

ACCESSION NUMBER	: 149927
DATE OF OCCURRENCE	: 9006
REPORTED BY	: FLC; ; ;
PERSONS FUNCTIONS	: FLC, CAPT. PIC; FLC, PO; TWR, LC; FLC,
PIC. CAPT;	
FLIGHT CONDITIONS	: VMC
REFERENCE FACILITY ID	: ORD
FACILITY STATE	: IL
FACILITY TYPE	: TWR; ARPT;
FACILITY IDENTIFIER	: ORD; ORD;
AIRCRAFT TYPE	: MLG; MLRG;
ANOMALY DESCRIPTIONS	: IN-FLT ENCOUNTER/OTHER; LOSS OF ACFT
CONTROL;	
ANOMALY DETECTOR	: COCKPIT/FLC;
ANOMALY RESOLUTION	: FLC REGAINED ACFT CONTROL;
ANOMALY CONSEQUENCES	: NONE;
SITUATION REPORT SUBJECTS	: AN ACFT TYPE; PROC OR POLICY/FAA;
NARRATIVE	: I AM CAPT OF AN MLG. TOLD TO EXPEDITE
TKOP BEHIND LGT ON RWY 32L AT ORD. WE BEGAN TKOP ROLL AS LGT	
ROTATED. HE WENT STRAIGHT OUT AND WE WERE TO TURN TO 180 DEGS. WE	
STARTED THE TURN AT 300' AGL WITH 15 DEGS ANGLE OF BANK. WE WERE	
VIOLENTLY INCREASED TO 30 DEGS ANGLE OF BANK FROM THE APPARENT	
WAKE TURB OF THE LGT. THE COPLT RECOVERED SMOOTHLY AND NO ONE WAS	
INJURED. I WONDERED IF THE FAA OR ACFT MFR HAD CONSIDERED	
INCREASED SEP BEHIND LGT ACFT BECAUSE OF WING DESIGN.	
SYNOPSIS	: FLT CREW OF MLG DEPARTING ORD
ENCOUNTERS WHAT THEY BELIEVED TO BE THE WAKE TURBULENCE OF A LGT	
THAT DEPARTED JUST BEFORE THEM.	
REFERENCE FACILITY ID	: ORD
FACILITY STATE	: IL
AGL ALTITUDE	: 300,300