

ACCESSION NUMBER : 49794  
 DATE OF OCCURRENCE : 8601  
 REPORTED BY : FLC  
 PERSONS FUNCTIONS : FLC, PIC. CAPT; FLC, PO; 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.

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