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ACCESSION NUMBER : 286702  
DATE OF OCCURRENCE : 9410  
REPORTED BY : FLC; FLC; ; ;  
PERSONS FUNCTIONS : FLC, PIC.CAPT; FLC, FO; MISC, PAX; FLC,  
PIC.CAPT; MISC, OTH;  
FLIGHT CONDITIONS : VMC  
REFERENCE FACILITY ID : PXR  
FACILITY STATE : AZ  
FACILITY TYPE : ARPT;  
FACILITY IDENTIFIER : PHX;  
AIRCRAFT TYPE : MLG; LRG;  
ANOMALY DESCRIPTIONS : CONFLICT/AIRBORNE LESS SEVERE; IN-FLT  
ENCOUNTER/OTHER; OTHER;  
ANOMALY DETECTOR : OTHER; COCKPIT/FLC;  
ANOMALY RESOLUTION : NOT RESOLVED/DETECTED AFTER-THE-FACT;  
ANOMALY CONSEQUENCES : OTHER;  
SITUATION REPORT SUBJECTS : PROC OR POLICY/ATC FACILITY; PROC OR  
POLICY/FAA; OTHER;

NARRATIVE : IN SUM: THE RPTR FLEW A B-737-300 FROM  
BUR TO PHX. HE FLEW THE KARLO STAR, BUT WAS KEPT HIGH AND FAST BY  
PHX TRACON. PHX ATCT WAS VECTORING HIM FOR RWY 8R FROM THE N.  
WHILE IN A 12 DEG LEFT BANK, THE RPTR HIT WAKE TURB BEHIND AN ACR  
B-727. THIS ROLLED THE ACFT TO THE R ABOUT 12 DEGS, REQUIRING 30  
DEGS OF YOKE TRAVEL, AND PITCHED AND YAWED THE ACFT AN UNSTATED  
AMOUNT. THESE PERTURBATIONS LASTED ABOUT 8 SECONDS. A PAX  
COMPLAINED TO THE NTSB WHICH IS INVESTIGATING THE INCIDENT. THE  
RPTR HAS BEEN PROMISED THE OPPORTUNITY TO REVEAL THE FLT DATA  
RECORDER TAPES OF BOTH ACFT. THERE WERE NO RPTED PAX INJURIES. THE  
RPTR MADE A PIREP TO THE TWR. BOTH ARTCC AND ATCT TAPES HAVE BEEN  
PULLED BECAUSE OF THE SIMILARITY TO AN ACFT ACCIDENT. UNDER  
CURRENT INVESTIGATION. CALLBACK CONVERSATION WITH RPTR REVEALED  
THE FOLLOWING INFO: THE RPTR HAS DONE ACCIDENT INVESTIGATION WORK  
FOR HIS ACR AND HIS PLT'S UNION. HE APPEARS TO BE HIGHLY  
QUALIFIED. THE RPTR HAS HAD VERY LITTLE FURTHER CONTACT WITH THE  
NTSB SINCE THIS ASRS RPT WAS SUBMITTED. THE NTSB HAS PROMISED HIM  
THAT HE WILL BE ALLOWED TO READ OUT THE FLT DATA RECORDER TAPES OF  
BOTH ACFT WHEN THEY BECOME AVAILABLE. HE IS QUITE GRATEFUL THAT  
HIS ACFT HAD A 30 CHANNEL FDR. THE RPTR IS CERTAIN THAT HE WAS  
FOLLOWING A 727 BUT HE DOES NOT KNOW ITS CONFIG. THE RPTR'S ACFT  
WAS CLEAN. AUTO THROTTLE AND AUTOPLT OFF, WITH THE FO FLYING THE  
ACFT WAS RELATIVELY HVY FOR LNDG. THE RPTR HAS WITNESSES IN THE  
ACFT WILLING TO TESTIFY THAT THE PERSON THAT COMPLAINED TO THE  
NTSB WAS MISTAKEN OR EXAGGERATING ABOUT SCREAMING AND THE ANGLE OF  
BANK. THE RPTR COMPLAINED ABOUT THE 'MICRO MGMNT' BY THE ATCT LCL  
CTLR OF HDG, ALT AND AIRSPD LEAVING THE PLT NO WAY TO AVOID THE  
PRECEDING ACFT. PHX TWR HAS CHANGED ITS PROCS SO THAT ALL ACFT  
COMING FROM THE SAME DIRECTION WILL LAND ON THE SAME RWY, EVEN  
WHEN THE OTHER RWY IS UNDERUTILIZED. THIS CAN CAUSE UNNECESSARY  
WAKE TURB ENCOUNTERS. SUPPLEMENTAL INFO FROM ACN 286785: SHORTLY

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THEREAFTER WE ENCOUNTERED THE 727'S WAKE TURB. THE ACFT BANKED L  
APPROX 15 DEGS AND THEN TO THE R APPROX 20 DEGS. I ESTIMATE THAT  
WE WERE AT ABOUT 15-20 DEGS OFF PERPENDICULAR TO HIS FLT PATH WHEN  
THIS OCCURRED. IT LASTED FOR ABOUT 5 SECONDS. AFTER EXITING THE  
WAKE, THE CAPT MADE A COMMENT TO ATC AND THEN A PA TO THE PAX TO  
REASSURE THEM THAT THERE WAS NO PROB. THE ENCOUNTER ACTUALLY  
SURPRISED US IN THE SEVERITY (LIGHT TO MODERATE TURB) AND THE FACT  
THAT WE HIT IT AT ALL. I DID NOT THINK THAT OUR FLT PATHS WOULD  
CROSS.

SYNOPSIS : ~~B-737~~ IN WAKE TURB FOLLOWING A B-727.  
REFERENCE FACILITY ID : PXR  
FACILITY STATE : AZ  
DISTANCE & BEARING FROM REF. : 13,260  
MSL ALTITUDE : 3900,4000

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