

ACCESSION NUMBER : 49794
 DATE OF OCCURRENCE : 8601
 REPORTED BY : FLC
 PERSONS FUNCTIONS : FLC, PIC. CAPT; FLC, FO; TRACON, DC
 FLIGHT CONDITIONS : VMC
 AIRCRAFT TYPE : MLG; MLG
 ANOMALY DESCRIPTIONS : LOSS OF ACFT CONTROL; ALT DEV/OVERSHOOT
 ON CLB OR DES; IN-FLT ENCOUNTER/OTHER; ACFT EQUIPMENT PROBLEM/LESS
 SEVERE;
 ANOMALY DETECTOR : COCKPIT/EQUIPMENT;
 ANOMALY RESOLUTION : AUTOMATED ACFT SUBSYSTEM INTERVENED;
 CTLR INTERVENED; FLC RETURNED ACFT TO ORIGINAL CLNC OR INTENDED
 COURSE;

NARRATIVE : P/O FLYING. WE WERE CLRD FOR TKOP,
 INSTRUCTED TO KEEP AN AIRLINE MLG IN SIGHT. WE WERE GIVEN RWY HDG
 - THE MLG WAS TO EXPECT A RIGHT TURN OUT. AS WE WERE CONTACTING
 DPTR CONTROL, WE WERE ROLLED INTO AN APPROX 45-50 DEG BANK FROM
 WAKE TURBULENCE AND ATTEMPTED RECOVERY. DPTR INFORMED US THAT MLG
 WAS MAKING A RIGHT TURN OUT AND WE WERE CLRD TO 6000'. WE AGAIN
 ENCOUNTERED THE TURBULENCE AND ATTEMPTED TO CLIMB ABOVE IT, BUT IN
 DOING SO WE CHECKED OUR ALT AT APPROX 6500' (ALT ALERTER IN ACFT
 SOUNDED). DPTR INSTRUCTED US TO CHECK OUR ALT, WE ACKNOWLEDGED AND
 RETURNED TO 6000'. THE ONLY TFC KNOWN WAS AN INBND AT 7000' WHICH
 WE HAD VISUALLY. ALTHOUGH IT IS COMMON TO MAINTAIN VISUAL
 SEPARATION ON DEPARTING ACFT, SUCH ENCOUNTERS WITH WAKE TURBULENCE
 ARE HIGHLY DISTRACTING AND REQUIRE IMMEDIATE ATTENTION. IN THIS
 CASE THE CTLR'S ATTENTION AND QUICK CALL KEPT US FROM VIOLATING
 OTHER AIRSPACE.

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SYNOPSIS : WAKE TURBULENCE ENCOUNTER DURING CLIMB
 IN TCA.
 CALLBACK/COMMENTS : NONE
 LOC ID (LOCATION IDENTIFIER) : ;STL