
Uncommanded roll to the left, Boeing 737-3B7, August 5, 1995

Micro-summary: Uncommanded roll to the left during descent for this Boeing 737-3B7.

Event Date: 1995-08-05 at 1000 EDT


Investigative Body: National Transportation Safety Board (NTSB), USA


Investigative Body's Web Site: <http://www.nts.gov/>


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		NTSB ID: MIA95IA194		Aircraft Registration Number: N396US	
		Occurrence Date: 08/05/1995		Most Critical Injury: None	
		Occurrence Type: Incident		Investigated By: NTSB	
Location/Time					
Nearest City/Place CHARLOTTE		State NC	Zip Code 28208	Local Time 1000	Time Zone EDT
Airport Proximity: Off Airport/Airstrip		Distance From Landing Facility:		Direction From Airport:	
Aircraft Information Summary					
Aircraft Manufacturer Boeing		Model/Series 737-3B7		Type of Aircraft Airplane	
Sightseeing Flight: No			Air Medical Transport Flight: No		
Narrative					
<p>Brief narrative statement of facts, conditions and circumstances pertinent to the accident/incident:</p> <p>On August 5, 1995, about 1000 eastern daylight time, a Boeing 737-3B7, N396US, operated by USAir, Inc., as flight 7, a 14 CFR Part 121 domestic passenger flight from Albany, New York, to Charlotte, North Carolina, had an uncommanded roll to the left while descending to land at Charlotte. Visual meteorological conditions prevailed at the time and an instrument flight rules flight plan was filed. The aircraft was not damaged and the airline transport-rated pilot, first officer, 3 flight attendants, and 78 passengers were not injured. The flight originated from Albany, New York, on August 5, 1995, about 0833.</p> <p>The captain stated that during descent through 12,000 feet at 250 knots airspeed, the "A" autopilot system was on LNAV and level change. The aircraft shuttered and then rolled to the left to a 30-degree bank angle. He disengaged the autopilot and rolled the aircraft level. The flight was continued with the autopilot off.</p> <p>Postincident investigation revealed the "LO" side of the roll sensor excitation from the "A" autopilot system flight control computer (FCC) to the "A" aileron autopilot actuator LVDT and "A" aileron position sensor was intermittently open due to a socket pushed out of the locked position in the connector. Intermittent contact of this socket with its pin in the connector could cause airplane roll oscillations. The "A" system FCC had been removed and reinstalled the day before the incident to inspect the connectors for contamination. See attached Boeing Commercial Airplane Company report.</p>					
FACTUAL REPORT - AVIATION					

 National Transportation Safety Board FACTUAL REPORT AVIATION		NTSB ID: MIA95IA194			
		Occurrence Date: 08/05/1995			
		Occurrence Type: Incident			
Landing Facility/Approach Information					
Airport Name	Airport ID:	Airport Elevation Ft. MSL	Runway Used 0	Runway Length	Runway Width
Runway Surface Type:					
Runway Surface Condition:					
Type Instrument Approach:					
VFR Approach/Landing:					
Aircraft Information					
Aircraft Manufacturer Boeing		Model/Series 737-3B7		Serial Number 23318	
Airworthiness Certificate(s): Transport					
Landing Gear Type: Retractable - Tricycle					
Homebuilt Aircraft? No	Number of Seats: 149	Certified Max Gross Wt.	135500 LBS	Number of Engines: 2	
Engine Type: Turbo Fan	Engine Manufacturer: GE	Model/Series: CFM56-3	Rated Power: 22000 LBS		
- Aircraft Inspection Information					
Type of Last Inspection AAIP	Date of Last Inspection 08/1995	Time Since Last Inspection 11 Hours	Airframe Total Time 27857 Hours		
- Emergency Locator Transmitter (ELT) Information					
ELT Installed? Yes	ELT Operated? No	ELT Aided in Locating Accident Site?			
Owner/Operator Information					
Registered Aircraft Owner SOCIETY NATIONAL BANK		Street Address 900 EUCLID AVENUE			
		City CLEVELAND	State OH	Zip Code 44101	
Operator of Aircraft USAIR		Street Address 2345 CRYSTAL DRIVE			
		City ARLINGTON	State VA	Zip Code 22227	
Operator Does Business As:			Operator Designator Code: USAA		
- Type of U.S. Certificate(s) Held:					
Air Carrier Operating Certificate(s): Flag Carrier/Domestic					
Operating Certificate:			Operator Certificate:		
Regulation Flight Conducted Under: Part 121: Air Carrier					
Type of Flight Operation Conducted: Scheduled; Domestic; Passenger Only					
FACTUAL REPORT - AVIATION					

 <p>National Transportation Safety Board FACTUAL REPORT AVIATION</p>	NTSB ID: MIA95IA194
	Occurrence Date: 08/05/1995
	Occurrence Type: Incident

First Pilot Information

Name On File	City On File	State On File	Date of Birth On File	Age 40
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Sex: M	Seat Occupied: Left	Principal Profession: Civilian Pilot	Certificate Number: On File
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Certificate(s): Airline Transport; Flight Instructor; Flight Engineer

Airplane Rating(s): Multi-engine Land; Single-engine Land

Rotorcraft/Glider/LTA: Helicopter

Instrument Rating(s): Airplane

Instructor Rating(s): Airplane Single-engine

Type Rating/Endorsement for Accident/Incident Aircraft? Yes	Current Biennial Flight Review?
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Medical Cert.: Class 1	Medical Cert. Status: Valid Medical--no waivers/lim.	Date of Last Medical Exam: 05/1995
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- Flight Time Matrix	All A/C	This Make and Model	Airplane Single Engine	Airplane Multi-Engine	Night	Instrument		Rotorcraft	Glider	Lighter Than Air
						Actual	Simulated			
Total Time	11300									
Pilot In Command(PIC)										
Instructor										
Last 90 Days										
Last 30 Days										
Last 24 Hours	5	5	5							

Seatbelt Used? Yes	Shoulder Harness Used? Yes	Toxicology Performed? No	Second Pilot? Yes
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Flight Plan/Itinerary

Type of Flight Plan Filed: IFR

Departure Point ALBANY	State NY	Airport Identifier ALB	Departure Time 0833	Time Zone EDT
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Destination Same as Accident/Incident Location	State	Airport Identifier CLT	
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Type of Clearance: IFR

Type of Airspace: Class B

Weather Information

Source of Briefing:
Company

Method of Briefing:

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Weather Information					
WOF ID	Observation Time	Time Zone	WOF Elevation	WOF Distance From Accident Site	Direction From Accident Site
CLT	1015	EDT	749 Ft. MSL	40 NM	39 Deg. Mag.
Sky/Lowest Cloud Condition: Scattered			1000 Ft. AGL	Condition of Light: Day	
Lowest Ceiling: Overcast		2700 Ft. AGL	Visibility: 7 SM	Altimeter: 30.00	"Hg
Temperature: 24 °C	Dew Point: 22 °C	Wind Direction: 230		Density Altitude: 1000	Ft.
Wind Speed: 6	Gusts:	Weather Conditions at Accident Site: Visual Conditions			
Visibility (RVR): 0 Ft.	Visibility (RVV) 0 SM	Intensity of Precipitation: Unknown			
Restrictions to Visibility: None					
Type of Precipitation: None					

Accident Information		
Aircraft Damage: None	Aircraft Fire: None	Aircraft Explosion: None

Classification: U.S. Registered/U.S. Soil					
- Injury Summary Matrix	Fatal	Serious	Minor	None	TOTAL
First Pilot				1	1
Second Pilot				1	1
Student Pilot					
Flight Instructor					
Check Pilot					
Flight Engineer					
Cabin Attendants				3	3
Other Crew					
Passengers				78	78
- TOTAL ABOARD -				83	83
Other Ground	0	0	0		0
- GRAND TOTAL -	0	0	0	83	83

National Transportation Safety Board

FACTUAL REPORT

AVIATION



NTSB ID: MIA95IA194

Occurrence Date: 08/05/1995

Occurrence Type: Incident

Administrative Information

Investigator-In-Charge (IIC)

JEFFREY L. KENNEDY

Additional Persons Participating in This Accident/Incident Investigation:

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