THE LNDG CHKLIST COMPLETED. I WAS USING A SLIGHT L BANK AND R RUDDER TO MAINTAIN A WINGS LEVEL FINAL APCH DUE TO THE XWINDS, WHICH AT ALT WERE STRONGER THAN 070 DEGS AT 11 KTS. AT APPROX 3-5 FT AGL THE ACFT ATTITUDE CHANGED SLIGHTLY AS IF IT WAS A HOT DAY WITH A STRONG HEADWIND (GND EFFECT). THE ACFT THEN STARTED A SLIGHT L TO R DRIFT. THE ACFT MOVED JUST A FEW FT FROM THE RWY CTRLINE. THE L WING THEN DROPPED ABRUPTLY. THE L TIRE TOUCHED, I HELD THE NOSE UP AND APPLIED R AILERON. THE ACFT THEN ROLLED TO THE R INTO A NORMAL ROLLOUT ATTITUDE. AFTER RETRACTING THE FLAPS THE L OUTBOARD SLAT WOULD NOT RETRACT, WHICH WE BELIEVED WAS DUE TO CONTACTING THE RWY. I BELIEVE THE CAUSE OF THE ACFT ROLLING WAS WAKE TURB FROM A LNDG OR DEPARTING ACFT ON RWY 11L. THE OCCURRENCE WAS AT AN ALT THAT DID NOT ALLOW FOR A GAR NOR ANY FLT CTL CHANGES TO KEEP THE ACFT FROM ROLLING. SUPPLEMENTAL INFO FROM ACN 275954: IN THE FLARE THE ACFT PICKED UP A L TO R DRIFT. FO TRIED TO COMPENSATE WITH RUDDER AND AILERON. IT APPEARED THAT THE WIND GUST THAT CAUGHT US TO BEGIN WITH DIED DOWN. WITH THE CTL INPUTS IN PLACE, THE L WING DROPPED, STRIKING THE RWY.

MAKE-MODEL NAME : COMMERCIAL FIXED WING
FAR PART NUMBER : 121
SYNOPSIS : LGT HAS WINGTIP SCRAPE RWY DURING XWIND
LNDG.
REFERENCE FACILITY ID : MSP
FACILITY STATE : MN
DISTANCE & BEARING FROM REF. : 0
AGL ALTITUDE : 0,0