

ACCESSION NUMBER : 299779
 DATE OF OCCURRENCE : 9503
 REPORTED BY : FLC; ; ;
 PERSONS FUNCTIONS : FLC,FO; FLC,PIC.CAPT; TRACON,AC; FLC,
 PIC.CAPT;
 FLIGHT CONDITIONS : MXD
 REFERENCE FACILITY ID : SMO
 FACILITY STATE : CA
 FACILITY TYPE : TRACON; ARPT;
 FACILITY IDENTIFIER : LAX; LAX;
 AIRCRAFT TYPE : ~~MLG;WDB~~;
 ANOMALY DESCRIPTIONS : IN-FLT ENCOUNTER/OTHER; LOSS OF ACFT
 CONTROL; OTHER;
 ANOMALY DETECTOR : COCKPIT/FLC;
 ANOMALY RESOLUTION : FLC REGAINED ACFT CONTROL; FLC RETURNED
 ACFT TO ORIGINAL CLNC OR INTENDED COURSE;
 ANOMALY CONSEQUENCES : NONE;
 NARRATIVE : WHILE BEING VECTORED IN-TRAIL FOR LAX,

AN ACR 747-400 WAS VECTORED OVER TOP OF US AND DSNDND IN FRONT.
 SPACING WAS NEVER LESS THAN 8 MI. WE RECEIVED BUFFET AND ROLL FROM
 PREVIOUS ACFT THAT WAS STRONG ENOUGH AT ONE POINT TO INDUCE 45 DEG
 BANK AND DISCONNECT AUTOPLT. CORRECTIVE ACTION: REQUESTED SLOWER
 SPD AND MORE SPACING BEHIND ACFT. ATC REPEATEDLY STATED THAT
 PRECEDING ACFT WAS 8 MI AHEAD. CONTRIBUTING FACTORS: NEWER WING
 DESIGNS PRODUCE WAKE THAT IS POTENTIALLY HAZARDOUS TO LARGER ACFT
 AND IN- TRAIL SPACING BEHIND THESE NEWER ACFT NEEDS TO BE
 REEVALUATED. CALLBACK CONVERSATION WITH RPTR REVEALED THE
 FOLLOWING INFO: AS RPTR AND FLC WERE DSNDND THROUGH 8000 FT THEY
 ENCOUNTERED WAKE TURB FROM A PRECEDING B-747-400 THAT WAS 8 MI
 AHEAD OF THEM. THE TURB WAS STRONG ENOUGH TO ROLL THE ACFT INTO A
 45 DEG BANK. RPTR'S ACFT WAS BEING FLOWN BY AUTOPLT WHICH
 DISENGAGED AS THE ACFT APCHED 45 DEGS OF BANK ANGLE. FLT PATH
 DISPLACEMENT WAS 200 FT. EVENT WAS DISTURBING TO FLC AND PAX.
 AFTER THE 5 SECOND EVENT THE ACFT WAS RIGHTED AND CONTINUED
 UNEVENTFULLY FOR A LNDG. PRECEDING ACFT WAS ALWAYS ANNOUNCED AS 8
 MI AHEAD. THIS DISTANCE WAS VERIFIED BY TCASII.

SYNOPSIS : WAKE TURB ENCOUNTER.
 REFERENCE FACILITY ID : SMO
 FACILITY STATE : CA
 DISTANCE & BEARING FROM REF. : 5,261
 MSL ALTITUDE : 8000,8000
 AIRCRAFT INVOLVEMENT : ANOMALY; ANOMALY;
 AIRCRAFT TYPE : MLG; WDB;
 CREW SIZE : 2; 2;
 WINGS, GEAR, SURFACE, ENGINE : LOW,RETRACT,LAND,TURBOJET; LOW,RETRACT,
 LAND,TURBOJET;
 NUMBER OF ENGINES : 2; 4;
 ADVANCED COCKPIT : NON; DISPLAY,NAVCTL;
 OPERATOR ORGANIZATION : ACR; ACR;
 OPERATION : PAX; PAX;
 FLIGHT PLAN TYPE : IFR; IFR;
 FLIGHT PHASE : DSCNT; APCH,LNDG;
 SPECIAL ROUTE : ; ;
 AIRCRAFT HANDLE : A1; A2;