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ACCESSION NUMBER : 298642
 DATE OF OCCURRENCE : 9502
 REPORTED BY : FLC; ; ;
 PERSONS FUNCTIONS : FLC,PIC.CAPT; FLC,FO; TRACON,AC; FLC,
 PIC.CAPT;
 FLIGHT CONDITIONS : VMC
 REFERENCE FACILITY ID : ORD
 FACILITY STATE : IL
 FACILITY TYPE : ARPT; TRACON;
 FACILITY IDENTIFIER : ORD; ORD;
 AIRCRAFT TYPE : MLG; WDB;
 ANOMALY DESCRIPTIONS : IN-FLT ENCOUNTER/OTHER; LOSS OF ACFT
 CONTROL;
 ANOMALY DETECTOR : COCKPIT/FLC;
 ANOMALY RESOLUTION : FLC REGAINED ACFT CONTROL; FLC RETURNED
 ACFT TO ORIGINAL CLNC OR INTENDED COURSE; OTHER;
 ANOMALY CONSEQUENCES : NONE;
 NARRATIVE : WE WERE ON A 180 DEG HDG AT 190 KTS,
 8000 FT. ALL RATES OF DSCNT WERE NORMAL. APCH WAS FROM NW OUR JVL
 VOR. WE COULD SEE ORD AREA TFC HVY TO THE E OF ARPT. NOW CLRED
 DOWN TO 7000 FT, 180 DEG HDG AND 190 KTS. APPROX 15 DME N OF ORD
 WE WERE CLRED TO 5000 FT 'CAUTION WAKE TURB, IN- TRAIL WITH A
 B747' WAS ADVISED BY ORD APCH. I HAD THE TFC AT THE 7 MI RANGE ON
 TCASII. AT APPROX 6000 FT WE ENCOUNTERED STRONG WAKE TURB AND A 20
 DEG ROLL TO THE L. I WAS HAND FLYING THE ACFT AND HELD THE ROLL TO
 20 DEGS. I STOPPED THE DSCNT AND BEGAN TO CLB OUT OF IT WHEN A
 PRONOUNCED ROLL R OCCURRED. I HELD OPPOSITION TO THE ROLL AND HELD
 IT TO A 45-50 DEG R BANK. I RECOVERED AND DEPARTED TO THE W, HDG
 220 DEGS AT 6300 FT. WE ADVISED ORD OF THE ENCOUNTER AND DEV TO
 THE W. WE WERE RECLRED FOR THE RWY 9R ILS. I COULD SENSE THE B747
 WAKE BELOW US ON THE GS AND I MAINTAINED 3/4 DOT HIGH TO
 ACCOMMODATE A SAFE AND SMOOTH APCH. ALL ELSE NORMAL. B747 LANDED
 ORD ON RWY 9R AND USED ALL OF THE RWY FOR LNDG. I BELIEVE HE WAS
 HIGH DURING ORD ARR AND APCH. NO CONFLICT WITH OTHER TFC. WE KNEW
 THE E WAS BUSY, THE W WAS THE BEST RTE TO TAKE. I KNOW HOW BUSY
 ATC CAN GET. PERHAPS IF AN ACFT IS KNOWN TO BE HIGHER THAN USUAL,
 IT CAN BE ADVERTISED AS 'IN- TRAIL WITH HVY XXX HIGH.' CALLBACK
 CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: RPTR
 PARTICIPATED IN THE WAKE TURB INCIDENT CALLBACK QUESTIONNAIRE.
 RPTR WAS AMAZED AT THE STRENGTH OF THE WAKE EVEN THOUGH HE WAS 15
 MI BEHIND. THE FIRST ENCOUNTER WASN'T TOO SEVERE, BUT THE SECOND
 ENCOUNTER MOVED HIS ACFT SEVERAL HUNDRED FT, HAD NO AILERON CTL
 AND THE ACFT WAS NOT RESPONDING THE RUDDER INPUT. IT LASTED FOR 7
 SECONDS WHILE THE RPTR FOUND HIS ELEVATOR CTLS EFFECTIVE AND
 SLOWLY CLBED OUT OF THE WAKE. RPTR HAS A GOOD SUGGESTION IN HAVING
 ACFT WHO ARE HAVING PROBS FOLLOWING A WAKE PRODUCING ACFT, NOTIFY
 ATC THAT THEY WILL BE FLYING SLIGHTLY TO UPWIND SIDE OF LOC.

SYNOPSIS : WAKE TURB ENCOUNTER.
 REFERENCE FACILITY ID : ORD
 FACILITY STATE : IL
 DISTANCE & BEARING FROM REF. : 15,,N
 MSL ALTITUDE : 6000,6000
 AIRCRAFT INVOLVEMENT : ANOMALY; ANOMALY;
 AIRCRAFT TYPE : MLG; WDB;
 CREW SIZE : 2; 3;
 WINGS, GEAR, SURFACE, ENGINE : LOW,RETRACT, LAND,TURBOJET; LOW,RETRACT,
 LAND,TURBOJET;
 NUMBER OF ENGINES : 2; 4;
 ADVANCED COCKPIT : NON; NON;
 OPERATOR ORGANIZATION : ACR; ACR;

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