

TFC WAS NEVER CALLED OUT TO US BY ATC, I INITIALLY SAW THE MLT Y AIRBORNE AT 7-8 MI CLBING NWBND. AS WE NEARED THE FINAL APCH FIX (SQUIR-FO) ON COURSE, HDG 245 DEGS ON 235 BEARING TO, I NOTICED THE MLT Y MUCH CLOSER HDG 3SE, THEN TURNING IN TOWARD OUR POS. I QUERIED TWR AS TO THE MLT INTENTIONS AND DID NOT RECEIVE PROPER INFO TO AID ME AS TO WHERE THE ACFT MIGHT BE HDG. W/O ANY HELP FROM ATC OR ADVISORY TO THE Y THAT WE WERE ON THE APCH AND ON AN INS FLT PLAN, THE AFT TURNING IN AND WE WERE FORCED TO MAKE A STEEP LEFT DSNDING TURN TOWARD THE E AS EVASIVE ACTION. THE MLT Y CLAIMED TO BE AT 2000' MSL. HE WAS VFR; HOWEVER, IT WAS CLEAR THAT THE PLT(S) NEVER MADE AN ATTEMPT TO CLR THEIR AREA OR AVOID OUR PLANE, AN SMA X. WE WERE FORCED OFF AN APCH ON AN IFR FLT PLAN BECAUSE OF THIS TO AVOID A MIDAIR COLLISION AT WORST, AND AT BEST, TO AVOID DAMAGE FROM WAKE TURB. WHILE IFR WE MAINTAINED SEE AND AVOID TECHNIQUE, THE MLT Y WHILE VFR MADE NO SUCH ATTEMPT. (A PHONE CALL TO HIS COMMANDING OFFICER REVEALED HE NEVER SAW US.) ATC WAS OF NO VALUE IN ASSISTING EITHER ACFT, WITH TFC ADVISORIES. A SIDE NOTE: A NEW MISS RPT WAS FILED WITH N.Y. TRACON AND MIL PERSONNEL ARE BEING EXTREMELY TIGHT-LIPPED, AS THEY KNOW THERE CAN BE NO CIVIL ACTION TAKEN AGAINST ONE OF THEIR OWN. THIS MATTER WILL UNDOUBTEDLY BE LOST IN THE SHUFFLE ON THE BLANKET THAT COVERS THE MIL PLTS. THERE HAVE BEEN NO PREVIOUS PROBS WITH MIL ACFT IN THIS AREA; WE NORMALLY COEXIST VERY NICELY. THEIR REACTION TO AN OBVIOUS MISTAKE IS SADDENING TO SAY THE LEAST.

SYNOPSIS : SMA, IFR, CLEARED ON INS APCH, HAS  
NON-CRITICAL CONFLICT WITH VFR MLT ON PARACHUTE JUMPING ACTIVITY  
INSIDE ATA.

REFERENCE FACILITY ID : FOK  
FACILITY STATE : NY  
DISTANCE & BEARING FROM REF. : 5.55  
MSL ALTITUDE : 1600,2000

ACCESSION NUMBER : 144064  
DATE OF OCCURRENCE : 9004  
REPORTED BY : FLC; ; ; ;  
PERSONS FUNCTIONS : FLC,FO; FLC,PIC.CAPT; FLC,PIC.CAPT;  
TRACON,AC;  
FLIGHT CONDITIONS : VMC  
REFERENCE FACILITY ID : RXZ  
FACILITY STATE : IL  
FACILITY TYPE : TRACON;  
FACILITY IDENTIFIER : ORD;  
AIRCRAFT TYPE : LTT; WDB;  
ANOMALY DESCRIPTIONS : OTHER; IN-FLT ENCOUNTER/OTHER;  
ANOMALY DETECTOR : COCKPIT/FLC;  
ANOMALY RESOLUTION : FLC REGAINED ACFT CONTROL;  
ANOMALY CONSEQUENCES : INJURY;  
NARRATIVE : AT ABOUT XX35 UT WE WERE HANDED OFF

FROM CHICAGO CENTER TO ORD APCH, ON V84, ABOUT 35 DME OBK VOR 270  
DEG HDG. WE CHKED ON FREQ AT 8000' WITH THE ATIS. WE WERE THEN  
TOLD TO MAINTAIN 7000' AND INTERCEPT THE RWY 22R LOC. WE WERE

ADVISED BY APCH THAT WE WOULD BE FLOWN THROUGH THE LOC FOR SPACING BEHIND A HVY WDB AND TO DSND AND MAINTAIN 5000'. AT THIS TIME I HAD THE F/A PREPARE FOR LNDG. WE HAD THE WDB IN SIGHT AT OUR 9:30 POS AND AT ABOUT 8000'. WE WERE GIVEN A TURN TO 180 DEGS AND INTERCEPT THE LOC, MAINTAIN 5000', CLRED FOR THE APCH, CAUTION WAKE TURB, 170 KIAS SPD TILL RIDGE (OM), TWR 126.90 AT RIDGE. WE ACKNOWLEDGED AND THE F/O CALLED READY FOR LNDG. WE INTERCEPTED THE LOC AND G/S AT NOLEN INTXN. ABOUT 30 SECS LATER WE FELT A FEW LIGHT BUMPS. KNOWING THAT WE WERE FOLLOWING A HVY, WE INCREASED TO 1 DOT ABOVE THE G/S IN AN EFFORT TO AVOID ANY FURTHER TURB. APPROX 5 SECS LATER WE ENTERED THE WAKE OF THE HVE AND IT ROLLED THE ACFT TO 60 DEG BANK LEFT BEFORE THE CAPT COULD RECOVER TO WINGS LEVEL. THE OCCURRENCE LASTED ABOUT 5 SECS. APPROX 10 SECS LATER WE AGAIN ENTERED THE TURB. EVEN THOUGH WE HAD FURTHER INCREASED OUR G/S DEVIATION TO 1 1/2 DOTS UP. THIS WAS A MORE VIOLENT ENCOUNTER, ROLLING THE ACFT TO 110 DEG BANK LEFT. FULL SCALE DEFLECTION OF THE CONTROLS (AILERON AND RUDDER) TO THE RIGHT WAS APPLIED UNTIL THE ROLL STOPPED, AND THEN THE CAPT ROLLED TO WINGS LEVEL. NO SIGNIFICANT LOSS OF ALT OR HDG OCCURRED. HE RECOVERED SLIGHTLY ABOVE G/S AND ON THE LOC. THE OCCURRENCE LASTED APPROX 8 SECS. ACFT STABILIZED, WE DECIDED TO CONTINUE TO LNDG AND TO FLY 2 DOTS HIGH FOR THE REMAINDER OF THE APCH. THE FACT THAT THE WDB WAS ABOVE G/S TILL INSIDE NOLEN INTXN AND USED A HIGH RATE OF DSNT TO GET DOWN TO G/S INTERCEPT WAS THE MAJOR CAUSE. IT WAS INEVITABLE THAT WE WOULD CROSS THROUGH HIS WAKE TURB. HAD WE MAINTAINED G/S FROM THE TIME WE INTERCEPTED, WE WOULD HAVE ONLY DELAYED THE FACT THAT WE WERE IN A POS OF CERTAIN ENCOUNTER; IT WOULD HAVE ONLY OCCURRED AT A LOWER ALT. SUGGESTIONS: HAD THE WDB BEEN ON THE G/S AT NOLEN INTXN WE WOULD HAVE NEVER HAD THE ENCOUNTER. THE CTLR SEEMED TO USE STANDARD VECTORS AND ALTS. ALL TURNS AND DSCNTS WERE ANTICIPATED. THEY SHOULD BE MADE AWARE, HOWEVER, THAT WE RELY ON THE FACT THAT THE ACFT WE ARE FOLLOWING IS ON THE G/S VFR AND IFR ALIKE. OUR KNOWLEDGE OF THE FACT THAT WAKE TURB SINKS AT 400 FPM IS USELESS IF THE PRECEDING ACFT IS ABOVE OUR FLT PATH. NOT ONLY MUST WE USE CAUTION FOR WAKE TURB, BUT THE CTLR NEEDS TO PLAN BY ALLOWING THE ACFT FOLLOWING THE HVY TO GET ABOVE HIS APCH PATH. SPACING IS NOT THE ONLY ANSWER, PLANNING IS. FLT ALTS AND SPACING, WE NEED A CHANCE.

SYNOPSIS : AN LTT VECTORED BY TRACON APCH CTLR TO INTERCEPT ILS FINAL APCH COURSE BEHIND A WDB ENCOUNTERED WAKE TURBULENCE AND ACFT ROLLED 60 DEGREES LEFT. A FEW SECONDS LATER ACFT ENCOUNTERED WAKE TURBULENCE AGAIN, BUT MORE SEVERE.

REFERENCE FACILITY ID : RXZ

FACILITY STATE : IL

DISTANCE & BEARING FROM REF. : 14,219

MSL ALTITUDE : 5000,5000

ACCESSION NUMBER : 144441

DATE OF OCCURRENCE : 9005

REPORTED BY : FLC; ;

PERSONS FUNCTIONS : FLC.PLT; FLC.PIC.CAPT; TRACON.DC;