

ACCESSION NUMBER : 276427
 DATE OF OCCURRENCE : 9407
 REPORTED BY : FLC; ; ;
 PERSONS FUNCTIONS : FLC, PIC. CAPT; FLC, FO; FLC, PIC. CAPT;
 TRACON, AC;
 FLIGHT CONDITIONS : MXD
 REFERENCE FACILITY ID : DTW
 FACILITY STATE : MI
 FACILITY TYPE : ARPT; TRACON;
 FACILITY IDENTIFIER : DTW; DTW;
 AIRCRAFT TYPE : MLG; LRG;
 ANOMALY DESCRIPTIONS : LESS THAN LEGAL SEPARATION; NON
 ADHERENCE LEGAL RQMT/PUBLISHED PROC; LOSS OF ACFT CONTROL;
 ANOMALY DETECTOR : COCKPIT/FLC;
 ANOMALY RESOLUTION : FLC EXECUTED GAR OR MAP; ACFT EXITED
 ADVERSE ENVIRONMENT;
 ANOMALY CONSEQUENCES : FLC/ATC REVIEW;
 SITUATION REPORT SUBJECTS : PROC OR POLICY/ATC FACILITY; PROC OR
 POLICY/FAA; AN ACFT TYPE;

NARRATIVE : ACR B737-100 ARR AT DTW. SUNNY
 AFTERNOON, 6 MI VISIBILITY IN HAZE. SIMULTANEOUS ILS APCHS TO RWY
 21L AND 21R. VECTORED FOR EXTENDED DOWNWIND DUE TO OTHER ARR TFC.
 TURNED FINAL RWY 21L ABOUT 20 MI OUT. REQUESTED BY APCH TO SLOW
 FROM 210 KTS TO 190 KTS. 2 PARALLEL ACFT SHOWED UP ON TCASII 3 1/2
 MI AHEAD ON FINAL. APCH REQUESTED US TO SLOW TO 170 KTS. FO FLYING,
 SLOWED. APCH CLRED US FOR ILS, ASKED US TO MAINTAIN 150 KTS TO OM
 AND TURNED US OVER TO TWR. OTHER ACFT ON FREQ AHEAD OF US HAD BEEN
 GIVEN SIMILAR SPDS AND CLRNCS. OP APPEARED NORMAL, TIGHT SPACING
 FOR ARR TFC. HAZE PREVENTED SEEING OTHER ACFT. TCASII GAVE US A
 HEADS UP ON HOW TIGHT THEY WERE SPACING US. 'WE WERE IN THE HANDS
 OF THE CTLR.' WE WERE SPACED 3 1/2 MI BEHIND TFC ON FINAL FOR
 ABOUT 10 MI. WE STARTED DOWN ILS RWY 21L GS, PUT THE FLAPS TO 15
 DEGS WITH FINAL SLOW DOWN AND PULLED THROTTLES TO IDLE.
ENCOUNTERED HVY WAKE TURB UNCTABLE ROLL, 30 DEG BANK L,
ACCOMPANIED WITH BRIEF STALL SHAKER WARNING, STAYED IN WAKE TURB.

WE ASKED TWR 'WHAT KIND OF ACFT IN FRONT OF US' TWR'S ANSWER,
 'B757.' WE SAID 'THANKS FOR THE WARNING, WE JUST GOT TWISTED IN
 HIS WAKE.' HE TURNED US OUT ON A GAR. WE SAID WE'D GIVE HIM A CALL
 ON THE TELEPHONE. I TALKED TO THE ATC APCH AREA SUPVR AND TOLD HIM
 WHAT HAPPENED AND THAT IF WE HAD BEEN JUST 'INFORMED' WE WERE
 BEHIND A B757 WE COULD HAVE CONFIGURED EARLIER, KEPT OUR ENGS
 SPOOLED UP AND FLOWN HIGH ON THE GS AND STAYED OUT OF HIS WAKE.
 FIX: ATC SUGGESTION HAVE ALL B757 COMPUTER CODED ON THE RADAR
 SCOPE WITH AN 'H' JUST LIKE THE HVY'S SO CTLRS WILL AUTOMATICALLY
 PROVIDE SEPARATION. HE SAID 4 MI IS REQUIRED BEHIND B757'S. MAKE
 IT MANDATORY FOR CTLRS TO INFORM ACFT FOLLOWING B757'S. PLTS
 SHOULD ALWAYS ASK WHAT KIND OF ACFT THEY ARE FOLLOWING WHEN THEY
 ARE NOT TOLD AND THE SPACING IS TIGHT.

MAKE-MODEL NAME : B737-100;B757 UNSPEC