

ACCESSION NUMBER : 280998
DATE OF OCCURRENCE : 9408
REPORTED BY : FLC: : : :
PERSONS FUNCTIONS : FLC.PIC.CAPT; FLC.FO; FLC.SO; FLC.
PIC.CAPT; TWR.LC:
FLIGHT CONDITIONS : VMC
REFERENCE FACILITY ID : MIA
FACILITY STATE : FL
FACILITY TYPE : ARPT; TWR:
FACILITY IDENTIFIER : MIA; MIA:
AIRCRAFT TYPE : LRG; LRG;
ANOMALY DESCRIPTIONS : IN-FLT ENCOUNTER/OTHER; OTHER:
ANOMALY DETECTOR : COCKPIT/FLC;
ANOMALY RESOLUTION : FLC REGAINED ACFT CONTROL;
ANOMALY CONSEQUENCES : NONE:
NARRATIVE : FINAL APCH RWY 9R MIA. RPTED WINDS AS
060 DEGS AT 10 KTS. TWR ISSUED PROPER REGARDING PRECEDING 757 TFC.
OUR TRAILING DISTANCE WAS APPROX 4 1/2-5 MI I WAS FLYING APPROX
1/2 DOT HIGH ON GS TO AVOID WAKE TURB. THE 757 APPEARED TO LAND
SLIGHTLY LONG. MY PLAN WAS TO LAND IN THE 1ST 1000 FT OF THE RWY
AND AVOID THE VORTICES. I FIGURED WITH THE XWIND ANY EFFECT WOULD
HAVE DISSIPATED. WRONG! AT APPROX 120 FT ABOVE THE THRESHOLD I
ENCOUNTERED A SEVERE R BANK OF APPROX 20-25 DEGS OF BANK. WE ALSO
RECEIVED THE BANK ANGLE WARNING FROM THE GPWS TWICE. A BUNCH OF L
AILERON L RUDDER AND A FISTFUL OF PWR RIGHTED THE ACFT. MY APCH
SPD HAD DETERIORATED FROM A PLUS 15 TO MINUS 5 AT TOUCHDOWN. THE
LNDG WAS ON CTRLINE BUT SLIGHTLY FIRM. AFTER CLRING THE RWY THE
PAX WERE BRIEFED ON THE SIT AND NO ONE VOICED ANY COMMENTS AS THEY
DEPARTED THE ACFT. I THOUGHT 4 MI OF SEPARATION WITH A NICE XWIND
WOULD PROVIDE ENOUGH PROTECTION. I WAS LUCKY TO LEARN THIS LESSON
WITHOUT INJURY OR DAMAGE.
MAKE-MODEL NAME : B727 UNSPEC;B757 UNSPEC
FAR PART NUMBER : 121;121
SYNOPSIS : WITH 30 DEG 10 KT XWIND AND 4-5 MI
INTRAIL OF A BOEING 757 THE RPTR IN HIS BOEING 727 THOUGHT HE
WOULD BE OUT OF THE VORTICES LNDG AT THE 1000 FT POINT BEHIND THE
757 THAT HAD LANDED LONG. HE ENCOUNTERED SEVERE WAKE AT 120 FT
AGL. THE RECOVERY REQUIRED AILERON, RUDDER AND PWR TO RIGHT THE
ACFT. EXPERIENCED FIRM LNDG.
REFERENCE FACILITY ID : MIA
FACILITY STATE : FL
DISTANCE & BEARING FROM REF. : 0
AGL ALTITUDE : 0.0

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TRACON.AC;