

/ATTN

/CC

/CC (BFSINT) L.C.WIEBE - BOEING FIELD SERVICE REPRESENTATIVE

NOV 95

ATA 2221-00 MODEL

UNCOMMANDED YAW ON APPROACH INTO
AIRPLANE HOURS/CYCLES

THE DATA AIRPLANE WAS ON A FLIGHT FROM
AT APPROXIMATELY 3:30 PM THE AIRPLANE EXPERIENCED AN
UNCOMMANDED YAW WHILE ON APPROACH INTO

PILOTS REPORT:

REPORTED THAT WITH THE AIRPLANE IN
LEVEL FLIGHT, AT 7,000 FEET, 210 KNOTS, HEADING 050 DEGREES,
IN LNAV, ALTITUDE HOLD, AIRPLANE ROLLED UP TO A 20 DEGREE
RIGHT BANK (HE LOOKED AT THE ADI), HE DISCONNECTED THE /A/
CHANNEL AUTOPILOT, RIGHTED THE AIRPLANE, THEN SWITCHED OFF
THE YAW DAMPNER. EVENT WAS OVER IN TWO-THREE SECONDS. THE
FIRST OFFICER NOTED THAT THE YAW DAMPER INDICATOR FULL
RIGHT. BOTH CREW MEMBERS REPORTED THAT THEIR FEET WERE ON
THE FLOOR WHEN THIS HAPPENED, THEY DID NOT NOTICE IF THE
RUDDER PEDALS MOVED. THE PILOT BRIEFLY SWITCHED THE YAW
DAMPER BACK ON AND DID NOT NOTICE ANY DIFFERENCE IN THE WAY
AIRPLANE FELT AND TURNED HE TURNED IT OFF FOR THE REST OF
THE FLIGHT. THE PILOT STATED SEVERAL TIMES THAT THE
AIRPLANE FELT /SQUIRRELLY/, AND WAS AFRAID THAT IF IT BANKED
MORE THAN FIFTEEN DEGREES IT WOULD KEEP GOING.

THE EVENT WAS REPORTED TO HAVE HAPPENED SEVEN MINUTES PRIOR
TO TOUCH DOWN.

ACCOMPLISHED A PRELIMINARY READOUT OF THE FLIGHT
RECORDER DATA:

PORT AT 7,000' HEADING EXCURSION TO THE
RIGHT, LARGEST ROLL IS LESS THAN 3 DEGREES (2.25 DEGREE) TO
THE RIGHT AT 046.6 DEGREE HEADING. NOTHING APPROACHED A 20
DEGREE BANK. NO TURBULENCE NOTED IN DATA. ON APPROACH,
THE AIRPLANE WAS IN 28 DEGREES BANK AS IT LINED UP WITH THE
RUNWAY 31 IN

NO INFLIGHT FAULTS HISTORY FOR THE PAST 90 DAYS IN ATA 22.

ACCOMPLISHED THE FOLLOWING:

FORCE CHECK ON STANDBY PCU - NO FAULT FOUND
TOOK HYDRAULIC FLUID SAMPLES
CHECKED FILTER BYPASS - NO FAULT FOUND
COUPLER BITE CHECKS - NO FAULT FOUND
VISUAL CHECK ON A/C - NO FAULT FOUND

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