

5. AIRPLANE

AUG 95

A. PILOT LOG BOOK REPORT

- "On descent through 12,000 at 250 knots, A autopilot engaged, aircraft ~~shuddered and~~ rolled left. Autopilot was disengaged and control wheel was turned full right to stop roll. Aircraft rolled approximately 30 degrees left before roll was stopped. Aircraft autopilot was in L-NAV and level change with heading cursor on the nose and no route 2."

B. POST F CREW COMMENTS

- "Going into towards Magic 250 knot ~~12,000~~ft straight and level. No turns for several minutes, L-NAV in level change, heading cursor right on nose, aircraft shudder and shook similar to wake turbulence, hands off wheel, wheel started to turn left, disconnected autopilot 20-30 degree bank. Airplane did not continue bank after autopilot disconnected. Elapse time maybe five seconds. Airplane shudder continued through roll left " no spoilers used in descent. Accomplished coordinated turn, recovered, given new heading, FMC was still engaged. No trim noted or yaw, not rudder input, not static, faster than normal roll, did not check with cabin for personal electronic devices. No banging sounds. Both crew startled by rate of roll."

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C. MISCELLANEOUS INFORMATION FROM VARIOUS SOURCES

- From descending from ~~12K~~ to 11K in smooth air, at 280 kts, in L-NAV and LVL-CHG, on course with no turns. Preceding airplane about 7 miles ahead. Airplane was being vectored, and flying HDG mode with heading of 220 degrees.
- Airplane rolled 20 degrees left (FDR).
- Within two miles of Magic waypoint.
- A autopilot engaged. No yaw felt, spoilers had not been used prior to incident. Airplane ~~shuddered/shook~~, felt like spoilers were being used.
- Total event time was about 5 seconds.
- Airplane required full right aileron to counter roll.
- No rudder, or trim input was made.