

10

ACCESSION NUMBER : 188899  
 DATE OF OCCURRENCE : 9109  
 REPORTED BY : FLC; ;  
 PERSONS FUNCTIONS : FLC,PIC.CAPT; FLC,PO; TWR,LC;  
 FLIGHT CONDITIONS : VMC  
 REFERENCE FACILITY ID : ORD  
 FACILITY STATE : IL  
 FACILITY TYPE : ARPT; TWR;  
 FACILITY IDENTIFIER : ORD; ORD;  
 AIRCRAFT TYPE : MLG;--LRG;  
 ANOMALY DESCRIPTIONS : CONFLICT/AIRBORNE LESS SEVERE; IN-FLT  
 ENCOUNTER/OTHER; LOSS OF ACFT CONTROL; OTHER;  
 ANOMALY DETECTOR : COCKPIT/FLC;  
 ANOMALY RESOLUTION : FLC AVOIDANCE-EVASIVE ACTION; FLC  
 EXECUTED GAR OR MAP;  
 ANOMALY CONSEQUENCES : NONE;  
 NARRATIVE : AS CAPT AND PF I WAS VECTORED FOR 10  
 PARALLEL VISUAL ORD USING 14L AND 14R. WAS CLRED FOR VISUAL. I WAS  
 FLYING GS DOWN. EXPERIENCED MORE WAKE TURB FROM PRECEDING ACFT  
 THAN WAS USUAL. TCASII SHOWED ABOUT 3.5 MI BEHIND. I ELECTED TO  
 FLY ABOUT 1 DOT HIGH AND STAY OUT OF HIS WAKE AND TO LAND PAST HIS  
 TOUCHDOWN POINT. AIR WAS FAIRLY SMOOTH AT 1 DOT HIGH. SAW MY INNER  
 MARKER LIGHT FLASH AND THEN EXTINGUISH, WAS NOW 1/2 DOT HIGH. AT  
 APPROX 50 FT AGL ACFT ROLLED RAPIDLY R THEN VIOLENTLY L. COUNTERED  
 WITH FULL R AILERON. ACFT CONTINUED L ROLL. WENT TO MAX PWR THEN  
 FIREWALL PWR. WE ACCELERATED THROUGH WAKE ZONE. ON GAR TWR ADVISED  
 OF CONFLICTING TFC THAT HAD DEPARTED 22L. WE HAD A VISUAL ON HIM  
 AND TCASII NEVER ISSUED ANY ADVISORY. I DID NOT CONSIDER HIM A  
 THREAT AT HE WAS IN EXCESS OF 3 MI. NEVER IN 27 YRS HAVE I  
 EXPERIENCED SUCH WAKE TURB. ACFT WE WERE FOLLOWING WAS LGT. WE ARE  
 MLG. FOR A PERIOD OF A COUPLE SECONDS MY ACFT WAS OUT OF CTL DUE  
 TO THE SEVERITY OF WAKE. NO RECOMMENDATIONS AS I SAID 3.5 IN  
 TRAIL. WIND WAS 170 DEG/7.  
 SYNOPSIS : FLC OF MLG FOLLOWING AN LGT ON APCH FOR  
 LNDG 3 PT 5 MI IN TRAIL, FLEW HIGH AS AWARE OF POSSIBLE WAKE TURB.  
 50 FT AGL ENCOUNTERED STRONG WAKE TURB. ACFT MOMENTARILY OUT OF  
 CTL, FULL THRUST, FULL AILERON RECOVERY, GAR.  
 REFERENCE FACILITY ID : ORD  
 FACILITY STATE : IL  
 AGL ALTITUDE : 0,50