

ACCESSION NUMBER : 145972
 DATE OF OCCURRENCE : 9005
 REPORTED BY : FLC; FLC; ; ;
 PERSONS FUNCTIONS : FLC,PIC.ISTR; FLC,TRNEE; TWR,LC; TWR,LC;
 FLIGHT CONDITIONS : MXD
 ACCESSION NUMBER : 148054
 DATE OF OCCURRENCE : 9006
 REPORTED BY : FLC; ; ; ;
 PERSONS FUNCTIONS : FLC,PIC.CAPT; FLC,FO; FLC,PIC.CAPT; FLC,
 FO; FLC,CHKPLT;
 FLIGHT CONDITIONS : VMC
 REFERENCE FACILITY ID : ORD
 FACILITY STATE : IL
 FACILITY TYPE : TWR;
 FACILITY IDENTIFIER : ORD;
 AIRCRAFT TYPE : MLG; WDB;
 ANOMALY DESCRIPTIONS : LOSS OF ACFT CONTROL; IN-FLT
 ENCOUNTER/OTHER;
 ANOMALY DETECTOR : COCKPIT/FLC;
 ANOMALY RESOLUTION : FLC REGAINED ACFT CONTROL;
 ANOMALY CONSEQUENCES : OTHER;
 NARRATIVE : IT WAS A BEAUTIFUL EVENING FOR FLYING.

WE HAD THE CHICAGO SKYLINE IN SIGHT FROM A HUNDRED MILES AWAY!
 THERE WAS NOT SO MUCH AS A SINGLE RIPPLE IN THE AIR AS WE APCHED
 THE WORLD'S BUSIEST FROM THE NW. LNDG WAS TO BE ON 9R, WIND WAS
 090 AT 8, TEMP 59 DEGS. (LNDG INTO THE WIND AT CHICAGO???) THE F/O
 WAS FLYING, AND I WAS ENJOYING WATCHING FOR TFC. WE WERE ON A 180
 DEG HDG WHEN WE SPOTTED THE TFC WE WERE TO FOLLOW WDB. I BELIEVE
 WE WERE RIGHT AT 3 MI IN TRAIL. I REMEMBER THINKING ABOUT READING
 SOMEWHERE OF RPTS OF WAKE TURB WHEN FOLLOWING WDBS, BUT WE DIDN'T
 FEEL A THING. I DON'T SPECIFICALLY RECALL OUR ALT OR DISTANCE OUT
 WHEN THE WDB TOUCHED DOWN, BUT FROM EXPERIENCE AT ORD I KNOW WE
 WOULD HAVE GOTTEN A SPD REDUCTION IF OUR SEP HAD DECREASED. I
 BELIEVE THEIR T/D WAS 1000-1500' DOWN THE RWY--RIGHT IN THE MIDDLE
 OF THE T/D ZONE--AND THEY WERE CLR OF THE RWY AT THE HIGH SPD IN
 PLENTY OF TIME FOR OUR ARR. WE WERE CONFIGURED FOR LNDG AND WITHIN
 10 KTS OF APCH SPD AS WE PASSED THROUGH 1000'. F/O HAD IT WIRED
 ALL THE WAY IN. SINCE WE HAD BEEN CLRED FOR AN ILS I CALLED
 DECISION HEIGHT AT 200'. AT ABOUT 150', THE VORTICES FROM THE WDB
 WERE ENCOUNTERED AND THE ACFT BEGAN A RAPID ROLL TO THE RIGHT. THE
 DISTURBED AIR AND ROLLING MOMENT CONTINUED TO BELOW 50', THOUGH
 WITH LESS INTENSITY THAN THE FIRST JOLT. AT THE FIRST BUMP, F/O OF
 COURSE APPLIED SUBSTANTIAL AILERON ESTIMATED AT 75% OF AVAILABLE
 ROLL CTL AND ADDED PWR TO STABILIZE THE FLT PATH. WHILE I BEGAN
 THINKING IN TERMS OF A GAR, THE ROLLING MOMENTS DECREASED AND THEN
 STOPPED, AND F/O WAS ABLE TO SALVAGE A SMOOTH T/D AND ROLLOUT.
 AFTER PARKING AT THE GATE AND COMPLETING THE SHUTDOWN CHKLIST, I
 GOT OFF THE ACFT AS SOON AS I COULD, BUT A COUPLE OF THE PAX
 REMARKED ABOUT THE HEAVY GUST ON APCH. (I WANTED TO TALK TO THE