ASRS Database Report Set

Non-Tower Airport Incidents

Report Set Description.....A sampling of reports involving operations at non-tower airports.

Update Number.....36

Date of Update.....November 6, 2023

Number of Records in Report Set.....50

Records within this Report Set have been screened to assure their relevance to the topic.

National Aeronautics and
Space Administration

Ames Research Center
Moffett Field, CA 94035-1000

TH: 262-7

MEMORANDUM FOR: Recipients of Aviation Safety Reporting System Data

SUBJECT: Data Derived from ASRS Reports

The attached material is furnished pursuant to a request for data from the NASA Aviation Safety Reporting System (ASRS). Recipients of this material are reminded when evaluating these data of the following points.

ASRS reports are submitted voluntarily. Such incidents are independently submitted and are not corroborated by NASA, the FAA or NTSB. The existence in the ASRS database of reports concerning a specific topic cannot, therefore, be used to infer the prevalence of that problem within the National Airspace System.

Information contained in reports submitted to ASRS may be clarified by further contact with the individual who submitted them, but the information provided by the reporter is not investigated further. Such information represents the perspective of the specific individual who is describing their experience and perception of a safety related event.

After preliminary processing, all ASRS reports are de-identified and the identity of the individual who submitted the report is permanently eliminated. All ASRS report processing systems are designed to protect identifying information submitted by reporters; including names, company affiliations, and specific times of incident occurrence. After a report has been de-identified, any verification of information submitted to ASRS would be limited.

The National Aeronautics and Space Administration and its ASRS current contractor, Booz Allen Hamilton, specifically disclaim any responsibility for any interpretation which may be made by others of any material or data furnished by NASA in response to queries of the ASRS database and related materials.

B Hooey

Becky L. Hooey, Director
NASA Aviation Safety Reporting System

CAVEAT REGARDING USE OF ASRS DATA

Certain caveats apply to the use of ASRS data. All ASRS reports are voluntarily submitted, and thus cannot be considered a measured random sample of the full population of like events. For example, we receive several thousand altitude deviation reports each year. This number may comprise over half of all the altitude deviations that occur, or it may be just a small fraction of total occurrences.

Moreover, not all pilots, controllers, mechanics, flight attendants, dispatchers or other participants in the aviation system are equally aware of the ASRS or may be equally willing to report. Thus, the data can reflect **reporting biases**. These biases, which are not fully known or measurable, may influence ASRS information. A safety problem such as near midair collisions (NMACs) may appear to be more highly concentrated in area "A" than area "B" simply because the airmen who operate in area "A" are more aware of the ASRS program and more inclined to report should an NMAC occur. Any type of subjective, voluntary reporting will have these limitations related to quantitative statistical analysis.

One thing that can be known from ASRS data is that the number of reports received concerning specific event types represents the **lower measure** of the true number of such events that are occurring. For example, if ASRS receives 881 reports of track deviations in 2010 (this number is purely hypothetical), then it can be known with some certainty that at least 881 such events have occurred in 2010. With these statistical limitations in mind, we believe that the **real power** of ASRS data is the **qualitative information** contained in **report narratives**. The pilots, controllers, and others who report tell us about aviation safety incidents and situations in detail – explaining what happened, and more importantly, **why** it happened. Using report narratives effectively requires an extra measure of study, but the knowledge derived is well worth the added effort.

Report Synopses

ACN: 2015842 *(1 of 50)*

Synopsis

Pilot reported difficulty discerning whether the runway at a nontowered airport was closed due to a lack of a prominently painted X on the runway. After landing on the runway, the pilot was informed the runway was closed for an airport lighting project.

ACN: 2013256 *(2 of 50)*

Synopsis

Flight Instructor reported the published airport operating hours are incorrect for AVX, Catalina Airport. After landing, another pilot informed the instructor the airport had closed at 1700 local time. The published time, as open 1600-0100Z, converts to 1800 local time in the month of June.

ACN: 2010998 *(3 of 50)*

Synopsis

Navion pilot reported having an NMAC with NORDO King Air on final requiring evasive action to avoid a possible collision.

ACN: 2010969 *(4 of 50)*

Synopsis

PA28 Pilot reported while landing on an intersecting runway, they observed that an EMB-145 had to stop prior to intersection resulting in a conflict event.

ACN: 2010735 *(5 of 50)*

Synopsis

Cessna 400 pilot reported diverting to a nearby airport after experiencing engine power loss.

ACN: 2010433 *(6 of 50)*

Synopsis

Pilot reported an inability to maintain steering during the landing roll out resulted in the aircraft becoming disabled on the runway.

ACN: 2010411 *(7 of 50)*

Synopsis

Pilot reported, while on short final, an aircraft had taxied onto the runway requiring a go around. Pilot suggested that a renaming of the airport contributed to confusing CTAF calls.

ACN: 2010403 *(8 of 50)*

Synopsis

Flight Instructor with student reported a near miss with an aircraft that was taking off on the opposite direction runway at a non-towered airport and was not making any radio transmissions.

ACN: 2010359 *(9 of 50)*

Synopsis

Flight Instructor reported confusion surrounding verbiage instructing a go around resulted in a runway excursion and minor aircraft damage.

ACN: 2010305 *(10 of 50)*

Synopsis

PA-44 pilot reported a loud bang during gear extension and drifted off the side of the runway into the grass during landing due to loss of directional control. Inspection revealed bolt between nose gear and rudder pedals had disconnected.

ACN: 2010289 *(11 of 50)*

Synopsis

PA-44 Flight Instructor reported a runway excursion during landing after the aircraft veered to the left regardless of pilot input until the aircraft stopped in the grass. The Instructor stated the cause may have been a rudder connection issue.

ACN: 2010282 *(12 of 50)*

Synopsis

RV8 pilot reported a NMAC during takeoff with a helicopter taxiing on the adjacent parallel taxiway. A previous garbled CTAF transmission led to a lack of awareness of the helicopter traffic and indicated no need for action to avoid the helicopter.

ACN: 2009324 *(13 of 50)*

Synopsis

Pilot reported taking evasive action during departure from a non-towered airport to avoid a near midair collision with a landing aircraft that turned the wrong way over the active runway.

ACN: 2009315 *(14 of 50)*

Synopsis

Glider pilot reported that while maneuvering to land, they struck a taxiway sign, causing damage to a wing.

ACN: 2009309 *(15 of 50)*

Synopsis

Flight instructor with student reported taking evasive action to avoid a near midair collision in the traffic pattern at a non-towered airport.

ACN: 2009298 *(16 of 50)*

Synopsis

SR20 Flight Instructor reported being cut off during the turn to downwind by a trailing aircraft that turned crosswind in front of the Instructor and Student. The Instructor took evasive action to avoid a collision.

ACN: 2009296 *(17 of 50)*

Synopsis

Pilot reported a near midair collision that required evasive action while practicing an instrument approach and observed the other aircraft fly erratically, causing other airborne conflicts within the traffic pattern.

ACN: 2009015 *(18 of 50)*

Synopsis

Single engine Pilot reported a NMAC while departing a non towered airport. The Pilot stated while making the departure an unannounced helicopter was downwind and too close to the departure path.

ACN: 2008999 *(19 of 50)*

Synopsis

PA24 pilot reported electrical smell and smoke from the glareshield during cruise that continued after troubleshooting. The pilot pulled the emergency gear extension and diverted to the closest airport and landed. Upon touchdown the landing gear collapsed. The pilot evacuated the aircraft.

ACN: 2008742 *(20 of 50)*

Synopsis

RV-9 Pilot reported an NMAC occurred with another aircraft while in the traffic pattern and performed an evasive maneuver to avoid collision. The Reporter announced position and intentions while at different distances from the airport and did not hear the other pilot announce anything on the radio.

ACN: 2008389 *(21 of 50)*

Synopsis

Flight Instructor reported a gear up landing while performing recurrent training. The aircraft had recently come out of an annual inspection and the gear warning system had not been confirmed operational before landing.

ACN: 2008212 *(22 of 50)*

Synopsis

MBB-BK117 pilot reported the rotor wash of the helicopter while performing a hover taxi over the taxiway caused a nearby aircraft that was fueling to move. The other aircraft did not have a parking brake function and the wheels were not chocked.

ACN: 2007983 *(23 of 50)*

Synopsis

Small aircraft Flight Instructor reported a NMAC while on approach to 79C while the other aircraft was on final approach into ATW. The two airports are in close proximity.

ACN: 2007969 *(24 of 50)*

Synopsis

Pilot reported a NMAC with another aircraft while on approach in IFR conditions to a non-towered airport.

ACN: 2007967 *(25 of 50)*

Synopsis

JMB VL3 pilot performing first solo, upon landing drifted left of center line, and applied brakes which locked up and resulted in a loss of control and a runway excursion. The aircraft struck an airport sign, and stopped in a grass area of the runway, where a partial landing gear failure occurred. The pilot evacuated and was not injured.

ACN: 2007916 *(26 of 50)*

Synopsis

Pilot reported mistakenly lining up for the wrong runway on final approach causing a NMAC with an aircraft already in the pattern.

ACN: 2006622 *(27 of 50)*

Synopsis

Student pilot reported a conflict with a seaplane that was departing from a lake located below the GIF traffic pattern.

ACN: 2006592 *(28 of 50)*

Synopsis

Flight Instructor reported a NMAC during landing training when an aircraft flew across the landing path. The Instructor took evasive action to avoid a collision.

ACN: 2006311 *(29 of 50)*

Synopsis

Flight Instructor reported an NMAC during landing pattern training when another aircraft flew an improvised pattern entry which caused the Instructor to take evasive action to prevent a collision.

ACN: 2005877 *(30 of 50)*

Synopsis

Flight Instructor with student reported observing a NMAC between two other aircraft in the traffic pattern at a non-towered airport. The Instructor stated the aircraft that caused the NMAC later overflew the instructor's aircraft on final approach and then subsequently cut off the aircraft that was involved in the first NMAC.

ACN: 2005873 *(31 of 50)*

Synopsis

Pilot reported making the required 90-degree turn when taxiing via Taxiway Alpha at the departure end of BFD Runway 14 is a hazard for larger aircraft.

ACN: 2005826 *(32 of 50)*

Synopsis

C182 pilot reported an NMAC during initial climb with a non-reporting opposite direction landing aircraft. Pilot executed an evasive maneuver to avoid a collision.

ACN: 2005812 *(33 of 50)*

Synopsis

C172 Flight Instructor reported a NMAC event during landing pattern training when an aircraft entered pattern and joined into the number one position for landing. The Flight Instructor executed an evasive maneuver to avoid a collision.

ACN: 2005804 *(34 of 50)*

Synopsis

BE58 pilot reported a nose gear collapse on landing as a result of a malfunction of the nose wheel extension mechanism.

ACN: 2005767 *(35 of 50)*

Synopsis

2R1 Airport personnel reported there was CTAF interference around the airport at 200 ft. AGL and above.

ACN: 2005394 *(36 of 50)*

Synopsis

CRJ-200 First Officer reported receiving a gear warning when the pilot flying set an incorrect altitude resulting in a descent below the pattern altitude before initiating an altitude recovery after the aircraft warning. The Pilot Flying performed a recovery and continued the approach to a landing.

ACN: 2004586 *(37 of 50)*

Synopsis

Musketeer 23 Pilot reported a NMAC event during landing pattern entry when a regional jet flew 300 feet above and separated away. After landing, the pilot discovered the audio panel volume had been turned down.

ACN: 2004197 *(38 of 50)*

Synopsis

C182 pilot reported intermittent alternator issues during cruise. The pilot elected to divert and made a precautionary landing.

ACN: 2004169 *(39 of 50)*

Synopsis

Instructor pilot reported a NMAC while in the pattern at an uncontrolled airport during a training flight. The pilot identified another aircraft transiting the pattern without communication, inbound to another uncontrolled airport 3 miles away. The Instructor pilot took evasive action to avoid a collision, the other aircraft did not appear to see the conflict between the two aircraft.

ACN: 2004157 *(40 of 50)*

Synopsis

PA-28 Flight Instructor on training flight with student reported a NMAC with another aircraft in the traffic pattern of a non-towered airport.

ACN: 2004140 *(41 of 50)*

Synopsis

RV-6 pilot reported a loss of engine power during VFR initial climb from a non-tower airport. The pilot turned back to the airport as the engine was running erratically, made a radio call on UNICOM, and landed safely on the departure runway. Maintenance investigation determined the engine power loss was a result of a leaking fuel line.

ACN: 2004137 *(42 of 50)*

Synopsis

GA pilot reported an NMAC with another aircraft during approach to LNC non-towered airport.

ACN: 2004094 *(43 of 50)*

Synopsis

C150 Pilot reported a NMAC with an aircraft departing an intersecting runway while on short final landing at a non-towered airport.

ACN: 2004090 *(44 of 50)*

Synopsis

PA-24 student pilot reported while landing at a non-towered airport they encountered a crosswind which caused a temporary loss of control resulting in a bounced landing and a runway excursion.

ACN: 2004034 *(45 of 50)*

Synopsis

SR20 pilot on short final reported a critical ground conflict with another aircraft taking off.

ACN: 2003018 *(46 of 50)*

Synopsis

The LC-40 pilot reported on biennial flight review while performing a simulated loss of engine power landing with power reduced to idle, the aircraft became unstable on short final and developed an excessive sink rate and experienced a hard landing, damaging the main landing gear and skidded to a stop. Both pilots evacuated the aircraft and were uninjured.

ACN: 2003001 *(47 of 50)*

Synopsis

A Flight Instructor reported an aircraft conducted unsafe aerobatic maneuvers over the airfield after the Tower closed. The reporter stated many pilots fly "recklessly" over the airspace since the hours of the Control Tower were reduced due to lack of staff.

ACN: 2002081 *(48 of 50)*

Synopsis

Pilot reported high trees around the SEP Airport visually obstruct the base and final segments of the traffic pattern increasing the risk of a NMAC at this non-towered airport.

ACN: 2002046 *(49 of 50)*

Synopsis

A Flight Instructor reported a NMAC entering the traffic pattern at a non towered airport.

ACN: 2002012 *(50 of 50)*

Synopsis

Aeronca Champ Instructor Pilot reported the student pilot experienced a hard landing and prop strike while landing in gusty wind conditions.

Report Narratives

ACN: 2015842 *(1 of 50)*

Time / Day

Date : 202307
Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : K81.Airport
State Reference : KS
Relative Position.Angle.Radial : 3
Relative Position.Distance.Nautical Miles : 1000
Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC
Weather Elements / Visibility.Visibility : 10
Ceiling.Single Value : 5000

Aircraft

Reference : X
ATC / Advisory.CTAF : K81
Aircraft Operator : Personal
Make Model Name : Small Aircraft, High Wing, 1 Eng, Fixed Gear
Crew Size.Number Of Crew : 1
Operating Under FAR Part : Part 91
Flight Plan : None
Mission : Personal
Flight Phase : Final Approach
Route In Use : Direct
Airspace.Class G : K81

Person

Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Personal
Function.Flight Crew : Single Pilot
Function.Flight Crew : Pilot Flying
Qualification.Flight Crew : Private
Experience.Flight Crew.Total : 1006
Experience.Flight Crew.Last 90 Days : 8
Experience.Flight Crew.Type : 600
ASRS Report Number.Accession Number : 2015842
Human Factors : Situational Awareness

Events

Anomaly.Conflict : Ground Conflict, Critical
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy
Anomaly.Deviation / Discrepancy - Procedural : FAR
Anomaly.Ground Incursion : Runway
Detector.Person : Flight Crew

When Detected : In-flight
Result.Flight Crew : Took Evasive Action

Assessments

Contributing Factors / Situations : Airport
Contributing Factors / Situations : Procedure
Primary Problem : Ambiguous

Narrative: 1

Notice of the intent to close Runway 21 at K81 is minimal and easily overlooked. My approach to K81 was routine. On final to Runway 21, at approximately 150 ft. agl, I noticed vehicles parked at the north end of Runway 21. Observed vehicles (white trucks) were parked cross to the runway; the runway situation was clear immediately beyond the parked vehicles. I deviated right until beyond the parked vehicles then realigned with Runway 21 and landed. I subsequently learned the parked vehicles were associated with a current airport lighting project. At the south end of Runway 21 I noticed an "X" formation of small portable parking lot "bumpers"; possibly there was a similar, easily unnoticed, display at the north end of 21. Notice of closure of Runway 21 at K81 should include at least the standard large painted "X" over a major portion of the runway width.

Synopsis

Pilot reported difficulty discerning whether the runway at a nontowered airport was closed due to a lack of a prominently painted X on the runway. After landing on the runway, the pilot was informed the runway was closed for an airport lighting project.

ACN: 2013256 *(2 of 50)*

Time / Day

Date : 202306
Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : AVX.Airport
State Reference : CA
Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC
Weather Elements / Visibility.Visibility : 20
Light : Daylight

Aircraft

Reference : X
ATC / Advisory.CTAF : AVX
Aircraft Operator : FBO
Make Model Name : Light Sport Aircraft
Crew Size.Number Of Crew : 1
Operating Under FAR Part : Part 91
Flight Plan : None
Mission : Training
Flight Phase : Parked
Route In Use : Visual Approach

Person

Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : FBO
Function.Flight Crew : Instructor
Qualification.Flight Crew : Flight Instructor
Qualification.Flight Crew : Commercial
Experience.Flight Crew.Total : 350
Experience.Flight Crew.Last 90 Days : 135
Experience.Flight Crew.Type : 200
ASRS Report Number.Accession Number : 2013256
Human Factors : Other / Unknown
Human Factors : Troubleshooting

Events

Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy
Detector.Person : Flight Crew
Were Passengers Involved In Event : N
Result.General : None Reported / Taken

Assessments

Contributing Factors / Situations : Airport
Contributing Factors / Situations : Chart Or Publication
Primary Problem : Chart Or Publication

Narrative: 1

On an instruction flight we departed ZZZ for AVX to conduct the practice VOR-A approach into AVX and make a full stop landing to provide a checkout flight for my student for the AVX airport as the airport and approach have unique hazards to be aware of. I (instructor) checked NOTAMS for AVX and briefly read the AFD regarding AVX. We received VFR flight following to and during the practice approach into AVX. Upon landing and taxiing to transient parking we were informed by a local pilot that the airport was closed and had closed at 1700 local time (2400 UTC), we had landed at approximately 1730 local time. I had not read the AFD closely enough to note that the airport is closed to operations when un attended which it states is at (0100 UTC) with a conversion (-8(-7 DT))of -7 during day light savings time which it currently is (date of incident). So according to the AFD the airport attended hours are 1600-0100Z which when using the time conversion would indicate the airport closes at 1800 local time and not 1700 local time. I think the AFD should be updated to show that the airport is closed at 1700 LCL and or a NOTAM be issued as many pilots could easily gloss over the airport remarks section as I did.

Synopsis

Flight Instructor reported the published airport operating hours are incorrect for AVX, Catalina Airport. After landing, another pilot informed the instructor the airport had closed at 1700 local time. The published time, as open 1600-0100Z, converts to 1800 local time in the month of June.

ACN: 2010998 *(3 of 50)*

Time / Day

Date : 202306
Local Time Of Day : 0601-1200

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.MSL.Single Value : 2300

Environment

Flight Conditions : VMC
Weather Elements / Visibility.Visibility : 12
Light : Daylight

Aircraft : 1

Reference : X
ATC / Advisory.UNICOM : ZZZ
Aircraft Operator : Personal
Make Model Name : Navion
Crew Size.Number Of Crew : 1
Operating Under FAR Part : Part 91
Flight Plan : VFR
Mission : Personal
Flight Phase : Landing
Route In Use : Visual Approach
Route In Use : Direct
Airspace.Class D : ZZZ

Aircraft : 2

Reference : Y
ATC / Advisory.UNICOM : ZZZ
Aircraft Operator : Government
Make Model Name : Super King Air 350
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Part 91
Flight Phase : Final Approach
Route In Use : Visual Approach
Airspace.Class D : ZZZ

Person

Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Personal
Function.Flight Crew : Single Pilot
Function.Flight Crew : Pilot Flying
Qualification.Flight Crew : Instrument
Qualification.Flight Crew : Private
Experience.Flight Crew.Total : 1550
Experience.Flight Crew.Last 90 Days : 29

Experience.Flight Crew.Type : 1200
ASRS Report Number.Accession Number : 2010998
Human Factors : Communication Breakdown
Communication Breakdown.Party1 : Flight Crew
Communication Breakdown.Party2 : Flight Crew

Events

Anomaly.Conflict : NMAC
Anomaly.Deviation - Track / Heading : All Types
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy
Anomaly.Deviation / Discrepancy - Procedural : Clearance
Detector.Person : Flight Crew
Miss Distance.Horizontal : 300
Miss Distance.Vertical : 0
When Detected : In-flight
Result.Flight Crew : Took Evasive Action

Narrative: 1

Flying VFR from ZZZ1 to ZZZ. Approaching from the northwest I heard on GUARD (Which I try to monitor as much as possible) "KingAir will be doing approaches at ZZZ 15 miles out". At this time I was also listening to ZZZ CTAF XXX.X, I made position reports at 5 miles and as we entered the downwind for Runway XX. I thought I heard KingAir at others times but was mixed with UNICOM chatter, that was when I realized that the KingAir pilot was ONLY listening and transmitting on Guard, and, that none of the other pilots in the pattern were hearing her because they were not monitoring Guard. I assumed that were still a few miles out and entered downwind, and announced position on UNICOM. As I turned left base, we saw the Kingair on low final, in a collision course as I rolled out of the left turn I had critical decision to make and executed a hard right turn as that would put me on the KingAir's tail as it went by me. I called out on UNICOM that we were "diverting for King Air" and recovered to level flight and got lined up for Runway XX again, and landed uneventfully. I heard the other pilots on UNICOM commenting that the KingAir was not talking on the frequency, they were bewildered. I hope this helps someone. I have learned that if I hear a KingAir flight, I will just avoid the whole area until they are done.

Synopsis

Navion pilot reported having an NMAC with NORDO King Air on final requiring evasive action to avoid a possible collision.

ACN: 2010969 *(4 of 50)*

Time / Day

Date : 202306
Local Time Of Day : 1801-2400

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC
Weather Elements / Visibility.Visibility : 10
Light : Night

Aircraft : 1

Reference : X
ATC / Advisory.CTAF : ZZZ
Aircraft Operator : Personal
Make Model Name : PA-28 Cherokee/Archer/Dakota/Pillan/Warrior
Crew Size.Number Of Crew : 1
Operating Under FAR Part : Part 91
Flight Plan : None
Mission : Personal
Flight Phase : Landing
Route In Use : Visual Approach
Airspace.Class G : ZZZ

Aircraft : 2

Reference : Y
ATC / Advisory.CTAF : ZZZ
Aircraft Operator : Air Carrier
Make Model Name : EMB ERJ 145 ER/LR
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Part 121
Flight Plan : IFR
Mission : Passenger
Flight Phase : Landing
Airspace.Class G : ZZZ

Person

Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Personal
Function.Flight Crew : Single Pilot
Function.Flight Crew : Pilot Flying
Qualification.Flight Crew : Private
Experience.Flight Crew.Total : 85
Experience.Flight Crew.Last 90 Days : 26
Experience.Flight Crew.Type : 85

ASRS Report Number.Accession Number : 2010969
Human Factors : Communication Breakdown
Human Factors : Time Pressure
Communication Breakdown.Party1 : Flight Crew
Communication Breakdown.Party2 : Flight Crew

Events

Anomaly.Conflict : Ground Conflict, Critical
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy
Detector.Person : Flight Crew
Miss Distance.Horizontal : 300
Miss Distance.Vertical : 0
Result.Flight Crew : Took Evasive Action

Assessments

Contributing Factors / Situations : Human Factors
Contributing Factors / Situations : Procedure
Primary Problem : Procedure

Narrative: 1

Approaching an uncontrolled field, night VFR, in CTAF communication with a regional jet on a long straight in on an intersecting runway. As I was closer and lower, we communicated and understood that I was to land first and vacate the runway as soon as practicable. I communicated each of my turns for situational awareness. The greater approach speed of the regional jet led to us touching down at about the same time, but they were behind me so I had no visual on them to my back left. After I crossed the runway intersection, it became apparent they had taxied to a quick stop to allow me to cross before exiting the runway. In hindsight, I believe I should have turned some 360′s before landing to allow them to land at their higher airspeed. I relied too heavily on my perceived right of way and lack of appreciation of the approach speed differences.

Synopsis

PA28 Pilot reported while landing on an intersecting runway, they observed that an EMB-145 had to stop prior to intersection resulting in a conflict event.

ACN: 2010735 *(5 of 50)*

Time / Day

Date : 202306
Local Time Of Day : 1201-1800

Place

Locale Reference.ATC Facility : ZZZ.TRACON
State Reference : US
Altitude.MSL.Single Value : 4500

Environment

Weather Elements / Visibility : Haze / Smoke
Weather Elements / Visibility.Visibility : 10
Light : Daylight
Ceiling.Single Value : 5500

Aircraft

Reference : X
ATC / Advisory.CTAF : ZZZ
Aircraft Operator : Personal
Make Model Name : Cessna 400
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Part 91
Flight Plan : VFR
Mission : Personal
Flight Phase : Cruise
Route In Use : Direct
Airspace.Class E : ZZZ

Component

Aircraft Component : Engine
Aircraft Reference : X
Problem : Malfunctioning

Person

Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Personal
Function.Flight Crew : Pilot Not Flying
Qualification.Flight Crew : Private
Experience.Air Traffic Control.Supervisory : 24
Experience.Flight Crew.Total : 243
Experience.Flight Crew.Last 90 Days : 22
Experience.Flight Crew.Type : 120
ASRS Report Number.Accession Number : 2010735

Events

Anomaly.Aircraft Equipment Problem : Critical
Detector.Person : Flight Crew

When Detected : In-flight
Result.Flight Crew : Requested ATC Assistance / Clarification
Result.Flight Crew : Landed As Precaution
Result.Air Traffic Control : Issued New Clearance
Result.Air Traffic Control : Provided Assistance

Assessments

Contributing Factors / Situations : Aircraft
Primary Problem : Aircraft

Narrative: 1

On Day 6, Pilot in Command, Person A, and I conducted a test flight in my Cessna 400 as standard protocol after an annual. Person A would fly while I monitored the engine gauges. The plane was returned to service on Day 0 by Company located at ZZZ. The mechanic provided me with the requirements and spec sheets established by Continental on what specs to fly at including speed, temperatures, etc. Person A and I reviewed the requirements with the mechanic several days prior to departure. He emphasized the importance of keeping the CHT below 400 as per the Continental manual. We planned our flight path to ZZZ1. We left ZZZ at XA00. We had a normal climb out in VFR conditions to 4500 ft. We asked for flight following from ZZZ Approach. All engine parameters were normal. We monitored gauges and at approximately XA15 we noticed the #4 cylinder was running hotter than all the other cylinders. We attempted to enrich the fuel to cool that cylinder. We then noticed our oil pressure was fluctuating. A few minutes later we noticed the oil pressure drop further. We discussed returning to ZZZ. Then we heard a loud bang in the engine area. We started losing power. We enriched full in prop and mixture. I pressed "nearest airport" on my GPS. ZZZ2 was 3 miles away and we made a call to ZZZ1. We made a safe landing at XA25 and could not determine the cause of the issue at that time. On the ground, we contacted ZZZ1 and let them know we had a safe landing with no injuries.

Synopsis

Cessna 400 pilot reported diverting to a nearby airport after experiencing engine power loss.

ACN: 2010433 *(6 of 50)*

Time / Day

Date : 202306
Local Time Of Day : 1801-2400

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.AGL.Single Value : 0

Environment

Weather Elements / Visibility.Visibility : 8
Light : Dusk

Aircraft

Reference : X
ATC / Advisory.CTAF : ZZZ
Aircraft Operator : Personal
Make Model Name : Light Sport Aircraft
Crew Size.Number Of Crew : 1
Operating Under FAR Part : Part 91
Flight Plan : VFR
Mission : Ferry / Re-Positioning
Flight Phase : Landing
Route In Use : Visual Approach
Airspace.Class E : ZZZ

Component

Aircraft Component : Nosewheel Steering
Aircraft Reference : X
Problem : Malfunctioning

Person

Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Personal
Function.Flight Crew : Single Pilot
Qualification.Flight Crew : Commercial
Qualification.Flight Crew : Instrument
Experience.Flight Crew.Total : 386
Experience.Flight Crew.Last 90 Days : 61
Experience.Flight Crew.Type : 20
ASRS Report Number.Accession Number : 2010433

Events

Anomaly.Aircraft Equipment Problem : Less Severe
Anomaly.Ground Event / Encounter : Loss Of Aircraft Control
Result.Flight Crew : Regained Aircraft Control

Assessments

Contributing Factors / Situations : Aircraft
Primary Problem : Aircraft

Narrative: 1

I was on my way to ZZZ1 from ZZZ, 15 miles out, advised by ATC there is no traffic between me and the airport and that they were canceling the flight following services. Start descent and below 3000 ft. disconnected autopilot. As I was approaching the airport I was using RNAV XX chart to descend safely, turning on the lights for better reference. Everything looked on the spot, slipped forward to lose some altitude, recovered from slip before approaching the runway at 55 kts. Touchdown about 50 kts, retracted flaps and was ready to pull on the brake to slow down when it felt rough and my first instinct was to pull the nose up, I found myself in nose up position, feeling like the plane bounced and I was losing control of steering. Trying to keep it on the runway applied pressure on brakes until full stop, advised on comms there is an emergency on the Runway XX, shut down the engine and avionics. Got out to inspect, pushed the plane off the runway as soon as I could.

Synopsis

Pilot reported an inability to maintain steering during the landing roll out resulted in the aircraft becoming disabled on the runway.

ACN: 2010411 *(7 of 50)*

Time / Day

Date : 202306
Local Time Of Day : 0601-1200

Place

Locale Reference.Airport : ORS.Airport
State Reference : WA
Relative Position.Distance.Nautical Miles : .3
Altitude.AGL.Single Value : 400

Environment

Weather Elements / Visibility.Visibility : 10
Light : Daylight
Ceiling.Single Value : 3000

Aircraft : 1

Reference : X
ATC / Advisory.UNICOM : ORS
Aircraft Operator : Personal
Make Model Name : Small Aircraft, High Wing, 1 Eng, Fixed Gear
Crew Size.Number Of Crew : 1
Operating Under FAR Part : Part 91
Mission : Personal
Flight Phase : Final Approach
Airspace.Class G : ORS

Aircraft : 2

Reference : Y
ATC / Advisory.UNICOM : ORS
Make Model Name : Small Aircraft, High Wing, 1 Eng, Fixed Gear
Flight Phase : Takeoff / Launch
Airspace.Class G : ORS

Person

Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Personal
Function.Flight Crew : Captain
Function.Flight Crew : Single Pilot
Qualification.Flight Crew : Private
Qualification.Flight Crew : Instrument
Experience.Flight Crew.Total : 711
Experience.Flight Crew.Last 90 Days : 13
Experience.Flight Crew.Type : 542
ASRS Report Number.Accession Number : 2010411
Human Factors : Confusion
Human Factors : Communication Breakdown
Communication Breakdown.Party1 : Flight Crew
Communication Breakdown.Party2 : Flight Crew

Events

Anomaly.Conflict : Ground Conflict, Critical
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy
Detector.Person : Flight Crew
When Detected : In-flight
Result.Flight Crew : Executed Go Around / Missed Approach
Result.Flight Crew : Took Evasive Action

Assessments

Contributing Factors / Situations : Airport
Contributing Factors / Situations : Chart Or Publication
Contributing Factors / Situations : Procedure
Primary Problem : Procedure

Narrative: 1

A plane pulled on to Runway 34 at Orcas in spite of the fact that I was on very short final (approximately 400 feet AGL) and had been making radio calls, and should have been completely visible. I executed a go around and landed safely later. However, I believe my own radio calls contributed to the confusion as I incorrectly addressed my radio calls to "Eastsound traffic" rather than "Orcas traffic". I write this report because I believe I'm not the only pilot who has made this mistake at this airport, it seems to be the norm here, and I think that's contributing to confusion for folks from out of town who read the chart... My understanding is that the airport was renamed some years ago but the old name has unfortunately stuck... one thing which might mitigate this confusion at similar airports is if the ASOS contained a remark reminding pilots to use the correct name until the correct vernacular caught on. I'm going to try to use the correct vernacular and break that habit of using the wrong name. I want to stress that almost every local pilot misnames the airport and this is not great. I also think the departing pilot should have cleared the runway visually before departing. And I could have perhaps been more proactive and emphatic reacting to his radio calls because I thankfully did hear and understand that he was entering the runway I was preparing to land on. While not a substitute for visually clearing the runway, I believe if the departing aircraft utilized 1090ES ADSB In, they would have been able to receive my ADSB out transmissions and this might have helped with situational awareness. Flight was operating under VFR and in solid VMC at the time in question. I had filed and departed on an IFR flight plan prior (but cancelled once the ability to operate and conclude the flight VFR was assured).

Synopsis

Pilot reported, while on short final, an aircraft had taxied onto the runway requiring a go around. Pilot suggested that a renaming of the airport contributed to confusing CTAF calls.

ACN: 2010403 *(8 of 50)*

Time / Day

Date : 202306
Local Time Of Day : 0601-1200

Place

Locale Reference.Airport : FNL.Airport
State Reference : CO
Altitude.MSL.Single Value : 5100

Environment

Weather Elements / Visibility.Visibility : 10
Light : Daylight

Aircraft : 1

Reference : X
ATC / Advisory.CTAF : FNL
Aircraft Operator : Personal
Make Model Name : Small Aircraft, High Wing, 1 Eng, Fixed Gear
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Part 91
Flight Plan : None
Mission : Training
Flight Phase : Takeoff / Launch
Airspace.Class E : FNL

Aircraft : 2

Reference : Y
Make Model Name : Small Transport, Low Wing, 2 Turboprop Eng
Flight Phase : Takeoff / Launch

Person

Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : FBO
Function.Flight Crew : Instructor
Function.Flight Crew : Pilot Not Flying
Qualification.Flight Crew : Instrument
Qualification.Flight Crew : Commercial
Qualification.Flight Crew : Flight Instructor
Experience.Flight Crew.Total : 1340
Experience.Flight Crew.Last 90 Days : 168
Experience.Flight Crew.Type : 26
ASRS Report Number.Accession Number : 2010403
Human Factors : Situational Awareness
Human Factors : Communication Breakdown
Communication Breakdown.Party1 : Flight Crew
Communication Breakdown.Party2 : Flight Crew

Events

Anomaly.Conflict : NMAC
Anomaly.Conflict : Ground Conflict, Critical
Detector.Automation : Aircraft Other Automation
Detector.Person : Flight Crew
Miss Distance.Vertical : 200
When Detected : In-flight
Result.General : None Reported / Taken

Assessments

Contributing Factors / Situations : Airport
Contributing Factors / Situations : Human Factors
Primary Problem : Human Factors

Narrative: 1

Working with a student on short field take-off and landing training in the traffic pattern at FNL. Two aircraft were working the traffic pattern for Runway 33 with winds at 150/4, using Runway 33 per chart supplement guidelines as preferred runway for light winds. At approximately XA45, on the second or third pattern, on a short field climb out after touch and go, we noticed an opposite direction ADS-B return taking off on Runway 15 at FNL. The following aircraft in the traffic pattern aborted their touch and go take-off after noting take-off traffic in the opposite direction, an Aircraft Y. The opposite direction of traffic did not make any radio transmissions on taxi, take-off, or climb out. Due to runway slope and pitch on the short field climb out, the opposite direction traffic was not visually observed during our touch and go and climb out. Subject aircraft initiated take-off roll opposed to and underneath our aircraft. The following aircraft was able to visually note the opposite direction take-off and abort take-off and avoid the subject aircraft. There was no indication that the subject aircraft was aware of ongoing pattern operations, and simply took off on their chosen runway despite chart supplement operating guidelines for the airport, and made no radio calls during their entire local operation. Head-on collision with two aircraft was narrowly averted due to careless and negligent operation by the subject aircraft.

Synopsis

Flight Instructor with student reported a near miss with an aircraft that was taking off on the opposite direction runway at a non-towered airport and was not making any radio transmissions.

ACN: 2010359 *(9 of 50)*

Time / Day

Date : 202306
Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC
Weather Elements / Visibility.Visibility : 9
Light : Daylight

Aircraft

Reference : X
ATC / Advisory.CTAF : ZZZ
Aircraft Operator : FBO
Make Model Name : Small Aircraft, Low Wing, 1 Eng, Fixed Gear
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Part 91
Flight Plan : None
Mission : Training
Flight Phase : Landing
Route In Use : Visual Approach
Airspace.Class G : ZZZ

Person

Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : FBO
Function.Flight Crew : Instructor
Function.Flight Crew : Pilot Not Flying
Qualification.Flight Crew : Commercial
Qualification.Flight Crew : Instrument
Qualification.Flight Crew : Multiengine
Qualification.Flight Crew : Flight Instructor
Experience.Flight Crew.Total : 1343
Experience.Flight Crew.Last 90 Days : 270
Experience.Flight Crew.Type : 189
ASRS Report Number.Accession Number : 2010359
Human Factors : Training / Qualification
Human Factors : Situational Awareness

Events

Anomaly.Ground Excursion : Runway
Anomaly.Ground Event / Encounter : Loss Of Aircraft Control
Anomaly.Ground Event / Encounter : Ground Strike - Aircraft
Detector.Person : Flight Crew

Result.General : Maintenance Action
Result.Flight Crew : Landed in Emergency Condition
Result.Aircraft : Aircraft Damaged

Assessments

Contributing Factors / Situations : Human Factors
Primary Problem : Human Factors

Narrative: 1

I was conducting a standardization flight with a new hire at ZZZ1. While conducting a short-field landing on Runway XX at ZZZ the pilot flew high to avoid power lines near the approach end. As a result we were approximately 10 kts. fast going into ground effect at our aiming point which resulted in landing later than our touchdown point. Realizing we still had too much energy I told the pilot flying to add full power, however there seemed to be some confusion between us and power was not added until a few seconds later when I stated it again. In the confusion I believe the pilot flying had the brakes held as full power was added which did not allow for us to gain enough airspeed to rotate and ended up over running the runway into the cornfield at the departure end. Once realizing we were not going to be able to get airborne I instructed the pilot flying to pull the mixture to idle cut off and I turned the magnetos and master switch to the off position. When the plane came to a stop me and the pilot flying both exited the aircraft safely and made sure we were both unharmed. The airplane sustained minimal damage and after a visual walk around I believe it was just the propeller that was affected. Prior to the flight both me and the pilot flying were very familiar with the weather conditions and had just flown an Aircraft Y the hour prior to this flight and I verified the weather conditions using foreflight imagery to take note of trends and did not see anything of concern. There was an occasional light chop below 3,000 ft. with a ceiling that was around 3,000 ft. MSL that was becoming scattered. There were light winds out of the northeast. Upon reaching ZZZ we overflew the airport to enter 45 degrees into the left downwind and took note of the wind sock that was indicating about 020 at 5 kts. The windsock confirmed our decision to use Runway XX as it's what the winds favored. The weight and balance was calculated prior to flight and ensured we were within the prescribed envelope set by the airplane's AFM. I do not believe this to have played a factor in the aforementioned event. We also calculated our take-off and landing distances as prescribed in the AFM of Aircraft X the airplane used for this flight. It was found that we had enough performance to safely take-off and land on Runway XX. The pilot flying was also a flight instructor that had just gotten their certificate in an Aircraft X which I believe gave me a false sense of security and resulted in me allowing the situation to progress further than I would have flying with a non instructor pilot. I believe this perception of thinking they will execute the go around without being instructed was a contributing factor to why I did not call for one sooner. Another factor that I believe may have contributed is my use of the terminology "full power" rather than stating go around. In the moment I did not catch my error may have caused confusion between me and the pilot flying about the action desired. In terms of human factors I think seeing the end of the runway approaching may have caused the pilot flying to apply brakes while full power which contributed to the attempted go around after the balked landing to fail. Going forward I believe I need to actively mitigate the perception that flying with another instructor is any different than flying with a student. Had I been in the mindset that I am the ultimate PIC I may have intervened and taken the controls rather than just telling the pilot flying to go full power for a go around. As soon as I noticed we were high and fast I should have called for a go-around to have them make a more stabilized approach. I also should have conducted a more thorough pre-brief involving the

setting of roles for the flight and who had final command over the aircraft to minimize confusion when a situation like this arise.

Synopsis

Flight Instructor reported confusion surrounding verbiage instructing a go around resulted in a runway excursion and minor aircraft damage.

ACN: 2010305 *(10 of 50)*

Time / Day

Date : 202306
Local Time Of Day : 0001-0600

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.MSL.Single Value : 1200

Environment

Flight Conditions : VMC
Weather Elements / Visibility.Visibility : 8
Light : Daylight
Ceiling.Single Value : 12000

Aircraft

Reference : X
ATC / Advisory.CTAF : ZZZ
Make Model Name : PA-44 Seminole/Turbo Seminole
Crew Size.Number Of Crew : 1
Flight Plan : None
Flight Phase : Landing
Route In Use : Direct
Airspace.Class E : ZZZ

Component

Aircraft Component : Nosewheel Steering
Aircraft Reference : X
Problem : Malfunctioning

Person

Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Qualification.Flight Crew : Instrument
Qualification.Flight Crew : Commercial
Qualification.Flight Crew : Multiengine
Experience.Flight Crew.Total : 953
Experience.Flight Crew.Last 90 Days : 384
Experience.Flight Crew.Type : 21
ASRS Report Number.Accession Number : 2010305

Events

Anomaly.Aircraft Equipment Problem : Critical
Anomaly.Ground Excursion : Runway
Anomaly.Ground Event / Encounter : Loss Of Aircraft Control
Detector.Person : Flight Crew
When Detected : In-flight

Result.General : Flight Cancelled / Delayed
Result.General : Maintenance Action

Assessments

Contributing Factors / Situations : Aircraft
Primary Problem : Aircraft

Narrative: 1

During gear down while in flight, heard a loud bang noise. After touchdown, I lost directional control and I drifted off the runway into the grass. Upon inspection, bolt between the nose gear and the rudder pedal had disconnected during the fight.

Synopsis

PA-44 pilot reported a loud bang during gear extension and drifted off the side of the runway into the grass during landing due to loss of directional control. Inspection revealed bolt between nose gear and rudder pedals had disconnected.

ACN: 2010289 *(11 of 50)*

Time / Day

Date : 202306
Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC
Weather Elements / Visibility : Haze / Smoke
Weather Elements / Visibility.Visibility : 8
Light : Daylight
Ceiling.Single Value : 12000

Aircraft

Reference : X
ATC / Advisory.CTAF : ZZZ
Aircraft Operator : FBO
Make Model Name : PA-44 Seminole/Turbo Seminole
Operating Under FAR Part : Part 91
Flight Plan : None
Mission : Training
Flight Phase : Landing
Route In Use : Direct

Component

Aircraft Component : Rudder Control System
Aircraft Reference : X
Problem : Malfunctioning

Person

Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : FBO
Function.Flight Crew : Instructor
Function.Flight Crew : Pilot Flying
Qualification.Flight Crew : Flight Instructor
Qualification.Flight Crew : Instrument
Qualification.Flight Crew : Multiengine
Qualification.Flight Crew : Commercial
Experience.Flight Crew.Total : 885
Experience.Flight Crew.Last 90 Days : 259
Experience.Flight Crew.Type : 38
ASRS Report Number.Accession Number : 2010289

Events

Anomaly.Aircraft Equipment Problem : Critical
Anomaly.Ground Excursion : Runway
Anomaly.Ground Event / Encounter : Loss Of Aircraft Control
Anomaly.Ground Event / Encounter : Ground Strike - Aircraft
Detector.Person : Flight Crew
When Detected : In-flight

Assessments

Contributing Factors / Situations : Aircraft
Primary Problem : Aircraft

Narrative: 1

Everything started off as normal. We were crossing midfield to join the left downwind for Runway XX. After we joined the left downwind, we dropped our gear below 150 knots and proceeded to follow the traffic pattern as usual. As we were coming down on the short final, everything was looking good and we were holding centerline. It wasn't until we touched down where the aircraft started to veer off to the left. We both had right rudder in all the way. Power was all the way idle, and we were holding down the brakes as well, but the airplane kept going to the left. Once we knew, there was no way of getting it back to centerline we braced for impact. We went into the grass and approached the ditch that we ended up bouncing over and slightly missing. The plane was finally coming to a stop and we cut mixture off/got out. The FBO manager came over to try and assist us and we left the scene as it was. We did a little preflight afterwards just to see what had all been damaged. After assessing the damage we realized the vertical stabilizer was cracked, propeller had hit the grass, and the steering wheel bolt had been busted. After reflecting on the situation, I believe that there must've been a connection issue between the rudder and steering wheel. The rudder pedals were very loose after the runway excursion and the steering wheel bolt that connects them together was busted. So no matter how much rudder we used to keep it on centerline, the airplane was still steering to the left.

Synopsis

PA-44 Flight Instructor reported a runway excursion during landing after the aircraft veered to the left regardless of pilot input until the aircraft stopped in the grass. The Instructor stated the cause may have been a rudder connection issue.

ACN: 2010282 *(12 of 50)*

Time / Day

Date : 202306
Local Time Of Day : 0601-1200

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC
Weather Elements / Visibility.Visibility : 10
Light : Daylight

Aircraft : 1

Reference : X
ATC / Advisory.CTAF : ZZZ
Aircraft Operator : Personal
Make Model Name : RV-8
Crew Size.Number Of Crew : 1
Operating Under FAR Part : Part 91
Flight Plan : VFR
Mission : Personal
Flight Phase : Takeoff / Launch
Route In Use : Direct

Aircraft : 2

Reference : Y
ATC / Advisory.CTAF : ZZZ
Make Model Name : Helicopter
Airspace.Class G : ZZZ

Person

Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Personal
Function.Flight Crew : Single Pilot
Function.Flight Crew : Pilot Flying
Qualification.Flight Crew : Instrument
Qualification.Flight Crew : Multiengine
Qualification.Flight Crew : Air Transport Pilot (ATP)
Experience.Flight Crew.Total : 4200
Experience.Flight Crew.Last 90 Days : 20
Experience.Flight Crew.Type : 900
ASRS Report Number.Accession Number : 2010282
Human Factors : Situational Awareness
Human Factors : Communication Breakdown
Communication Breakdown.Party1 : Flight Crew
Communication Breakdown.Party2 : Flight Crew

Events

Anomaly.Conflict : NMAC
Detector.Person : Flight Crew
Miss Distance.Horizontal : 150
Miss Distance.Vertical : 20
Result.General : None Reported / Taken

Assessments

Contributing Factors / Situations : Human Factors
Primary Problem : Human Factors

Narrative: 1

As I completed pre-takeoff run-up at an uncontrolled airport (ZZZ) I received partial radio transmission from an aircraft taxiing toward the FBO ramp and fuel services. Although I did not see the aircraft in question, that location on the field did not seem to be a conflict for me as I did a visual check for traffic on final and announced my intention to depart Runway XX. As I became airborne I saw that there was indeed an aircraft taxiing as described - and it was a helicopter - as had likely been stated in the part of the transmission I had not received. There was no need for either of us to take evasive action and not doing so was the safest course of action at that point as we were not in conflict with each other - my aircraft over the runway center-line and the helicopter moving over the parallel taxiway. However, at point of closest approach we were closer than any two airborne aircraft have any business being. My approach henceforth will be to make sure that I don't make decisions based on partially received transmissions. Had I heard the word 'helicopter' anywhere in the announcement of the taxi activity I would have delayed my takeoff until the helicopter was firmly and visibly on the ground!

Synopsis

RV8 pilot reported a NMAC during takeoff with a helicopter taxiing on the adjacent parallel taxiway. A previous garbled CTAF transmission led to a lack of awareness of the helicopter traffic and indicated no need for action to avoid the helicopter.

ACN: 2009324 *(13 of 50)*

Time / Day

Date : 202306
Local Time Of Day : 0601-1200

Place

Locale Reference.Airport : PAN.Airport
State Reference : AZ
Altitude.AGL.Single Value : 300

Environment

Flight Conditions : VMC
Weather Elements / Visibility.Visibility : 50
Light : Daylight
Ceiling.Single Value : 30000

Aircraft : 1

Reference : X
ATC / Advisory.CTAF : PAN
Aircraft Operator : Personal
Make Model Name : Small Aircraft, High Wing, 1 Eng, Retractable Gear
Crew Size.Number Of Crew : 1
Operating Under FAR Part : Part 91
Flight Plan : None
Mission : Personal
Flight Phase : Takeoff / Launch
Route In Use : Direct
Airspace.Class G : PAN

Aircraft : 2

Reference : Y
ATC / Advisory.CTAF : PAN
Aircraft Operator : Personal
Make Model Name : Small Aircraft, Low Wing, 1 Eng, Fixed Gear
Crew Size.Number Of Crew : 1
Operating Under FAR Part : Part 91
Flight Phase : Final Approach
Airspace.Class G : PAN

Person

Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Personal
Function.Flight Crew : Pilot Flying
Qualification.Flight Crew : Instrument
Qualification.Flight Crew : Private
Experience.Flight Crew.Total : 1472
Experience.Flight Crew.Last 90 Days : 6
Experience.Flight Crew.Type : 1303
ASRS Report Number.Accession Number : 2009324

Human Factors : Communication Breakdown
Human Factors : Situational Awareness
Communication Breakdown.Party1 : Flight Crew
Communication Breakdown.Party2 : Flight Crew

Events

Anomaly.Conflict : NMAC
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy
Detector.Person : Flight Crew
Miss Distance.Horizontal : 100
Miss Distance.Vertical : 75
When Detected : In-flight
Result.Flight Crew : Took Evasive Action

Assessments

Contributing Factors / Situations : Airspace Structure
Contributing Factors / Situations : Human Factors
Primary Problem : Human Factors

Narrative: 1

While taxiing back to Runway 24 at PAN for departure, I was monitoring CTAF. Multiple aircraft were at the airport and in the vicinity. I noted 1 in the pattern, and 3 approaching the pattern from various distances and direction, I was forming a mental picture. One aircraft, Aircraft Y, was approaching from the south for Runway 24 which is preferred and was the runway in use. Aircraft Y had announced that he planned to enter right downwind for Runway 24. I had announced I was taxiing to Runway 24 for runup. As I completed my runup, I turned landing, taxi, and strobe lights on and announced that I was taking Runway 24 for departure to the west. Aircraft Y announced he was turning right base for Runway 24. I checked final was clear and began my takeoff roll. Just as I lifted off the runway, Aircraft Y announced turning final for Runway 24. PAN has a noise abatement procedure to turn right 30 degrees after departure. I started that turn early to avoid houses. As I was in the right turn, Aircraft Y appeared from behind the nose of my aircraft, just below and to my left, short final for Runway 6. On the video I could see that I immediately reacted to avoid a collision with a right turn, but due to closure rates this would have been inadequate. I also immediately warned on CTAF "aircraft on short final, you're wrong way! wrong way!" and then warned "traffic in Payson, caution, there's a wrong direction aircraft over the runway". The pilot of the other aircraft announced he was turning to the left away from the runway, which would have put him into conflict with the right-hand traffic pattern of Runway 24. Later analysis on FlightAware showed he turned to the south, his right, away from the pattern. He also confessed he got turned around and apologized. Had I not turned early for the noise abatement, and had I not been light that day (no passengers), I'm convinced we would have collided head-on and I'd have never seen him. The event was captured by my GoPro, which is also connected to cockpit audio. I am equipped with WAAS GPS and ADS-B in and out and did not receive a traffic alert. Upon reflection, a clue might have been, coming from the south, that he did not announce that he would be crossing midfield to enter downwind. Additionally, I will now be more cautious to either visually or through ADS-B traffic confirm aircraft are where they say they are and consider that there could be aircraft not talking or on the wrong frequency.

Synopsis

Pilot reported taking evasive action during departure from a non-towered airport to avoid a near midair collision with a landing aircraft that turned the wrong way over the active runway.

ACN: 2009315 *(14 of 50)*

Time / Day

Date : 202306
Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.AGL.Single Value : 1000

Environment

Weather Elements / Visibility.Visibility : 10
Light : Daylight
Ceiling.Single Value : 12000

Aircraft

Reference : X
ATC / Advisory.CTAF : ZZZ
Aircraft Operator : Corporate
Make Model Name : Sail Plane
Crew Size.Number Of Crew : 1
Operating Under FAR Part : Part 91
Flight Plan : VFR
Mission : Training
Flight Phase : Landing
Route In Use : Visual Approach
Airspace.Class G : ZZZ

Person

Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Personal
Function.Flight Crew : Pilot Flying
Qualification.Flight Crew : Flight Instructor
Qualification.Flight Crew : Commercial
Experience.Flight Crew.Total : 2500
Experience.Flight Crew.Last 90 Days : 3
Experience.Flight Crew.Type : 575
ASRS Report Number.Accession Number : 2009315
Human Factors : Situational Awareness

Events

Anomaly.Ground Event / Encounter : Object
Anomaly.Ground Event / Encounter : Loss Of Aircraft Control
Anomaly.Inflight Event / Encounter : Other / Unknown
Detector.Person : Flight Crew
When Detected : In-flight
Result.Aircraft : Aircraft Damaged

Assessments

Contributing Factors / Situations : Environment - Non Weather Related
Contributing Factors / Situations : Human Factors
Primary Problem : Human Factors

Narrative: 1

Aircraft is a glider. Had a rope break at 1000 ft. AGL. Maneuvered to adjacent runway. Slipped to land and was not aligned with the runway resulting in a sideway bounce. This put me on the right side of the runway near edge. While reaching for the brake, which is located on the floor, I dropped the right wing which then impacted the taxiway sign. No damage to personnel or the taxiway sign. There was, however damage to the right wing of the glider.

Synopsis

Glider pilot reported that while maneuvering to land, they struck a taxiway sign, causing damage to a wing.

ACN: 2009309 *(15 of 50)*

Time / Day

Date : 202306

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Relative Position.Distance.Nautical Miles : 1
Altitude.MSL.Single Value : 1700

Environment

Flight Conditions : VMC
Weather Elements / Visibility : Haze / Smoke
Weather Elements / Visibility.Visibility : 7
Light : Daylight
Ceiling.Single Value : 12000

Aircraft : 1

Reference : X
ATC / Advisory.CTAF : ZZZ
Aircraft Operator : FBO
Make Model Name : Skyhawk 172/Cutlass 172
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Part 91
Flight Plan : None
Mission : Training
Flight Phase : Takeoff / Launch
Airspace.Class G : ZZZ

Aircraft : 2

Reference : Y
ATC / Advisory.CTAF : ZZZ
Aircraft Operator : Personal
Make Model Name : PA-28 Cherokee/Archer/Dakota/Pillan/Warrior
Crew Size.Number Of Crew : 1
Operating Under FAR Part : Part 91
Mission : Training
Flight Phase : Initial Approach
Airspace.Class G : ZZZ

Person

Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : FBO
Function.Flight Crew : Instructor
Function.Flight Crew : Pilot Not Flying
Qualification.Flight Crew : Flight Instructor
Qualification.Flight Crew : Instrument
Qualification.Flight Crew : Multiengine
Qualification.Flight Crew : Commercial

Experience.Flight Crew.Total : 580
Experience.Flight Crew.Last 90 Days : 60
Experience.Flight Crew.Type : 540
ASRS Report Number.Accession Number : 2009309
Human Factors : Communication Breakdown
Human Factors : Situational Awareness
Communication Breakdown.Party1 : Flight Crew
Communication Breakdown.Party2 : Flight Crew

Events

Anomaly.Conflict : NMAC
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy
Detector.Automation : Aircraft Other Automation
Detector.Person : Flight Crew
Miss Distance.Horizontal : 200
Miss Distance.Vertical : 200
When Detected : In-flight
Result.Flight Crew : Took Evasive Action

Assessments

Contributing Factors / Situations : Airspace Structure
Contributing Factors / Situations : Human Factors
Primary Problem : Human Factors

Narrative: 1

Had just departed runway XX @ ZZZ. 3-4 other airplanes in the pattern properly making traffic calls. After a touch and go landing we made an "upwind of runway XX" call. I noticed on our ADS-B-IN system, an aircraft with a head on trajectory about 3 miles South, but due to the haze, did not have the aircraft in sight. I advised my student to turn crosswind and made the call to CTAF "on crosswind for runway XX". There were two other aircraft doing simulated instrument approaches. Piper Archer decided to practice a RNAV XY, circle to land. I did not hear a circling or joining downwind call from the Archer. My ADSB indicated this was the aircraft inbound circling, and I was vigilantly visually searching for this aircraft as we were climbing. At about 500 feet laterally, I saw we were on an imminent collision path with the Archer. I took the controls from my student and pitched up significantly to avoid collision. We passed above at about 200 feet. I then asked on CTAF why they did not make a call about joining the downwind on a straight in and expressed how dangerous the situation was. Their response was that they had made an approach call some 8 miles out and "were on a checkride and had to circle within 1.3 miles of the airport". We promptly left the area.

Synopsis

Flight instructor with student reported taking evasive action to avoid a near midair collision in the traffic pattern at a non-towered airport.

ACN: 2009298 *(16 of 50)*

Time / Day

Date : 202206
Local Time Of Day : 1801-2400

Place

Locale Reference.ATC Facility : ZZZ.TRACON
State Reference : US
Altitude.MSL.Single Value : 2400

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Reference : X
ATC / Advisory.CTAF : ZZZ
Aircraft Operator : Personal
Make Model Name : SR20
Crew Size.Number Of Crew : 1
Operating Under FAR Part : Part 91
Flight Plan : None
Mission : Training
Flight Phase : Takeoff / Launch
Airspace.Class G : ZZZ

Aircraft : 2

Reference : Y
ATC / Advisory.CTAF : ZZZ
Make Model Name : Cessna 180 Skywagon
Crew Size.Number Of Crew : 1
Flight Phase : Initial Climb
Flight Phase : Takeoff / Launch
Airspace.Class G : ZZZ

Person

Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Personal
Function.Flight Crew : Instructor
Qualification.Flight Crew : Commercial
Qualification.Flight Crew : Flight Instructor
Qualification.Flight Crew : Instrument
Experience.Flight Crew.Total : 410
Experience.Flight Crew.Last 90 Days : 65
ASRS Report Number.Accession Number : 2009298
Human Factors : Communication Breakdown
Human Factors : Distraction
Human Factors : Time Pressure
Human Factors : Workload

Human Factors : Other / Unknown
Human Factors : Situational Awareness
Communication Breakdown.Party1 : Flight Crew
Communication Breakdown.Party2 : Flight Crew

Events

Anomaly.Conflict : NMAC
Detector.Person : Flight Crew
Miss Distance.Horizontal : 500
Miss Distance.Vertical : 150
Were Passengers Involved In Event : N
When Detected : In-flight
Result.Flight Crew : Took Evasive Action

Assessments

Contributing Factors / Situations : Human Factors
Primary Problem : Human Factors

Narrative: 1

A near mid air collision was avoided by a small margin. My student and I took off of Runway XXL at ZZZ and complied with noise abatement procedures and stayed in right traffic North of the field since the Tower was closed. There was a second aircraft that took off behind us (a Piper Archer) and a third one (a Cessna 180). We began our cross wind turn at 2,000 ft. as we continued on our crosswind leg, it was time to begin to turn to the downwind and subsequently level off. At the same time I looked at my ADS-B in data displayed on my iPad in front of me and it was blinking in red. The Cessna turned crosswind inside of our pattern and it was headed directly towards us, while the Archer who was number 2 behind us was following us. There is no way for my student to have seen the traffic since they were sitting on the left seat. I took controls from my student and immediately began a rapid descent. The collision was avoided by approximately 150 ft. I called the aircraft on the CTAF and they did not respond. I took the landing from my student and the flight continued without further consequences.

Synopsis

SR20 Flight Instructor reported being cut off during the turn to downwind by a trailing aircraft that turned crosswind in front of the Instructor and Student. The Instructor took evasive action to avoid a collision.

ACN: 2009296 *(17 of 50)*

Time / Day

Date : 202306
Local Time Of Day : 1801-2400

Place

Locale Reference.ATC Facility : OKV.Tower
State Reference : VA
Relative Position.Distance.Nautical Miles : 3
Altitude.MSL.Single Value : 1500

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Reference : X
ATC / Advisory.UNICOM : OKV
Aircraft Operator : Personal
Make Model Name : Small Aircraft, Low Wing, 1 Eng, Retractable Gear
Crew Size.Number Of Crew : 1
Operating Under FAR Part : Part 91
Flight Plan : None
Mission : Personal
Flight Phase : Final Approach
Route In Use : Visual Approach
Airspace.Class G : OKV

Aircraft : 2

Reference : Y
Make Model Name : Small Aircraft, Low Wing, 1 Eng, Fixed Gear
Crew Size.Number Of Crew : 1
Operating Under FAR Part : Part 91
Flight Phase : Final Approach
Airspace.Class G : OKV

Person

Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Personal
Function.Flight Crew : Single Pilot
Qualification.Flight Crew : Instrument
Qualification.Flight Crew : Private
Experience.Air Traffic Control.Supervisory : 19
Experience.Flight Crew.Total : 170
Experience.Flight Crew.Last 90 Days : 30
Experience.Flight Crew.Type : 170
ASRS Report Number.Accession Number : 2009296
Human Factors : Communication Breakdown
Human Factors : Situational Awareness

Communication Breakdown.Party1 : Flight Crew
Communication Breakdown.Party2 : Flight Crew

Events

Anomaly.Conflict : NMAC
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy
Detector.Automation : Aircraft Other Automation
Miss Distance.Vertical : 400
Result.Flight Crew : Took Evasive Action

Assessments

Contributing Factors / Situations : Human Factors
Primary Problem : Human Factors

Narrative: 1

The event happened during a practice flight in my aircraft. The purpose of the flight was to practice some checklist items subsequent to me finishing my instrument rating, and to help my instructor maintain instrument currency. The flight took place with my instructor (who at the time was not formally providing instruction) flying using a view limiting device from the right seat and me sitting in the left seat acting as safety pilot and pilot monitoring. We were practicing the ILS 32 approach to OKV in VMC conditions. We made numerous traffic calls, and at times would break off the practice to allow incoming traffic that was faster to come in without having to go around us. We heard among others a single radio call from Aircraft Y reporting a position near the field, and we determined that they would be no factor. We continued the approach and I continued looking for traffic. We then saw a ADS-B return from Aircraft Y very close to our position, and we immediately began looking for the traffic, and taking evasive action by side stepping to the right. At the same time, a friend in an aircraft on the ground made a radio call warning us that it appeared that Aircraft Y was "right on top of us" and to break off. We then observed Aircraft Y make several erratic maneuvers directly over the airport at or about traffic pattern altitude including a right (non standard) pattern, and an erratic entry to reenter the left downwind for Runway 32. At least one other aircraft had to take evasive action. After we verified that we were clear of conflict, we called Aircraft Y on the radio but the pilot did not respond nor make any further radio calls. There were at least 3 other aircraft in the pattern or vicinity of the airport at this time. My instructor and I debriefed the incident and discussed the importance of situational awareness, communication in a busy pattern, and correct pattern entry procedures.

Synopsis

Pilot reported a near midair collision that required evasive action while practicing an instrument approach and observed the other aircraft fly erratically, causing other airborne conflicts within the traffic pattern.

ACN: 2009015 *(18 of 50)*

Time / Day

Date : 202306
Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Relative Position.Angle.Radial : 330
Relative Position.Distance.Nautical Miles : 1
Altitude.MSL.Single Value : 2000

Environment

Flight Conditions : VMC
Weather Elements / Visibility.Visibility : 20
Light : Daylight
Ceiling.Single Value : 3500

Aircraft : 1

Reference : X
ATC / Advisory.CTAF : ZZZ
Aircraft Operator : Personal
Make Model Name : Amateur/Home Built/Experimental
Crew Size.Number Of Crew : 1
Operating Under FAR Part : Part 91
Flight Plan : None
Mission : Personal
Flight Phase : Climb
Route In Use : None
Airspace.Class G : ZZZ

Aircraft : 2

Reference : Y
Aircraft Operator : Personal
Make Model Name : Helicopter
Operating Under FAR Part : Part 91
Flight Plan : None
Mission : Training
Flight Phase : Initial Approach
Route In Use : None

Person

Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Personal
Function.Flight Crew : Pilot Flying
Function.Flight Crew : Single Pilot
Qualification.Flight Crew : Multiengine
Qualification.Flight Crew : Flight Instructor
Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Commercial
Experience.Air Traffic Control.Supervisory : 6135
Experience.Flight Crew.Total : 4500
Experience.Flight Crew.Last 90 Days : 30
Experience.Flight Crew.Type : 500
ASRS Report Number.Accession Number : 2009015
Human Factors : Communication Breakdown
Human Factors : Situational Awareness
Human Factors : Other / Unknown
Human Factors : Distraction
Communication Breakdown.Party1 : Flight Crew
Communication Breakdown.Party2 : Flight Crew

Events

Anomaly.Conflict : NMAC
Detector.Person : Flight Crew
Miss Distance.Horizontal : 300
Miss Distance.Vertical : 100
Were Passengers Involved In Event : N
When Detected : In-flight
Result.General : None Reported / Taken

Assessments

Contributing Factors / Situations : Human Factors
Primary Problem : Human Factors

Narrative: 1

After touch and go at airport, I announced and departed straight out to the SW. After climbing through pattern altitude, I announced and turned toward the north to exit the area. When almost completing the turn northbound, I saw a helicopter that appeared to be on the right downwind (airplanes use left traffic at this airport and runway). Even though I kept careful watch listening to CTAF, looking outside, and monitoring ADS-B In, this was the first I knew about the helicopter. I was shocked to see it but not too close to require any maneuver other than the one I was already performing (turning toward the north and climbing).

Synopsis

Single engine Pilot reported a NMAC while departing a non towered airport. The Pilot stated while making the departure an unannounced helicopter was downwind and too close to the departure path.

ACN: 2008999 *(19 of 50)*

Time / Day

Date : 202306
Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Relative Position.Angle.Radial : 300
Relative Position.Distance.Nautical Miles : 2
Altitude.AGL.Single Value : 1000

Environment

Flight Conditions : VMC
Weather Elements / Visibility : Thunderstorm
Weather Elements / Visibility.Visibility : 10
Light : Daylight
Ceiling.Single Value : 5000

Aircraft

Reference : X
ATC / Advisory.UNICOM : ZZZ
Aircraft Operator : Personal
Make Model Name : PA-24 Comanche
Crew Size.Number Of Crew : 1
Operating Under FAR Part : Part 91
Flight Plan : VFR
Mission : Personal
Flight Phase : Cruise
Route In Use : Direct
Airspace.Class G : ZZZ

Component : 1

Aircraft Component : Electrical Power
Aircraft Reference : X
Problem : Malfunctioning

Component : 2

Aircraft Component : Landing Gear
Aircraft Reference : X
Problem : Malfunctioning

Person

Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Personal
Function.Flight Crew : Captain
Qualification.Flight Crew : Instrument
Qualification.Flight Crew : Multiengine

Qualification.Flight Crew : Air Transport Pilot (ATP)
Experience.Flight Crew.Total : 5500
Experience.Flight Crew.Last 90 Days : 150
Experience.Flight Crew.Type : 50
ASRS Report Number.Accession Number : 2008999
Human Factors : Time Pressure
Human Factors : Troubleshooting
Human Factors : Workload
Human Factors : Situational Awareness

Events

Anomaly.Aircraft Equipment Problem : Critical
Anomaly.Flight Deck / Cabin / Aircraft Event : Smoke / Fire / Fumes / Odor
Anomaly.Ground Event / Encounter : Loss Of Aircraft Control
Detector.Person : Flight Crew
When Detected : In-flight
Result.General : Evacuated
Result.Flight Crew : Landed in Emergency Condition

Assessments

Contributing Factors / Situations : Aircraft
Contributing Factors / Situations : Human Factors
Primary Problem : Aircraft

Narrative: 1

While enroute VFR from ZZZ1 to ZZZ2 I experienced a electrical smell in the cockpit, I started a decent and noticed smoke coming from the glareshield area, I immediately turned off battery and master and the smoke did not stop. I pulled the emergency gear extension handle up during my decent into ZZZ airport which was to my right side I immediately turned to the field and landed. The gear collapsed on touchdown.

Synopsis

PA24 pilot reported electrical smell and smoke from the glareshield during cruise that continued after troubleshooting. The pilot pulled the emergency gear extension and diverted to the closest airport and landed. Upon touchdown the landing gear collapsed. The pilot evacuated the aircraft.

ACN: 2008742 *(20 of 50)*

Time / Day

Date : 202306
Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.MSL.Single Value : 2200

Environment

Flight Conditions : VMC
Weather Elements / Visibility.Visibility : 10
Light : Daylight
Ceiling.Single Value : 12000

Aircraft : 1

Reference : X
ATC / Advisory.CTAF : ZZZ
Aircraft Operator : Personal
Make Model Name : RV-9
Crew Size.Number Of Crew : 1
Operating Under FAR Part : Part 91
Flight Plan : None
Mission : Personal
Flight Phase : Initial Approach
Route In Use : Visual Approach
Route In Use : Direct
Airspace.Class E : ZZZ

Aircraft : 2

Reference : Y
Aircraft Operator : Personal
Make Model Name : Cardinal 177/177RG
Crew Size.Number Of Crew : 1
Operating Under FAR Part : Part 91
Flight Phase : Cruise
Airspace.Class E : ZZZ1

Component

Aircraft Component : Transponder
Aircraft Reference : X
Problem : Malfunctioning

Person

Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Personal
Function.Flight Crew : Single Pilot

Qualification.Flight Crew : Private
Experience.Flight Crew.Total : 150
Experience.Flight Crew.Last 90 Days : 40
Experience.Flight Crew.Type : 40
ASRS Report Number.Accession Number : 2008742
Human Factors : Communication Breakdown
Human Factors : Situational Awareness
Communication Breakdown.Party1 : Flight Crew
Communication Breakdown.Party2 : Flight Crew

Events

Anomaly.Aircraft Equipment Problem : Less Severe
Anomaly.Conflict : NMAC
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy
Detector.Person : Flight Crew
Miss Distance.Horizontal : 50
Miss Distance.Vertical : 50
When Detected : In-flight
Result.Flight Crew : Took Evasive Action

Assessments

Contributing Factors / Situations : Aircraft
Contributing Factors / Situations : Human Factors
Primary Problem : Human Factors

Narrative: 1

I apologize if the form is filled out incorrectly. I was returning to ZZZ from a flight to ZZZ1 to drop off a friend because they were buying an airplane there. Upon returning to my home airport of ZZZ, I entered a left downwind on a 45-degree angle for Runway XX. When I entered the downwind, I was approximately 1 mile southeast of the airport. I straightened out my aircraft parallel to Runway XX-XY heading XXX at around 2200 ft. with approximately 1 mile of spacing between my plane and the runway. Within what felt like a split second, I caught a glimpse of a Cessna 177 approaching me from the front-right at approximately 2100 ft. I took evasive actions by turning sharp to the right and climbing but by the time I saw them, it would have been too late. Thankfully I was at the proper pattern altitude of 2200 ft. When I talked to them on the radio, they said that they did not know I was there until my plane cast a shadow over the cockpit. We were close enough that I could see the paint scheme, type of airplane, and tail number. Again, had I not been above them I believe we would have collided. When I was approaching the airport, I announced my position and intentions at 15 miles out, 10 miles out, 5 miles out, and 2 miles out. I also announced when I entered the downwind. They did not announce anything on the radio. Supposedly they just got off the radio with ZZZ Approach who should have warned them of traffic in the area. Either they did not do that, or they did not listen to their warning. Their ADS-B track showed them fly straight through the pattern at ZZZ and continue on. They were not joining the pattern nor had any intention of landing at ZZZ. I was able to gather myself and land safely without further incident. There are takeaways that I got from this. First, I want to check and make sure that my ADS-B Out is working correctly. I've already submitted for an ADS-B Out check from the FAA and will likely fly tonight or tomorrow and call the ZZZ Approach to verify that my ADS-B Out is working. If not, I will attempt to fix it immediately. Second, I am going to connect my headset to my iPad via bluetooth so that it will give me audible warnings when I am approaching other traffic. Had my iPad been connected to my bluetooth headset, I

would've heard it call out the approaching traffic. I don't like staring at my iPad while flying and at the time I was experiencing moderate turbulence that made it near impossible to see the iPad anyway. An audible warning could have helped prevent this near miss. Thankfully nothing bad happened and the pilot of the other aircraft was apologetic on the radio about the situation. I am alive and there are many lessons to be learned from this incident.

Synopsis

RV-9 Pilot reported an NMAC occurred with another aircraft while in the traffic pattern and performed an evasive maneuver to avoid collision. The Reporter announced position and intentions while at different distances from the airport and did not hear the other pilot announce anything on the radio.

ACN: 2008389 *(21 of 50)*

Time / Day

Date : 202306
Local Time Of Day : 1801-2400

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC
Weather Elements / Visibility.Visibility : 8
Light : Daylight
Ceiling.Single Value : 25000

Aircraft

Reference : X
ATC / Advisory.CTAF : ZZZ
Aircraft Operator : Personal
Make Model Name : Small Aircraft
Crew Size.Number Of Crew : 1
Operating Under FAR Part : Part 91
Flight Plan : None
Mission : Training
Flight Phase : Landing
Route In Use : Visual Approach

Component : 1

Aircraft Component : Landing Gear
Aircraft Reference : X
Problem : Improperly Operated

Component : 2

Aircraft Component : Indicating and Warning - Landing Gear
Aircraft Reference : X
Problem : Failed

Person

Location Of Person.Aircraft : X
Reporter Organization : Personal
Function.Flight Crew : Pilot Not Flying
Function.Flight Crew : Instructor
Qualification.Flight Crew : Instrument
Qualification.Flight Crew : Multiengine
Qualification.Flight Crew : Commercial
Qualification.Flight Crew : Flight Instructor
Experience.Flight Crew.Total : 10594
Experience.Flight Crew.Last 90 Days : 36

Experience.Flight Crew.Type : 400
ASRS Report Number.Accession Number : 2008389
Human Factors : Communication Breakdown
Human Factors : Human-Machine Interface
Human Factors : Situational Awareness
Human Factors : Training / Qualification
Human Factors : Distraction
Communication Breakdown.Party1 : Flight Crew
Communication Breakdown.Party2 : Flight Crew

Events

Anomaly.Aircraft Equipment Problem : Critical
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy
Anomaly.Deviation / Discrepancy - Procedural : FAR
Anomaly.Ground Event / Encounter : Loss Of Aircraft Control
Anomaly.Ground Event / Encounter : Gear Up Landing
Detector.Person : Flight Crew
When Detected : In-flight
Result.General : Evacuated
Result.Aircraft : Aircraft Damaged

Assessments

Contributing Factors / Situations : Aircraft
Contributing Factors / Situations : Human Factors
Contributing Factors / Situations : Procedure
Primary Problem : Human Factors

Narrative: 1

We conducted a formal re-currency flight using a specific curriculum. The owner was PIC (pilot in command) and had over 2000 hours of retractable gear time. They had owned subject aircraft for several years. Our flight took off from ZZZ and we performed curriculum maneuvers for about 1.5 hours. All satisfactory. The first landing at ZZZ1 was excellent. I decided on a short field take off and landing for the next maneuver. After takeoff, I asked the owner to pick the touchdown spot while on downwind. The owner landed on the touchdown spot but with the gear up. We never heard a gear warning alarm. In retrospect, we were both distracted by selection and concentrating on the touchdown spot when we should have put gear down first, however, we did not get a gear alarm. The airplane had received an annual recently and I believe the gear warning should have been checked during the annual inspection. I would suggest that when an instructor gets into a retractable, they should confirm that the gear warning alarm is operational before attempting a landing. Also be sure the gear is down before distracting the PIC, or if you want to distract him, don't distract yourself at the same time.

Synopsis

Flight Instructor reported a gear up landing while performing recurrent training. The aircraft had recently come out of an annual inspection and the gear warning system had not been confirmed operational before landing.

ACN: 2008212 *(22 of 50)*

Time / Day

Date : 202306
Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Reference : X
ATC / Advisory.UNICOM : ZZZ
Aircraft Operator : Air Taxi
Make Model Name : MBB-BK 117 All Series
Crew Size.Number Of Crew : 1
Operating Under FAR Part : Part 135
Flight Plan : VFR
Mission : Ambulance
Flight Phase : Taxi

Aircraft : 2

Reference : Y
ATC / Advisory.UNICOM : ZZZ
Aircraft Operator : Personal
Make Model Name : Small Aircraft
Crew Size.Number Of Crew : 1
Operating Under FAR Part : Part 91
Mission : Agriculture
Flight Phase : Parked

Person

Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Air Taxi
Function.Flight Crew : Captain
Function.Flight Crew : Pilot Flying
Qualification.Flight Crew : Instrument
Qualification.Flight Crew : Commercial
ASRS Report Number.Accession Number : 2008212
Human Factors : Situational Awareness

Events

Anomaly.Conflict : Ground Conflict, Less Severe
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy

Detector.Person : Flight Crew
When Detected : Taxi

Assessments

Contributing Factors / Situations : Environment - Non Weather Related
Contributing Factors / Situations : Human Factors
Contributing Factors / Situations : Procedure
Primary Problem : Procedure

Narrative: 1

I approached to land at ZZZ on Runway XX upon reaching a hover I sidestepped left to hover taxi over the taxiway. There was an old crop-dusting plane being fueled at the pump. I passed the plane approximately 80 ft. to the south of the plane over the taxiway hovering between 4 and 8 ft. I proceeded to land next to the ambulance waiting at the ramp. As we passed the plane one of my crew members stated that the small plane began to turn on its own. I landed at the H and shut down. After I shut down, I spoke with the pilot of the plane. I told him that I was sorry for his inconvenience. I told him that I gave him plenty of space when I hover taxied past him. I asked does your plane have a parking brake - he replied no, it is not equipped with one. The plane also did not have wheel chocks in place. I took pictures of the plane and called Person A. I gave the man Person A's contact information and my own. In my professional opinion as a dual rated pilot, the damage to this man's plane occurred purely out of his own negligence, one for not having a parking brake and two not having his wheels chocked. His plane would not have been affected by my rotor wash, if he had secured his plane properly. Have all airplane pilots that are fueling their aircraft with no brakes, to place chocks on the wheels.

Synopsis

MBB-BK117 pilot reported the rotor wash of the helicopter while performing a hover taxi over the taxiway caused a nearby aircraft that was fueling to move. The other aircraft did not have a parking brake function and the wheels were not chocked.

ACN: 2007983 *(23 of 50)*

Time / Day

Date : 202306
Local Time Of Day : 0601-1200

Place

Locale Reference.ATC Facility : ZMP.ARTCC
State Reference : MN
Altitude.MSL.Single Value : 3000

Environment

Flight Conditions : VMC
Weather Elements / Visibility.Visibility : 10
Light : Daylight
Ceiling.Single Value : 8500

Aircraft : 1

Reference : X
ATC / Advisory.UNICOM : 79C
Aircraft Operator : FBO
Make Model Name : Small Aircraft, High Wing, 1 Eng, Fixed Gear
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Part 91
Flight Plan : None
Mission : Training
Flight Phase : Initial Approach
Route In Use : None
Airspace.Class E : 79C

Aircraft : 2

Reference : Y
ATC / Advisory.Tower : ATW
Aircraft Operator : Air Carrier
Make Model Name : Commercial Fixed Wing
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Part 121
Flight Plan : IFR
Mission : Passenger
Flight Phase : Final Approach
Airspace.Class D : ATW

Person

Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : FBO
Function.Flight Crew : Pilot Not Flying
Function.Flight Crew : Instructor
Qualification.Flight Crew : Commercial
Qualification.Flight Crew : Flight Instructor
Experience.Air Traffic Control.Supervisory : 600

Experience.Flight Crew.Total : 1400
Experience.Flight Crew.Last 90 Days : 85
Experience.Flight Crew.Type : 120
ASRS Report Number.Accession Number : 2007983
Human Factors : Situational Awareness

Events

Anomaly.Conflict : NMAC
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy
Miss Distance.Horizontal : 400
Result.Flight Crew : Took Evasive Action

Assessments

Contributing Factors / Situations : Human Factors
Primary Problem : Human Factors

Narrative: 1

I was flying with a student at 3,000 ft. MSL just south of ATW airspace on an easterly heading when we made a turn toward our home airport of 79C to a southerly heading. After finishing the turn we saw Aircraft Y at relatively the same altitude to our right at approximately 400 - 500 ft. away on final approach into ATW. We were approximately 1 mile north of 79C lined up directly with the runway. I maintained visual contact and stayed clear of Aircraft Y's flight path until [it was] behind us.

Synopsis

Small aircraft Flight Instructor reported a NMAC while on approach to 79C while the other aircraft was on final approach into ATW. The two airports are in close proximity.

ACN: 2007969 *(24 of 50)*

Time / Day

Date : 202306
Local Time Of Day : 1201-1800

Place

Locale Reference.ATC Facility : ZTL.ARTCC
State Reference : GA
Relative Position.Angle.Radial : 090
Relative Position.Distance.Nautical Miles : 1
Altitude.MSL.Single Value : 600

Environment

Weather Elements / Visibility : Thunderstorm
Weather Elements / Visibility : Haze / Smoke
Weather Elements / Visibility.Visibility : 10
Ceiling.Single Value : 600

Aircraft : 1

Reference : X
ATC / Advisory.UNICOM : GRD
Aircraft Operator : Personal
Make Model Name : Small Transport, Low Wing, 2 Turboprop Eng
Crew Size.Number Of Crew : 1
Operating Under FAR Part : Part 91
Flight Plan : IFR
Mission : Personal
Flight Phase : Final Approach
Route In Use : Vectors
Airspace.Class E : GRD

Aircraft : 2

Reference : Y
Make Model Name : Any Unknown or Unlisted Aircraft Manufacturer
Operating Under FAR Part : Part 91
Flight Phase : Takeoff / Launch
Airspace.Class E : GRD

Person

Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Personal
Function.Flight Crew : Single Pilot
Function.Flight Crew : Captain
Function.Flight Crew : Pilot Flying
Qualification.Flight Crew : Multiengine
Qualification.Flight Crew : Commercial
Experience.Flight Crew.Total : 620
Experience.Flight Crew.Last 90 Days : 15
Experience.Flight Crew.Type : 110

ASRS Report Number.Accession Number : 2007969
Human Factors : Situational Awareness
Human Factors : Communication Breakdown
Communication Breakdown.Party1 : Flight Crew
Communication Breakdown.Party2 : ATC

Events

Anomaly.Conflict : NMAC
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy
Anomaly.Deviation / Discrepancy - Procedural : Clearance
Anomaly.Inflight Event / Encounter : Weather / Turbulence
Detector.Automation : Aircraft TA
Detector.Person : Flight Crew
Miss Distance.Horizontal : 500
Miss Distance.Vertical : 200
When Detected : In-flight
Result.Flight Crew : Took Evasive Action

Assessments

Contributing Factors / Situations : Human Factors
Contributing Factors / Situations : Weather
Primary Problem : Human Factors

Narrative: 1

IFR flight plan was filed from ZZZ to GRD. I was cleared for the 09 GPS approach GRD at 900 feet I got ground contact, a local school, at 800 feet I seen the runway environment. I attempted to call Greer [approach] with no response. My altitude was too low it was at this point when I got a traffic alert on my 500 TXI and GTN 750 GPS. I turned off the auto pilot and took control of the aircraft at 600 AGL I seen an aircraft. Coming directly towards. me estimated range 1 mile we both broke right I elected to clime, stay visually clear and in ground contact, circle to land, Runway 27 which was uneventful. Rechecking the AWOS upon landing. Current conditions, broken 600 feet winds variable at four. Upon landing, I spoke with two local pilots, one who completed an approach just before me. He seen the airplane taxi out for departure and attempted to call him on UNICOM to warn him of the other approaching aircraft. He was not able to get in contact with the pilot of the departing aircraft. The aircraft that departed without proper ATC clearance jeopardize safety! A call to Greer [approach] confirmed he did not have IFR clearance for departure.

Synopsis

Pilot reported a NMAC with another aircraft while on approach in IFR conditions to a non-towered airport.

ACN: 2007967 *(25 of 50)*

Time / Day

Date : 202306
Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft

Reference : X
ATC / Advisory.CTAF : ZZZ
Aircraft Operator : Personal
Make Model Name : Ultralight
Crew Size.Number Of Crew : 1
Operating Under FAR Part : Part 91
Flight Plan : None
Mission : Personal
Flight Phase : Landing
Route In Use : Visual Approach
Airspace.Class E : ZZZ

Component : 1

Aircraft Component : Wheels/Tires/Brakes
Aircraft Reference : X
Problem : Improperly Operated

Component : 2

Aircraft Component : Landing Gear
Aircraft Reference : X
Problem : Failed

Person

Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Personal
Function.Flight Crew : Pilot Flying
Qualification.Flight Crew : Student
Experience.Air Traffic Control.Supervisory : 1600
Experience.Flight Crew.Total : 415
Experience.Flight Crew.Last 90 Days : 15
Experience.Flight Crew.Type : 15
ASRS Report Number.Accession Number : 2007967
Human Factors : Confusion

Human Factors : Distraction
Human Factors : Training / Qualification
Human Factors : Situational Awareness

Events

Anomaly.Aircraft Equipment Problem : Critical
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy
Anomaly.Ground Excursion : Runway
Anomaly.Ground Event / Encounter : Object
Anomaly.Ground Event / Encounter : Loss Of Aircraft Control
Detector.Person : Flight Crew
Were Passengers Involved In Event : N
When Detected : In-flight
Result.General : Evacuated
Result.Flight Crew : Took Evasive Action
Result.Aircraft : Aircraft Damaged

Assessments

Contributing Factors / Situations : Aircraft
Contributing Factors / Situations : Human Factors
Contributing Factors / Situations : Procedure
Primary Problem : Human Factors

Narrative: 1

This was my first solo flight in the aircraft. On the takeoff roll, the aircraft felt considerably different to me with less stability. I flew a lap in the pattern. During the landing flare, the aircraft started drifting to the left. I applied right rudder to center the nose but still touched down well left of the center line. I applied brakes and then they locked up. I felt the aircraft skid and lost control. It hit a sign off the runway and then came to a stop in the grass area of the runway, during which two of the landing gears failed. I was not injured.

Synopsis

JMB VL3 pilot performing first solo, upon landing drifted left of center line, and applied brakes which locked up and resulted in a loss of control and a runway excursion. The aircraft struck an airport sign, and stopped in a grass area of the runway, where a partial landing gear failure occurred. The pilot evacuated and was not injured.

ACN: 2007916 *(26 of 50)*

Time / Day

Date : 202306
Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Relative Position.Distance.Nautical Miles : 1
Altitude.MSL.Single Value : 400

Environment

Weather Elements / Visibility.Visibility : 10
Light : Daylight
Ceiling.Single Value : 11000

Aircraft : 1

Reference : X
ATC / Advisory.CTAF : ZZZ
Aircraft Operator : Personal
Make Model Name : Small Aircraft, Low Wing, 1 Eng, Fixed Gear
Crew Size.Number Of Crew : 1
Operating Under FAR Part : Part 91
Flight Plan : VFR
Mission : Personal
Flight Phase : Final Approach
Airspace.Class E : ZZZ

Aircraft : 2

Reference : Y
ATC / Advisory.CTAF : ZZZ
Make Model Name : Any Unknown or Unlisted Aircraft Manufacturer
Airspace.Class E : ZZZ

Person

Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Personal
Function.Flight Crew : Single Pilot
Qualification.Flight Crew : Private
Experience.Flight Crew.Total : 105
Experience.Flight Crew.Last 90 Days : 50
Experience.Flight Crew.Type : 88
ASRS Report Number.Accession Number : 2007916
Human Factors : Situational Awareness
Human Factors : Confusion

Events

Anomaly.Conflict : NMAC
Anomaly.Deviation - Track / Heading : All Types
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy
Detector.Person : Flight Crew
Miss Distance.Horizontal : 100
Miss Distance.Vertical : 400
When Detected : In-flight
Result.Flight Crew : Took Evasive Action

Assessments

Contributing Factors / Situations : Human Factors
Primary Problem : Human Factors

Narrative: 1

I'm a new private pilot and was returning home after numerous weather delays. As I made my calls on the CTAF, I could hear one other plane doing laps in the pattern. I noted what runway he was using, realized there would be plenty of spacing between me and him, and announced that I'd be making a straight-in approach. On final, at about 400 ft. AGL, I saw him pass almost directly above me, 400-500 ft. higher than me, climbing out. I realized I was approaching from the wrong direction and flew away from the pattern before rejoining it and landing the correct direction. Early in my training I often mixed up the two ends of the same runway. I don't know why. I practiced runway directions a lot and got comfortable with the numbering system. However, in a moment when I was eager to get home and wanted to make a simple, straight-in approach, I reverted to an old habit and reversed the runway numbers.

Synopsis

Pilot reported mistakenly lining up for the wrong runway on final approach causing a NMAC with an aircraft already in the pattern.

ACN: 2006622 *(27 of 50)*

Time / Day

Date : 202212
Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : GIF.Airport
State Reference : FL
Altitude.AGL.Single Value : 1000

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Reference : X
ATC / Advisory.UNICOM : GIF
Aircraft Operator : Personal
Make Model Name : Small Aircraft
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Part 91
Flight Plan : VFR
Mission : Training
Flight Phase : Initial Approach
Route In Use : Visual Approach
Airspace.Class E : TPA

Aircraft : 2

Reference : Y
Make Model Name : Seaplane or Amphibian
Crew Size.Number Of Crew : 1
Operating Under FAR Part : Part 91
Flight Plan : VFR
Airspace.Class E : TPA

Person

Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Personal
Function.Flight Crew : Pilot Not Flying
Function.Flight Crew : Pilot Flying
Qualification.Flight Crew : Student
ASRS Report Number.Accession Number : 2006622
Human Factors : Communication Breakdown
Human Factors : Confusion
Communication Breakdown.Party1 : Flight Crew
Communication Breakdown.Party2 : Flight Crew

Events

Anomaly.Conflict : Airborne Conflict
Detector.Person : Flight Crew
When Detected : In-flight
Result.Flight Crew : Took Evasive Action

Assessments

Contributing Factors / Situations : Airspace Structure
Contributing Factors / Situations : Environment - Non Weather Related
Contributing Factors / Situations : Procedure
Primary Problem : Airspace Structure

Narrative: 1

During downwind flight within the traffic pattern for Runway 05, a seaplane took off below us into the left downwind portion of the traffic pattern at a non-towered airport, GIF. My instructor took the controls and turned the plane so that I could see the plane departing beneath us and then I resumed controls for the remainder of the flight when I had the traffic in sight. There is a lake on the southwest corner of the airport where the seaplane departed, but as this was the first time at this airport, my instructor and I were unaware. I made radio calls entering and throughout the traffic pattern and heard nothing from the seaplane. I realize the seaplane was not required to have / utilize a radio. However, this seemed to represent an unnecessary hazard considering the location of the lake used for seaplane departures and landings. I write this in the hope that seaplanes no longer be allowed to take off under a traffic pattern of a non-towered airport when the use of radios are not required. A final note, my instructor departed the airport without me and told me of other dangerous activities within the traffic pattern of the seemingly busy airport and expressed concern of the safety should we ever decide to fly into that airport again in the future.

Synopsis

Student pilot reported a conflict with a seaplane that was departing from a lake located below the GIF traffic pattern.

ACN: 2006592 *(28 of 50)*

Time / Day

Date : 202306
Local Time Of Day : 1201-1800

Place

Locale Reference.ATC Facility : ZZZ.ARTCC
State Reference : US
Relative Position.Angle.Radial : 048
Altitude.MSL.Single Value : 3325

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Reference : X
ATC / Advisory.CTAF : ZZZ
Aircraft Operator : FBO
Make Model Name : PA-28 Cherokee/Archer/Dakota/Pillan/Warrior
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Part 91
Flight Plan : None
Mission : Training
Flight Phase : Initial Approach
Airspace.Class E : ZZZ

Aircraft : 2

Reference : Y
ATC / Advisory.CTAF : ZZZ
Make Model Name : Beechcraft / Beech Aircraft Corp Undifferentiated or Other Model
Crew Size.Number Of Crew : 1
Operating Under FAR Part : Part 91
Flight Plan : None
Flight Phase : Cruise
Airspace.Class E : ZZZ

Person

Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : FBO
Function.Flight Crew : Instructor
Qualification.Flight Crew : Multiengine
Qualification.Flight Crew : Flight Instructor
Qualification.Flight Crew : Commercial
Experience.Flight Crew.Total : 664
Experience.Flight Crew.Last 90 Days : 227
Experience.Flight Crew.Type : 664
ASRS Report Number.Accession Number : 2006592

Human Factors : Workload
Human Factors : Time Pressure

Events

Anomaly.Conflict : NMAC
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy
Anomaly.Deviation / Discrepancy - Procedural : Clearance
Detector.Person : Flight Crew
Miss Distance.Horizontal : 0
Miss Distance.Vertical : 75
When Detected : In-flight
Result.Flight Crew : Took Evasive Action

Assessments

Contributing Factors / Situations : Human Factors
Primary Problem : Human Factors

Narrative: 1

My student and I were inbound from ZZZ1 on the RNAV X practice approach into ZZZ, as we were following glide slope I had caught traffic off our right side to the south and our traffic system popped up with an aircraft with no call sign or tail number and no altitude reporting in that sector. I had taken controls from my student and pulled back on the yolk to climb and a V tail Bonanza had flown directly under us crossing through the approach path. The pilot of the other aircraft was not on CTAF for ZZZ or on the practice area frequency and made no calls he/she was flying through the path. Information was found about altitude separation off the online service flight radar.

Synopsis

Flight Instructor reported a NMAC during landing training when an aircraft flew across the landing path. The Instructor took evasive action to avoid a collision.

ACN: 2006311 *(29 of 50)*

Time / Day

Date : 202306
Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.MSL.Single Value : 1600

Aircraft : 1

Reference : X
ATC / Advisory.CTAF : ZZZ
Aircraft Operator : FBO
Make Model Name : Skyhawk 172/Cutlass 172
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Part 91
Flight Plan : None
Mission : Training
Flight Phase : Landing
Flight Phase : Final Approach

Aircraft : 2

Reference : Y
ATC / Advisory.CTAF : ZZZ
Aircraft Operator : Personal
Make Model Name : Any Unknown or Unlisted Aircraft Manufacturer
Crew Size.Number Of Crew : 1
Operating Under FAR Part : Part 91
Flight Plan : None
Mission : Personal
Flight Phase : Landing
Flight Phase : Final Approach

Person

Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : FBO
Function.Flight Crew : Instructor
ASRS Report Number.Accession Number : 2006311
Human Factors : Time Pressure
Human Factors : Workload

Events

Anomaly.Conflict : NMAC
Anomaly.Deviation - Altitude : Excursion From Assigned Altitude
Anomaly.Deviation - Track / Heading : All Types
Anomaly.Deviation / Discrepancy - Procedural : Clearance
Detector.Person : Flight Crew
Miss Distance.Horizontal : 200

When Detected : In-flight
Result.Flight Crew : Took Evasive Action

Assessments

Contributing Factors / Situations : Human Factors
Contributing Factors / Situations : Procedure
Primary Problem : Human Factors

Narrative: 1

After performing a training flight with my student, we needed to do a few laps in the pattern to work on landings. The event occurred on what was going to be our last landing. In the downwind for Runway X at ZZZ and abeam the numbers, my student reduced power, added 10 degrees of flaps and began a descent. Right as we were about to turn base, I noticed an airplane flying directly towards us at what appeared to be a slightly lower altitude. The airplane was around 2 o'clock position flying in our direction, probably less than a mile away. I immediately took controls from my student and performed evasive action to escape the potential conflict. I immediately initiated a climb and then, once confirmed that the traffic passed below us, began a northwest bound turn to reenter the pattern on the 45 to downwind for Runway X. We were making radio calls for each leg of the pattern on CTAF. Either right before or during our evasive maneuver, I believe the other aircraft made a radio call that he was entering the downwind for Runway X. This was totally incorrect, as he never flew in the downwind and completely ignored the traffic pattern. After our evasive action was taken, the other airplane proceeded on an improvised base leg, flew past final, turned around and then rejoined final off of a right base. The other aircraft ended up passing within 200 FT below us. If we had not seen him or if I had not taken controls and stopped our descent, there could have been a conflict. With multiple airplanes in the pattern, it is unacceptable how this other airplane entered the pattern. The pilots of that plane exhibited very poor situational awareness.

Synopsis

Flight Instructor reported an NMAC during landing pattern training when another aircraft flew an improvised pattern entry which caused the Instructor to take evasive action to prevent a collision.

ACN: 2005877 *(30 of 50)*

Time / Day

Date : 202305
Local Time Of Day : 0601-1200

Place

Locale Reference.Airport : AUN.Airport
State Reference : CA
Altitude.MSL.Single Value : 2500

Environment

Flight Conditions : VMC
Weather Elements / Visibility.Visibility : 10
Light : Daylight
Ceiling.Single Value : 12000

Aircraft : 1

Reference : X
ATC / Advisory.CTAF : AUN
Aircraft Operator : Personal
Make Model Name : Small Aircraft, High Wing, 1 Eng, Fixed Gear
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Part 91
Flight Plan : None
Mission : Training
Flight Phase : Initial Approach
Route In Use : Visual Approach
Airspace.Class G : AUN

Aircraft : 2

Reference : Y
ATC / Advisory.CTAF : AUN
Aircraft Operator : Personal
Make Model Name : Small Aircraft, Low Wing, 1 Eng, Fixed Gear
Crew Size.Number Of Crew : 1
Operating Under FAR Part : Part 91
Flight Plan : None
Mission : Personal
Flight Phase : Final Approach
Flight Phase : Initial Approach
Route In Use : Visual Approach
Airspace.Class G : AUN

Aircraft : 3

Reference : Z
ATC / Advisory.CTAF : AUN
Make Model Name : Small Aircraft, High Wing, 1 Eng, Fixed Gear
Crew Size.Number Of Crew : 1
Flight Phase : Final Approach
Airspace.Class G : AUN

Person

Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Personal
Function.Flight Crew : Flight Engineer / Second Officer
Function.Flight Crew : Pilot Flying
Function.Flight Crew : Instructor
Qualification.Flight Crew : Commercial
Qualification.Flight Crew : Instrument
Qualification.Flight Crew : Multiengine
Qualification.Flight Crew : Flight Instructor
Experience.Flight Crew.Total : 671
Experience.Flight Crew.Last 90 Days : 90
Experience.Flight Crew.Type : 550
ASRS Report Number.Accession Number : 2005877
Human Factors : Training / Qualification
Human Factors : Communication Breakdown
Human Factors : Situational Awareness
Communication Breakdown.Party1 : Flight Crew
Communication Breakdown.Party2 : Flight Crew

Events

Anomaly.Conflict : NMAC
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy
Detector.Person : Flight Crew
Miss Distance.Horizontal : 150
When Detected : In-flight
Result.Flight Crew : Became Reoriented

Assessments

Contributing Factors / Situations : Human Factors
Primary Problem : Human Factors

Narrative: 1

An aircraft entered the AUN pattern from ZZZ on a crosswind entry. There was an aircraft on the departure leg that Aircraft Y flew in behind and turned downwind. My Student and I were on a left 45, which we announced prior, and slowed down in order to provide spacing for the abrupt crosswind entry. The departure leg aircraft announced earlier they were staying in the pattern but instead had to depart and re-enter on the 45 entry behind my Student and I. We were now number 3 to land. Aircraft Y was in front of us and there was another Aircraft Z in front of him. The other Aircraft Z, number 1, turned base and then final. Aircraft Y then turned a tight left base and cut off Aircraft Z on final and entered a collision course. I radioed and let Aircraft Y know they cut someone off on final. They aborted their landing and continued straight ahead while Aircraft Z initiated a go around to avoid collision. Aircraft Y thanked me for the call and turned around, now on a right base headed directly for me, as I was now on left base and I had announced it before. I radioed him again letting him know my position and asked his intentions. He did not reply. We turned final and announced a touch and go. Aircraft Y had followed us on final and flown over us, entering a go around on top of us as we were now on the departure leg to stay in the pattern. I told him I didn't have him in sight and he said he had me in sight and turned a mid field left downwind. At this time he once again cut off the other Aircraft Z who had re-entered a left downwind to try and land after their go around. This was a good example

of why AC 90-66B should be enforced in the training curriculum at non towered airports. Non standard pattern entry can lead to dangerous situations such as this. The Aircraft Y pilot consistently enters a busy traffic pattern on a crosswind leg, which interferes with anyone on departure, final or on a 45 entry. I debriefed with my Student the mistakes that were made and the key points of AC 90-66B and how a predictable entry helps keep everyone safe.

Synopsis

Flight Instructor with student reported observing a NMAC between two other aircraft in the traffic pattern at a non-towered airport. The Instructor stated the aircraft that caused the NMAC later overflew the instructor's aircraft on final approach and then subsequently cut off the aircraft that was involved in the first NMAC.

ACN: 2005873 *(31 of 50)*

Time / Day

Date : 202304
Local Time Of Day : 0601-1200

Place

Locale Reference.Airport : BFD.Airport
State Reference : PA
Altitude.AGL.Single Value : 0

Environment

Weather Elements / Visibility : Rain
Weather Elements / Visibility.Visibility : 5
Light : Daylight
Ceiling.Single Value : 3000

Aircraft

Reference : X
ATC / Advisory.UNICOM : BFD
Make Model Name : Any Unknown or Unlisted Aircraft Manufacturer
Flight Plan : IFR
Flight Phase : Taxi

Person

Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Function.Flight Crew : Pilot Flying
Qualification.Flight Crew : Flight Instructor
Qualification.Flight Crew : Air Transport Pilot (ATP)
Qualification.Flight Crew : Multiengine
Qualification.Flight Crew : Instrument
Experience.Flight Crew.Total : 8103
Experience.Flight Crew.Last 90 Days : 62
Experience.Flight Crew.Type : 372
ASRS Report Number.Accession Number : 2005873

Events

Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy
When Detected : Taxi

Assessments

Contributing Factors / Situations : Airport
Contributing Factors / Situations : Chart Or Publication
Contributing Factors / Situations : Procedure
Primary Problem : Chart Or Publication

Narrative: 1

Taxiway Alpha at the departure end of BFD Runway 14 is narrow and makes a 90-degree turn which presents a hazard to larger aircraft attempting to negotiate the turn. A better

course of action for larger aircraft taxiing to the FBO after landing on Runway 14 would be to back-taxi on Runway 14/32 to Taxiway B and then to taxi inbound to the FBO Ramp via Taxiway B. Recommend a note regarding this hazard be added to the Airport Facility Directory for BFD.

Synopsis

Pilot reported making the required 90-degree turn when taxiing via Taxiway Alpha at the departure end of BFD Runway 14 is a hazard for larger aircraft.

ACN: 2005826 *(32 of 50)*

Time / Day

Date : 202306
Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.AGL.Single Value : 350

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Reference : X
ATC / Advisory.CTAF : ZZZ
Aircraft Operator : FBO
Make Model Name : Skylane 182/RG Turbo Skylane/RG
Crew Size.Number Of Crew : 1
Operating Under FAR Part : Part 91
Flight Plan : None
Mission : Skydiving
Flight Phase : Initial Climb
Route In Use : None
Airspace.Class E : ZZZ

Aircraft : 2

Reference : Y
ATC / Advisory.CTAF : ZZZ
Aircraft Operator : FBO
Make Model Name : Skyhawk 172/Cutlass 172
Crew Size.Number Of Crew : 1
Operating Under FAR Part : Part 91
Flight Plan : None
Mission : Personal
Flight Phase : Final Approach
Route In Use : Visual Approach
Airspace.Class E : ZZZ

Person

Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : FBO
Function.Flight Crew : Single Pilot
Function.Flight Crew : Pilot Flying
Qualification.Flight Crew : Commercial
Qualification.Flight Crew : Instrument
Qualification.Flight Crew : Multiengine
Qualification.Flight Crew : Flight Instructor

Experience.Flight Crew.Total : 1250
Experience.Flight Crew.Last 90 Days : 45
Experience.Flight Crew.Type : 150
ASRS Report Number.Accession Number : 2005826
Human Factors : Workload
Human Factors : Time Pressure

Events

Anomaly.Conflict : NMAC
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy
Anomaly.Deviation / Discrepancy - Procedural : Clearance
Detector.Person : Flight Crew
Miss Distance.Vertical : 100
When Detected : In-flight
Result.Flight Crew : Took Evasive Action

Assessments

Contributing Factors / Situations : Human Factors
Contributing Factors / Situations : Procedure
Primary Problem : Human Factors

Narrative: 1

After picking up my load of jumpers for the day, I announced over CTAF that I was taxiing from the North hangars to Runway XX. While taxiing, I noted the windsock and the weather broadcasting system indicated a direct crosswind out of 090. I knew the wind had been favoring Runway XX through the day and continued the long taxi to XX instead of taking runway XY. After finishing my before-takeoff-flow, I announced a departure from XX with jumpers. I checked XX's final approach and the runway for traffic. Once we lifted off, I wiggled my butt in the seat, climbed out at Vy, and watched for my landing options should an emergency occur (as I always do in any plane). While on the ground and take-off roll, I did not specifically look for traffic coming into Runway XY. And I cannot see over the aircraft nose during initial climb out. As I climbed through approximately 300-400 ft. AGL movement caught my eye and I saw a Cessna 172 in the right bank under me, turning to the West. I recognized the rental aircraft from the FBO and called the tail number over the radio "are you on the radio?" No response. I double checked that I was on the CTAF. I was. As I climbed up and around the airport, I heard the 172 call final for XX, watched as they did a touch and go, and then as they turned into right traffic (not standard) for Runway XX. Perplexing behavior. After completing the jump run and starting my descent back to the airport, I called the UNICOM for a radio check. The person in the FBO said I was loud and clear and that they had heard all my radio calls. On the ground, witnesses in the FBO said they did not hear the 172s radio calls, but did hear mine. When I first saw the aircraft pass under me, I thought they had been on a left base. Witnesses on the ground said they had been on final and had turned to avoid me. When I talked to the pilot of the 172, they did not describe how the near miss happened from their perspective. They only discussed the radio communication/lack thereof. They said their headset was new and that they had made 5 and 2 mile radio calls. They also said they entered on a left base, not on a left downwind when entering the pattern. They downplayed the situation and said that "we weren't that close, maybe 200" implying that it was fine. They said they didn't hear any of my radio calls. I asked if they were on the right frequency. They said they were. They had just come from another airport where they had dealt with a flat tire and they heard the radio calls clearly. In retrospect, having noted the direct crosswind and the possibility for use of either runway, I should have intentionally

looked for traffic in the pattern for the other runway. I should always do that, regardless of the winds. I can not know if I heard the complete truth from the 172 pilot. Perhaps they were not using push-to-talk when they thought they were. Perhaps the long day waiting for a tire change had made them frazzled.

Synopsis

C182 pilot reported an NMAC during initial climb with a non-reporting opposite direction landing aircraft. Pilot executed an evasive maneuver to avoid a collision.

ACN: 2005812 *(33 of 50)*

Time / Day

Date : 202306
Local Time Of Day : 0601-1200

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Relative Position.Distance.Nautical Miles : 2
Altitude.MSL.Single Value : 1800

Environment

Flight Conditions : VMC
Weather Elements / Visibility.Visibility : 10
Light : Daylight
Ceiling.Single Value : 4

Aircraft : 1

Reference : X
ATC / Advisory.CTAF : ZZZ
Aircraft Operator : FBO
Make Model Name : Skyhawk 172/Cutlass 172
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Part 91
Flight Plan : VFR
Mission : Training
Flight Phase : Descent
Route In Use : Visual Approach
Airspace.Class E : ZZZ

Aircraft : 2

Reference : Y
ATC / Advisory.CTAF : ZZZ
Aircraft Operator : Personal
Make Model Name : Bonanza 35
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Part 91
Flight Plan : None
Mission : Personal
Flight Phase : Descent
Route In Use : Visual Approach
Airspace.Class E : ZZZ

Person

Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : FBO
Function.Flight Crew : Instructor
Function.Flight Crew : Pilot Flying
Qualification.Flight Crew : Commercial

Qualification.Flight Crew : Instrument
Qualification.Flight Crew : Multiengine
Qualification.Flight Crew : Flight Instructor
Experience.Flight Crew.Total : 550
Experience.Flight Crew.Last 90 Days : 112
Experience.Flight Crew.Type : 507
ASRS Report Number.Accession Number : 2005812
Human Factors : Workload
Human Factors : Situational Awareness
Human Factors : Time Pressure

Events

Anomaly.Conflict : NMAC
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy
Anomaly.Deviation / Discrepancy - Procedural : Clearance
Detector.Person : Flight Crew
Miss Distance.Horizontal : 200
When Detected : In-flight
Result.Flight Crew : Took Evasive Action

Assessments

Contributing Factors / Situations : Human Factors
Contributing Factors / Situations : Procedure
Primary Problem : Procedure

Narrative: 1

My student and I were conducting a local training flight in the vicinity of ZZZ. The airport conditions were VMC and many local training flights were occurring, creating a very congested traffic pattern. In compliance with FAA and company recommended procedures, Aircraft X was well established to enter the pattern on a correct 45-degree pattern entry to the left downwind for Runway XX at ZZZ and routinely made common traffic advisory frequency (CTAF) position reports. After aircraft one made a position report for a 3-mile 45-entry to Runway XX, the other aircraft (Aircraft Y) proceeded to make a call stating they were entering the 45 for the runway. Aircraft X did not have a visual on the aircraft and inquired Aircraft Y to state position and advise if they had the 45 traffic in sight. After inquiring multiple times, Aircraft Y stated they had Aircraft X in sight and wanted priority to land because they had been flying in excess of four hours. Aircraft X followed FAA-recommended procedures to enter the left downwind and made a position report that it had entered the left downwind for Runway XX. Less than a minute later, aircraft two made the same radio call stating they entered the pattern at the mid-field point, and Aircraft X was able to establish visual contact with Aircraft Y. Instead of entering on the 45-degree entry, Aircraft Y proceeded to enter the pattern at the midfield left downwind point and make a 90-degree turn to join the downwind. Observing the aircraft well less than 500 ft. off of the wing, traveling in the same direction, Aircraft X took evasive action, slowing the aircraft as slow as practical and requested Aircraft Y state intentions. Aircraft Y then stated (once again) that they had been flying for the last four hours and wanted priority to land. While slowing down, Aircraft X observed Aircraft Y flying straight across their nose to land (once again, well within 500 ft. of the aircraft). In a normal scenario, the aircraft flying the wider pattern should've extended its downwind, allowing for the aircraft on a tighter pattern to land first. Aircraft Y exhibited signs of hazardous attitudes and "get-there-itis" and wanted all other traffic to accommodate them, even if it meant compromising the safety of other aircraft that had the right-of-way. Speaking from personal experience, ZZZ

has many local training operations (parts 61 and 141), rotorcraft (part 61) as well as many transient aircraft operations. While the training operations adhere to FAA-recommended procedures for non-towered operations, many of the transient aircraft do not and make their own procedures out of convenience (such as flying right traffic patterns, entering the patterns on a base, or simply joining the downwind). The sheer frequency of aircraft operating at ZZZ, especially without a present Control Tower, makes operating in the pattern and within four miles of the airport dangerous and seemingly daily pattern conflicts.

Synopsis

C172 Flight Instructor reported a NMAC event during landing pattern training when an aircraft entered pattern and joined into the number one position for landing. The Flight Instructor executed an evasive maneuver to avoid a collision.

ACN: 2005804 *(34 of 50)*

Time / Day

Date : 202306
Local Time Of Day : 1801-2400

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC
Light : Night

Aircraft

Reference : X
ATC / Advisory.CTAF : ZZZ
Aircraft Operator : Personal
Make Model Name : Baron 58/58TC
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Part 91
Flight Plan : IFR
Mission : Personal
Flight Phase : Landing
Route In Use : Visual Approach
Airspace.Class E : ZZZ

Component : 1

Aircraft Component : Nose Gear
Aircraft Reference : X
Problem : Malfunctioning

Component : 2

Aircraft Component : Gear Extend/Retract Mechanism
Aircraft Reference : X
Problem : Malfunctioning

Person

Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Personal
Function.Flight Crew : Pilot Flying
Qualification.Flight Crew : Commercial
Qualification.Flight Crew : Multiengine
Qualification.Flight Crew : Instrument
Experience.Flight Crew.Total : 1500
Experience.Flight Crew.Last 90 Days : 70
Experience.Flight Crew.Type : 200

ASRS Report Number.Accession Number : 2005804
Human Factors : Troubleshooting

Events

Anomaly.Aircraft Equipment Problem : Critical
Anomaly.Deviation / Discrepancy - Procedural : Clearance
Anomaly.Ground Event / Encounter : Gear Up Landing
Detector.Automation : Aircraft Other Automation
Detector.Person : Flight Crew
Were Passengers Involved In Event : N
When Detected : In-flight
Result.General : Maintenance Action
Result.Flight Crew : Requested ATC Assistance / Clarification
Result.Flight Crew : Returned To Departure Airport
Result.Flight Crew : Landed in Emergency Condition
Result.Air Traffic Control : Provided Assistance
Result.Aircraft : Aircraft Damaged

Assessments

Contributing Factors / Situations : Aircraft
Primary Problem : Aircraft

Narrative: 1

A landing gear failure occurred at approximately XA:00 local time Day 0. This issue occurred while flying the cruise enroute portion of the flight. On the approach phase of the flight, the gear was lowered using the flight manual normal procedure. This procedure was then determined unsuccessful as the gear indication lighting showed only two of the three gear down lights illuminated. Glancing out the side window, the gear observation mirror that is located on the engine nacelle confirmed that the nose gear was not down or locked into position. The two pilot crew assessed the problem and it was decided to return to the home base where the flight originated. This allowed time for further trouble shooting and burning off excess fuel. On climb out from the aborted approach the gear retraction procedure was performed, and unfortunately the gear in transit light continued to stay illuminated as the nose gear would not retract. While enroute back to home field the crew worked on troubleshooting the issue and was unable to find a resolution to the problem. On descent to the originating home base airport, the crew briefed the approach and landing with the assumption that the nose gear would likely collapse under load. A full shutdown of the engines was discussed and determined to be the best option as it would promote getting both engine propellers in a safe configuration to maximize control and minimize as much fire hazard as possible. On final approach, the aircraft was configured for normal landing, and once the runway could be made, both engines were shut down and props feathered. Once engines were secured, the master switch and fuel was shut off. The aircraft gently touched down at normal speeds and the aircraft was controlled to a gentle stop where it came to rest on its nose midway down the runway and on the centerline. There were no injuries or property damage outside of the damage to the nose section of the aircraft. It was later determined there was a mechanical failure of a component on the nose wheel extension mechanism that caused the issue.

Synopsis

BE58 pilot reported a nose gear collapse on landing as a result of a malfunction of the nose wheel extension mechanism.

ACN: 2005767 *(35 of 50)*

Time / Day

Date : 202306
Local Time Of Day : 0601-1200

Place

Locale Reference.Airport : 2R1.Airport
State Reference : LA
Altitude.AGL.Single Value : 200

Aircraft

Reference : X
ATC / Advisory.CTAF : 2R1
Make Model Name : Any Unknown or Unlisted Aircraft Manufacturer
Airspace.Class E : 2R1

Person

Location Of Person : Hangar / Base
ASRS Report Number.Accession Number : 2005767

Events

Anomaly.Ground Event / Encounter : Ground Equipment Issue
Anomaly.Inflight Event / Encounter : Other / Unknown
Anomaly.No Specific Anomaly Occurred : Unwanted Situation

Assessments

Contributing Factors / Situations : Airport
Primary Problem : Airport

Narrative: 1

There is radio interference on the CTAF frequency in the vicinity of 2R1 Airport (LeMaire Memorial Airport) at approximately 200 ft. AGL and upward.

Synopsis

2R1 Airport personnel reported there was CTAF interference around the airport at 200 ft. AGL and above.

ACN: 2005394 *(36 of 50)*

Time / Day

Date : 202306
Local Time Of Day : 0601-1200

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.MSL.Single Value : 1800

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft

Reference : X
ATC / Advisory.CTAF : ZZZ
Aircraft Operator : Air Carrier
Make Model Name : Regional Jet 200 ER/LR (CRJ200)
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Part 121
Flight Plan : IFR
Mission : Passenger
Flight Phase : Initial Approach
Route In Use : Visual Approach
Airspace.Class E : ZZZ

Person

Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Air Carrier
Function.Flight Crew : Pilot Not Flying
Qualification.Flight Crew : Instrument
Qualification.Flight Crew : Multiengine
Qualification.Flight Crew : Air Transport Pilot (ATP)
ASRS Report Number.Accession Number : 2005394
Human Factors : Communication Breakdown
Human Factors : Distraction
Human Factors : Situational Awareness
Communication Breakdown.Party1 : Flight Crew
Communication Breakdown.Party2 : Flight Crew

Events

Anomaly.Conflict : Airborne Conflict
Anomaly.Deviation - Altitude : Excursion From Assigned Altitude
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy
Anomaly.Inflight Event / Encounter : CFTT / CFIT
Detector.Automation : Aircraft Terrain Warning
Detector.Person : Flight Crew

When Detected : In-flight
Result.Flight Crew : Took Evasive Action

Assessments

Contributing Factors / Situations : Airspace Structure
Contributing Factors / Situations : Human Factors
Contributing Factors / Situations : Procedure
Primary Problem : Procedure

Narrative: 1

While entering the left downwind for Runway XX at ZZZ for the visual approach, PF (Pilot Flying) selected the incorrect altitude. 1800 ft. MSL was selected instead of 2800 ft. MSL as briefed (1500 ft. AGL). PM (Pilot Monitoring) acknowledge the selected altitude without noting the deviation. Both pilots were focused on keeping track of the 4 VFR aircraft operating around the airfield. As the aircraft descended, the gear horn sounded. PF quickly disconnected the autopilot, added thrust, stowed spoilers, and climbed to 2800 ft. MSL. The flight continued into the downwind and proceeded to a 5 mile final for Runway XX and landed without further issue. Incorrect altitude was selected. Both pilots became distracted by keeping track of multiple VFR aircraft in the vicinity of the uncontrolled airport. Traffic included an aircraft departed Runway XX, aircraft holding short of Runway XX, aircraft inbound from the south setting up for an approach to Runway YY, and a helicopter conducting right traffic to Runway ZZ. Ensure that cross-checked altitude matches briefed altitude, and verify altitude selection makes sense when entering the downwind based on airport elevation.

Synopsis

CRJ-200 First Officer reported receiving a gear warning when the pilot flying set an incorrect altitude resulting in a descent below the pattern altitude before initiating an altitude recovery after the aircraft warning. The Pilot Flying performed a recovery and continued the approach to a landing.

ACN: 2004586 *(37 of 50)*

Time / Day

Date : 202305
Local Time Of Day : 1201-1800

Place

Locale Reference.ATC Facility : ZZZ.TRACON
State Reference : US
Altitude.MSL.Single Value : 600

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Reference : X
ATC / Advisory.UNICOM : ZZZ
Aircraft Operator : Personal
Make Model Name : Musketeer 23
Crew Size.Number Of Crew : 1
Operating Under FAR Part : Part 91
Flight Plan : VFR
Mission : Personal
Flight Phase : Final Approach
Route In Use : Visual Approach
Airspace.Class E : ZZZ

Aircraft : 2

Reference : Y
Aircraft Operator : Air Carrier
Make Model Name : Bombardier/Canadair Undifferentiated or Other Model
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Part 121
Flight Plan : IFR
Mission : Passenger
Flight Phase : Final Approach
Route In Use : Vectors
Airspace.Class E : ZZZ

Person

Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Personal
Function.Flight Crew : Single Pilot
Qualification.Flight Crew : Air Transport Pilot (ATP)
Qualification.Flight Crew : Flight Instructor
Qualification.Flight Crew : Instrument
Qualification.Flight Crew : Multiengine
Experience.Air Traffic Control.Supervisory : 714
Experience.Flight Crew.Total : 25000

Experience.Flight Crew.Last 90 Days : 15
Experience.Flight Crew.Type : 696
ASRS Report Number.Accession Number : 2004586
Human Factors : Workload
Human Factors : Time Pressure

Events

Anomaly.Conflict : NMAC
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy
Anomaly.Deviation / Discrepancy - Procedural : Clearance
Detector.Person : Flight Crew
Miss Distance.Vertical : 300
When Detected : In-flight
Result.Flight Crew : Overcame Equipment Problem

Assessments

Contributing Factors / Situations : Human Factors
Primary Problem : Human Factors

Narrative: 1

I entered the traffic pattern for Runway XX on an extended right hand downwind 10 NM southwest of the airport and began making position reports on CTAF at that point. Among multiple calls, I called midfield downwind. I had not I heard any other radio calls which I thought unusual at this airport. So, I verified that I had the correct CTAF frequency set. I called base. I called turning final. Up until now, I had seen no traffic and nothing on my ADS-B display. On rolling out on final, I suddenly saw and heard an ADS-B traffic alert 300 ft. directly overhead. I noted that the altitude separation was increasing. Seconds later, I saw a company regional jet climbing and accelerating away from me in an apparent go-around due to the traffic conflict. After landing and clearing the runway I again checked the radio, then the audio panel and found the audio panel volume turned down. I turned the volume up and immediately began hearing other traffic. I had no problem with communication at my departure airport. So, I assume that I inadvertently changed that knob sometime during cruise due to some moderate turbulence.

Synopsis

Musketeer 23 Pilot reported a NMAC event during landing pattern entry when a regional jet flew 300 feet above and separated away. After landing, the pilot discovered the audio panel volume had been turned down.

ACN: 2004197 *(38 of 50)*

Time / Day

Date : 202305
Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.MSL.Single Value : 7500

Environment

Flight Conditions : VMC
Weather Elements / Visibility.Visibility : 50
Light : Daylight

Aircraft

Reference : X
ATC / Advisory.CTAF : ZZZ
Aircraft Operator : Personal
Make Model Name : Skylane 182/RG Turbo Skylane/RG
Crew Size.Number Of Crew : 1
Operating Under FAR Part : Part 91
Flight Plan : None
Mission : Personal
Flight Phase : Cruise
Route In Use : Direct
Airspace.Class E : ZZZ

Component : 1

Aircraft Component : AC Generator/Alternator
Aircraft Reference : X
Problem : Malfunctioning

Component : 2

Aircraft Component : Reciprocating Engine Assembly
Aircraft Reference : X
Problem : Malfunctioning

Person

Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Personal
Function.Flight Crew : Single Pilot
Function.Flight Crew : Pilot Flying
Qualification.Flight Crew : Commercial
Qualification.Flight Crew : Instrument
Qualification.Flight Crew : Multiengine
Qualification.Flight Crew : Flight Instructor
Experience.Air Traffic Control.Supervisory : 120

Experience.Flight Crew.Total : 600
Experience.Flight Crew.Last 90 Days : 15
Experience.Flight Crew.Type : 100
ASRS Report Number.Accession Number : 2004197
Human Factors : Human-Machine Interface
Human Factors : Troubleshooting

Events

Anomaly.Aircraft Equipment Problem : Critical
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy
Anomaly.Deviation / Discrepancy - Procedural : Maintenance
Detector.Person : Flight Crew
When Detected : In-flight
Result.General : Flight Cancelled / Delayed
Result.Flight Crew : Diverted
Result.Flight Crew : Requested ATC Assistance / Clarification
Result.Flight Crew : Landed in Emergency Condition
Result.Air Traffic Control : Provided Assistance

Assessments

Contributing Factors / Situations : Aircraft
Contributing Factors / Situations : Human Factors
Contributing Factors / Situations : Procedure
Primary Problem : Procedure

Narrative: 1

I was flying a 1998 C182S, Aircraft X, enroute from ZZZ1 to ZZZ2 at 7,500 feet I noticed the radio crackled similar to keying the microphone to turn on runway lights. A few moments later I noticed the electric trim was also not working. At this point I also see the Alt field circuit breaker has tripped and the voltage was reading approximately 11 Volts instead of 24 or 28V. I immediately began a turn back towards ZZZ1 as I cycled everything off and back on to see if the system would reset. The voltage did not change with a cycle and I began to look for a place to land immediately, ZZZ was nearby so that was the clear choice. I set the radio to CTAF and when I tried to transmit my intentions on CTAF the radios stopped responding each time. At this point I decided to squawk 7600 while the transponder was still functioning. I also noticed that the cylinder head temps were showing red lined, and the EGT gauge maxed out as well so I made a direct line towards Runway XX and kept my speed up in case the engine failed too. I did a circle and attempted to stay clear of any other aircraft in the pattern and landed on Runway XX at ZZZ. This electrical failure also impacted the ability to use the flaps and I landed with the flaps half way between up and 10 (the first notch). After the event I reviewed the open and closed squawks for this aircraft and realized this exact failure has happen numerous times over the last 9-12 months. In reflecting there may have been small warning signs that I noticed that seemed very small by themselves but as a whole could have indicated an impending problem. When the aircraft booted up the GPS system had a very odd glitch regarding the screen and text with random pixels unreadable which could have indicated an improper voltage input. Also on takeoff, the engine did not immediately spool to 2,400 RPM, but rather approximately 2,000 then slowly worked up to 2,400 RPM, which could have been potentially caused by the alternator causing serious resistance on the accessory drive. In the moment I believed that it could have also had to do with the outside air temperature being over 80 Degrees F.

Synopsis

C182 pilot reported intermittent alternator issues during cruise. The pilot elected to divert and made a precautionary landing.

ACN: 2004169 *(39 of 50)*

Time / Day

Date : 202305
Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : 4I3.Airport
State Reference : OH
Altitude.MSL.Single Value : 2000

Environment

Flight Conditions : VMC
Weather Elements / Visibility.Visibility : 10
Light : Daylight
Ceiling.Single Value : 16000

Aircraft : 1

Reference : X
ATC / Advisory.CTAF : 4I3
Aircraft Operator : FBO
Make Model Name : Small Aircraft, High Wing, 1 Eng, Fixed Gear
Crew Size.Number Of Crew : 1
Operating Under FAR Part : Part 91
Flight Plan : None
Mission : Training
Flight Phase : Initial Approach
Route In Use : Visual Approach
Airspace.Class G : 4I3

Aircraft : 2

Reference : Y
Make Model Name : Small Aircraft, Low Wing, 1 Eng, Retractable Gear
Crew Size.Number Of Crew : 1
Airspace.Class G : 4I3

Person

Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : FBO
Function.Flight Crew : Instructor
Qualification.Flight Crew : Multiengine
Qualification.Flight Crew : Instrument
Qualification.Flight Crew : Air Transport Pilot (ATP)
Qualification.Flight Crew : Flight Instructor
Experience.Flight Crew.Total : 23550
Experience.Flight Crew.Last 90 Days : 285
Experience.Flight Crew.Type : 110
ASRS Report Number.Accession Number : 2004169
Human Factors : Situational Awareness
Human Factors : Communication Breakdown

Communication Breakdown.Party1 : Flight Crew
Communication Breakdown.Party2 : Flight Crew

Events

Anomaly.Conflict : NMAC
Detector.Automation : Aircraft TA
Detector.Person : Flight Crew
Miss Distance.Horizontal : 500
Miss Distance.Vertical : 50
When Detected : In-flight
Result.Flight Crew : Took Evasive Action

Assessments

Contributing Factors / Situations : Human Factors
Contributing Factors / Situations : Procedure
Primary Problem : Human Factors

Narrative: 1

Aircraft X in the pattern at 4I3 was on left downwind at pattern alt of 2,000 ft. The Aircraft X was making positional traffic pattern callouts on the CTAF 123.05. The Aircraft Y flew over midfield at 2,000 ft. from southwest to me directly into the path of the Aircraft X. The Aircraft X had to take evasive action to make a descending left turn to avoid a collision and go behind the Aircraft Y. The Aircraft Y was not making any radio calls on 123.05. The Aircraft Y also made no maneuver to avoid the collision, indicating they may not have seen the traffic in the pattern of the airfield they were flying through at pattern altitude. It appears the Aircraft Y was inbound for airport 6G4. Despite the closeness of the two airports, 3nm, the Aircraft Y should not be cutting through the pattern of 4I3 at pattern altitude without communicating. A contributing factor is that again with the close proximity of the airports they should have a common CTAF frequency instead of two different ones.

Synopsis

Instructor pilot reported a NMAC while in the pattern at an uncontrolled airport during a training flight. The pilot identified another aircraft transiting the pattern without communication, inbound to another uncontrolled airport 3 miles away. The Instructor pilot took evasive action to avoid a collision, the other aircraft did not appear to see the conflict between the two aircraft.

ACN: 2004157 *(40 of 50)*

Time / Day

Date : 202305
Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Relative Position.Distance.Nautical Miles : 1
Altitude.MSL.Single Value : 1100

Environment

Weather Elements / Visibility.Visibility : 10
Light : Daylight
Ceiling : CLR

Aircraft : 1

Reference : X
ATC / Advisory.UNICOM : ZZZ
Aircraft Operator : FBO
Make Model Name : PA-28 Cherokee/Archer/Dakota/Pillan/Warrior
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Part 91
Flight Plan : None
Mission : Training
Flight Phase : Descent
Route In Use.Other
Airspace.Class E : ZZZ

Aircraft : 2

Reference : Y
ATC / Advisory.UNICOM : ZZZ
Make Model Name : PA-44 Seminole/Turbo Seminole
Operating Under FAR Part : Part 91
Flight Phase : Initial Approach
Airspace.Class E : ZZZ

Person

Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : FBO
Function.Flight Crew : Instructor
Function.Flight Crew : Pilot Flying
Qualification.Flight Crew : Commercial
Qualification.Flight Crew : Flight Instructor
Experience.Flight Crew.Total : 700
Experience.Flight Crew.Last 90 Days : 130
Experience.Flight Crew.Type : 120
ASRS Report Number.Accession Number : 2004157
Human Factors : Situational Awareness

Human Factors : Communication Breakdown
Communication Breakdown.Party1 : Flight Crew
Communication Breakdown.Party2 : Flight Crew

Events

Anomaly.Conflict : NMAC
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy
Detector.Automation : Aircraft TA
Detector.Person : Flight Crew
Miss Distance.Horizontal : 200
Miss Distance.Vertical : 0
When Detected : In-flight
Result.Flight Crew : Took Evasive Action

Assessments

Contributing Factors / Situations : Human Factors
Primary Problem : Human Factors

Narrative: 1

While approaching to enter the left downwind for Runway XX at ZZZ Aircraft Y called in to enter the left downwind on Runway XX. Aircraft Y was too close and began to overtake by the time we entered the downwind. I looked back after seeing close traffic on the advisory and they were at the same altitude and around 200 ft. behind us off of our right wing. I decided to climb above pattern altitude and once at a safe altitude I departed to the West and came back to join the pattern after. I landed without incident with myself and one other soul on board.

Synopsis

PA-28 Flight Instructor on training flight with student reported a NMAC with another aircraft in the traffic pattern of a non-towered airport.

ACN: 2004140 *(41 of 50)*

Time / Day

Date : 202305
Local Time Of Day : 0601-1200

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.MSL.Single Value : 4700

Environment

Flight Conditions : VMC
Light : Daylight
Ceiling : CLR

Aircraft

Reference : X
ATC / Advisory.UNICOM : ZZZ
Aircraft Operator : Personal
Make Model Name : RV-6
Crew Size.Number Of Crew : 1
Operating Under FAR Part : Part 91
Flight Plan : VFR
Mission : Personal
Flight Phase : Initial Climb
Route In Use : VFR Route
Airspace.Class E : ZZZ
Airspace.Class G : ZZZ

Component

Aircraft Component : Engine
Aircraft Reference : X
Problem : Malfunctioning

Person

Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Personal
Function.Flight Crew : Single Pilot
Function.Flight Crew : Pilot Flying
Qualification.Flight Crew : Air Transport Pilot (ATP)
Experience.Flight Crew.Total : 3000
Experience.Flight Crew.Last 90 Days : 25
Experience.Flight Crew.Type : 400
ASRS Report Number.Accession Number : 2004140
Human Factors : Communication Breakdown
Human Factors : Situational Awareness
Human Factors : Workload
Human Factors : Troubleshooting

Communication Breakdown.Party1 : Flight Crew
Communication Breakdown.Party2 : Other

Events

Anomaly.Aircraft Equipment Problem : Critical
Anomaly.Conflict : Ground Conflict, Less Severe
Detector.Person : Flight Crew
When Detected : In-flight
Result.General : Maintenance Action
Result.Flight Crew : Returned To Departure Airport

Assessments

Contributing Factors / Situations : Aircraft
Contributing Factors / Situations : Human Factors
Primary Problem : Aircraft

Narrative: 1

Planned to make a VFR flight from ZZZ during daytime in good weather. On the morning of the flight, checked NOTAMs, TFRs, weather, etc.; later at the airfield did a preflight, started the engine, did a runup; all were nominal. Just before takeoff on Runway XX, heard on UNICOM an aircraft report entering an extended 45 degree VFR entry to XX. Made a radio call stating my intention to depart straight out to the north, and commenced my takeoff roll. Shortly after takeoff, at approximately 400 ft. AGL over departure end of the runway, the engine abruptly lost power and began running erratically. Made a radio call on UNICOM that I was had a problem and was turning back, and got very busy maintaining control of the airplane, slowing to best glide airspeed, turning back towards the field, executing Emergency Procedures (EPs) such as richening the mixture, adding full carb heat, switching fuel tanks, confirming that the auxiliary boost pump was on, and maintaining control of the airplane. Mentally debated whether to try to land downwind on a reciprocal heading on Runway XY, but since the engine was developing at least partial power and since by then I was already halfway down the runway, decided that the safest thing to do was to fly a low, tight left downwind for [Rwy] XX, and land immediately. I turned a tight left base for XX and made a radio call saying so, and heard the other aircraft (which hadn't called entering downwind) also calling a turn for left base. I saw them turning base about a mile and a half farther out from me, so I got on UNICOM and clarified that I was also turning base, and was landing due to engine trouble. Heard no acknowledgment from them; landed without further incident, and made the first taxiway turnoff. Then saw the other aircraft on final and thanked them on UNICOM for their consideration, receiving two mike clicks as acknowledgment. (The other aircraft's proximity in flight to me was not within the 500 ft. minimum separation that would constitute a near miss under NMACS standards.). Found out later I had a leaking fuel line. Good thing I got it down promptly. Lessons learned from this would include that it would have been better for me to have [requested priority handling] on UNICOM and requested priority in the pattern over other traffic, and regardless, since I had declared a problem, for the other traffic to have called out their position in the pattern, to help with better situational awareness for both of us.

Synopsis

RV-6 pilot reported a loss of engine power during VFR initial climb from a non-tower airport. The pilot turned back to the airport as the engine was running erratically, made a radio call on UNICOM, and landed safely on the departure runway. Maintenance investigation determined the engine power loss was a result of a leaking fuel line.

ACN: 2004137 *(42 of 50)*

Time / Day

Date : 202305
Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : LNC.Airport
State Reference : TX
Relative Position.Distance.Nautical Miles : 1.5
Altitude.AGL.Single Value : 1500

Environment

Flight Conditions : VMC
Weather Elements / Visibility.Visibility : 10
Light : Daylight

Aircraft : 1

Reference : X
ATC / Advisory.UNICOM : LNC
Aircraft Operator : Personal
Make Model Name : Small Aircraft, High Wing, 1 Eng, Fixed Gear
Crew Size.Number Of Crew : 1
Operating Under FAR Part : Part 91
Flight Plan : None
Mission : Personal
Flight Phase : Landing
Route In Use : None
Airspace.Class E : LNC

Aircraft : 2

Reference : Y
ATC / Advisory.UNICOM : LNC
Aircraft Operator : Corporate
Make Model Name : Any Unknown or Unlisted Aircraft Manufacturer
Crew Size.Number Of Crew : 1
Operating Under FAR Part : Part 91
Mission : Photo Shoot / Video
Flight Phase.Other
Airspace.Class E : LNC

Person

Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Personal
Function.Flight Crew : Single Pilot
Function.Flight Crew : Pilot Flying
Qualification.Flight Crew : Private
Qualification.Flight Crew : Instrument
Experience.Flight Crew.Total : 700
Experience.Flight Crew.Last 90 Days : 15

Experience.Flight Crew.Type : 400
ASRS Report Number.Accession Number : 2004137
Human Factors : Situational Awareness
Human Factors : Communication Breakdown
Communication Breakdown.Party1 : Flight Crew
Communication Breakdown.Party2 : Flight Crew

Events

Anomaly.Conflict : NMAC
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy
Detector.Automation : Aircraft TA
Detector.Person : Flight Crew
Miss Distance.Horizontal : 0
Miss Distance.Vertical : 400
When Detected : In-flight
Result.Flight Crew : Took Evasive Action

Assessments

Contributing Factors / Situations : Human Factors
Primary Problem : Human Factors

Narrative: 1

During the approach and landing phase of a VFR flight in VMC, I established myself in the downwind to Runway 13. Before entering on the normal 45, I took note of other traffic on the CTAF, confirming their locations with both the onboard TCAS system and ADS-B display. I noticed another Aircraft Y was North of the traffic pattern area and appeared to be maneuvering North and northeast of the airport. Once I was established on the downwind leg, I noted both the ADS-B and TCAS systems indicated the other aircraft was at my 12 to 1 o'clock and flying directly toward me. Once I was able to visually identify the aircraft, I made an immediate descent to avoid a midair collision. Since the ADS-B system identified the tail number, I used the CTAF and addressed the other airplane asking what their intentions were. With no response, I notified other aircraft in the pattern that there was a Aircraft Y maneuvering near the downwind-to-base turn and the base-to-final turn and that it was not communicating. At that point, the other aircraft replied that they were working with TRACON and were doing aerial photography of the nearby warehouse construction areas, adding that they were above where anyone should have to worry about any collisions. After landing, I called the local TRACON facility to tell the Controllers that they had been controlling a photo mission into the pattern at LNC. The purpose was to make sure that the Controllers knew that the airport taxiway closures in the active NOTAM required additional time given full stop landings were required to taxi back to the approach end to exit the runway. The TRACON Supervisor searched for the Aircraft Y and responded that they were not working with them on any current photo mission, but that they had done so in a completely different area earlier. This situation could have resulted in a midair collision because the (presumably) commercial pilot in Aircraft Y, operating a photo mission was distracted and did not realize they were conflicting with landing traffic at the airport. It was even further complicated by the apparently false statement that they were doing all of the work based on TRACON instructions.

Synopsis

GA pilot reported an NMAC with another aircraft during approach to LNC non-towered airport.

ACN: 2004094 *(43 of 50)*

Time / Day

Date : 202305
Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC
Weather Elements / Visibility.Visibility : 10
Light : Daylight

Aircraft : 1

Reference : X
ATC / Advisory.UNICOM : ZZZ
Aircraft Operator : Personal
Make Model Name : Cessna 150
Crew Size.Number Of Crew : 1
Operating Under FAR Part : Part 91
Flight Plan : VFR
Mission : Personal
Flight Phase : Final Approach
Airspace.Class E : ZZZ

Aircraft : 2

Reference : Y
ATC / Advisory.UNICOM : ZZZ
Aircraft Operator : Personal
Make Model Name : PA-28R Cherokee Arrow All Series
Crew Size.Number Of Crew : 1
Operating Under FAR Part : Part 91
Flight Plan : VFR
Mission : Personal
Flight Phase : Initial Climb
Airspace.Class E : ZZZ

Person

Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Personal
Function.Flight Crew : Instructor
Function.Flight Crew : Pilot Not Flying
Qualification.Flight Crew : Multiengine
Qualification.Flight Crew : Instrument
Qualification.Flight Crew : Commercial
Qualification.Flight Crew : Flight Instructor
Experience.Flight Crew.Total : 1112

Experience.Flight Crew.Last 90 Days : 80
Experience.Flight Crew.Type : 300
ASRS Report Number.Accession Number : 2004094
Human Factors : Distraction
Human Factors : Time Pressure
Human Factors : Workload
Human Factors : Communication Breakdown
Communication Breakdown.Party1 : Flight Crew
Communication Breakdown.Party2 : Flight Crew

Events

Anomaly.Conflict : NMAC
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy
Detector.Person : Flight Crew
Miss Distance.Horizontal : 500
Miss Distance.Vertical : 50
When Detected : In-flight

Assessments

Contributing Factors / Situations : Airport
Contributing Factors / Situations : Environment - Non Weather Related
Contributing Factors / Situations : Human Factors
Contributing Factors / Situations : Procedure
Primary Problem : Human Factors

Narrative: 1

Landing on Runway XX at ZZZ, Aircraft Y took off on the crossing Runway YY. Looking at the recording we made a 10 mile, 5 mile, and short final call. While the Aircraft Y did make a take-off call, they took off while we were short final and we missed the aircraft by 500 ft. horizontally. Used the term did not see you on the scope and based upon the conversation they were not listening to the CTAF frequency.

Synopsis

C150 Pilot reported a NMAC with an aircraft departing an intersecting runway while on short final landing at a non-towered airport.

ACN: 2004090 *(44 of 50)*

Time / Day

Date : 202305
Local Time Of Day : 0601-1200

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Relative Position.Distance.Nautical Miles : 0
Altitude.AGL.Single Value : 5

Environment

Flight Conditions : VMC
Weather Elements / Visibility.Visibility : 12
Light : Daylight
Ceiling.Single Value : 5500

Aircraft

Reference : X
ATC / Advisory.UNICOM : ZZZ
Aircraft Operator : Personal
Make Model Name : PA-24 Turbo Comanche
Crew Size.Number Of Crew : 1
Operating Under FAR Part : Part 91
Flight Plan : VFR
Mission : Training
Flight Phase : Landing

Person

Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Personal
Function.Flight Crew : Single Pilot
Function.Flight Crew : Pilot Flying
Qualification.Flight Crew : Student
Qualification.Flight Crew : Private
Qualification.Flight Crew : Instrument
Experience.Air Traffic Control.Supervisory : 1380
Experience.Flight Crew.Total : 168
Experience.Flight Crew.Last 90 Days : 22
Experience.Flight Crew.Type : 13
ASRS Report Number.Accession Number : 2004090
Human Factors : Distraction
Human Factors : Situational Awareness
Human Factors : Workload
Human Factors : Confusion

Events

Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy
Anomaly.Ground Excursion : Runway

Anomaly.Inflight Event / Encounter : Loss Of Aircraft Control
Anomaly.Inflight Event / Encounter : Weather / Turbulence
Anomaly.Inflight Event / Encounter : Unstabilized Approach
Detector.Person : Flight Crew
When Detected : In-flight
Result.Flight Crew : Regained Aircraft Control
Result.Flight Crew : Became Reoriented

Assessments

Contributing Factors / Situations : Environment - Non Weather Related
Contributing Factors / Situations : Human Factors
Primary Problem : Human Factors

Narrative: 1

On the third landing of the day. Was not stable. Got hit with cross wind. Waited too long to go-around. When attempting to go-around, I pitched too far nose up. Bounced on the runway. Bounced in the grass. Landed back on runway.

Synopsis

PA-24 student pilot reported while landing at a non-towered airport they encountered a crosswind which caused a temporary loss of control resulting in a bounced landing and a runway excursion.

ACN: 2004034 *(45 of 50)*

Time / Day

Date : 202305
Local Time Of Day : 1801-2400

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.AGL.Single Value : 400

Environment

Flight Conditions : VMC
Weather Elements / Visibility.Visibility : 10
Light : Daylight
Ceiling.Single Value : 12000

Aircraft : 1

Reference : X
ATC / Advisory.CTAF : ZZZ
Aircraft Operator : Personal
Make Model Name : SR20
Crew Size.Number Of Crew : 1
Operating Under FAR Part : Part 91
Flight Plan : VFR
Mission : Passenger
Flight Phase : Final Approach
Route In Use : Visual Approach
Airspace.Class C : ZZZ

Aircraft : 2

Reference : Y
ATC / Advisory.CTAF : ZZZ
Make Model Name : King Air C90 E90
Flight Plan : IFR
Flight Phase : Takeoff / Launch
Airspace.Class C : ZZZ

Person

Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Personal
Function.Flight Crew : Single Pilot
Qualification.Flight Crew : Private
Experience.Flight Crew.Total : 150
Experience.Flight Crew.Last 90 Days : 20
Experience.Flight Crew.Type : 120
ASRS Report Number.Accession Number : 2004034
Human Factors : Communication Breakdown
Human Factors : Situational Awareness

Communication Breakdown.Party1 : Flight Crew
Communication Breakdown.Party2 : Flight Crew

Events

Anomaly.Conflict : Ground Conflict, Critical
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy
Anomaly.Ground Incursion : Runway
Detector.Person : Flight Crew
Miss Distance.Horizontal : 350
Miss Distance.Vertical : 500
When Detected : In-flight
Result.Flight Crew : Took Evasive Action

Assessments

Contributing Factors / Situations : Human Factors
Primary Problem : Human Factors

Narrative: 1

At about XA:30-XA:45PM, I entered ZZZ airspace, Class C, on a right downwind (via a 45) for Runway XX. I made several downwind calls, a base call, and a short final call with long landing kilo (the glide slope I was flying would put me about halfway down the runway). As I am about to pass the threshold and go over the numbers, a plane that was previously holding short on [Taxiway] 1 suddenly pulls out in front of me and calls "IFR flight taking Runway XX," I immediately pull my power and adjust my glide slope accordingly so I can hopefully land behind the now accelerating plane, and I ask them to expedite, as I had already called that I was on short final. Luckily, they managed to get in the air, and I landed behind them. I did not have to go around and pull hard to offset to the left or to the right. However, to do so, I had to slow to a dangerously low speed. If I had been a faster aircraft, or if the offending aircraft had been slower (and if I wasn't paying attention and adjusted accordingly), things might not have ended the same way. My suspicion is that they were receiving an IFR clearance, were not monitoring CTAF until the last minute, and/or did not visually check for traffic on final before departing, or perhaps they saw me and thought they could get out in time. In any case, it is a dangerous attitude in my opinion to not visually verify for traffic before taking a runway, even if it is Class C airspace. It is completely possible the pilot was not aware of me, and I understand just how busy IFR can be. I think it would be beneficial to contact the pilot and make him aware of this, so that any future near misses can be more likely to be avoided entirely.

Synopsis

SR20 pilot on short final reported a critical ground conflict with another aircraft taking off.

ACN: 2003018 *(46 of 50)*

Time / Day

Date : 202304
Local Time Of Day : 0601-1200

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC
Weather Elements / Visibility.Visibility : 10
Light : Daylight
Ceiling.Single Value : 10000

Aircraft

Reference : X
ATC / Advisory.UNICOM : ZZZ
Aircraft Operator : Personal
Make Model Name : Lancair Columbia
Crew Size.Number Of Crew : 1
Operating Under FAR Part : Part 91
Flight Plan : None
Mission : Training
Mission.Other
Flight Phase : Landing
Route In Use : Visual Approach
Airspace.Class E : ZZZ

Component

Aircraft Component : Landing Gear
Aircraft Reference : X
Problem : Failed

Person

Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Personal
Function.Flight Crew : Single Pilot
Function.Flight Crew : Pilot Flying
Qualification.Flight Crew : Multiengine
Qualification.Flight Crew : Private
Qualification.Flight Crew : Instrument
Experience.Flight Crew.Total : 922
Experience.Flight Crew.Last 90 Days : 6
Experience.Flight Crew.Type : 36
ASRS Report Number.Accession Number : 2003018
Human Factors : Communication Breakdown

Communication Breakdown.Party1 : Flight Crew
Communication Breakdown.Party2 : Flight Crew

Events

Anomaly.Aircraft Equipment Problem : Critical
Anomaly.Deviation - Speed : All Types
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy
Anomaly.Ground Excursion : Runway
Anomaly.Ground Event / Encounter : Loss Of Aircraft Control
Anomaly.Inflight Event / Encounter : Loss Of Aircraft Control
Anomaly.Inflight Event / Encounter : Unstabilized Approach
Detector.Person : Flight Crew
When Detected : In-flight
Result.General : Evacuated
Result.Flight Crew : Took Evasive Action
Result.Aircraft : Aircraft Damaged

Assessments

Contributing Factors / Situations : Human Factors
Contributing Factors / Situations : Procedure
Primary Problem : Procedure

Narrative: 1

The flight was undertaken as the practical portion of a biennial flight review. The aircraft was configured on the downwind leg of ZZZ Runway XX at traffic pattern altitude for a simulated landing with loss of engine power. Abeam the approach end of the runway power was reduced to idle. The aircraft was at its best glide speed of 95 kts. In the turn from base to short final at 300 ft. speed was noted to be 85 kts. The aircraft was tracking runway heading on the center line wings level when the main landing gear contacted the runway. The aircraft skidded to a stop ~30 degrees to the right of runway heading 15-20 ft. to the left of center line. Neither occupant was injured. Significant damage appears to be limited to the main landing gear legs. Problems 1. The airplane was low and slow, "behind the power curve", at a high rate of descent. 2. I, the pilot, was committed to completing the assigned exercise and thinking the instructor would likely advise against continuing a poor approach. Solutions 1. I realized the situation and should have added power to arrest the descent and/or go around to reset for a landing with a stabilized approach perhaps as early as the turn to the base leg. 2. As pilot in command (PIC) I have the entire responsibility for discontinuing any maneuver that appears out of envelope and should have abandoned the exercise without waiting on any other information or advice.

Synopsis

The LC-40 pilot reported on biennial flight review while performing a simulated loss of engine power landing with power reduced to idle, the aircraft became unstable on short final and developed an excessive sink rate and experienced a hard landing, damaging the main landing gear and skidded to a stop. Both pilots evacuated the aircraft and were uninjured.

ACN: 2003001 *(47 of 50)*

Time / Day

Date : 202305
Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : FFZ.Airport
State Reference : AZ

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Reference : X
ATC / Advisory.UNICOM : FFZ
Aircraft Operator : FBO
Make Model Name : Any Unknown or Unlisted Aircraft Manufacturer
Crew Size.Number Of Crew : 1
Operating Under FAR Part : Part 91
Flight Plan : VFR
Flight Phase : Final Approach
Flight Phase : Initial Approach
Airspace.Class D : FFZ
Airspace.Class E : P50

Aircraft : 2

Reference : Y
ATC / Advisory.UNICOM : FFZ
Make Model Name : Any Unknown or Unlisted Aircraft Manufacturer
Crew Size.Number Of Crew : 1
Operating Under FAR Part : Part 91
Flight Plan : VFR
Mission : Aerobatics
Flight Phase : Final Approach
Flight Phase : Initial Approach
Airspace.Class E : P50

Person

Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Personal
Function.Flight Crew : Pilot Not Flying
Qualification.Flight Crew : Commercial
Qualification.Flight Crew : Flight Instructor
Qualification.Flight Crew : Instrument
Experience.Flight Crew.Total : 1800
Experience.Flight Crew.Last 90 Days : 100
ASRS Report Number.Accession Number : 2003001
Human Factors : Communication Breakdown

Human Factors : Time Pressure
Human Factors : Workload
Human Factors : Distraction
Communication Breakdown.Party1 : Flight Crew
Communication Breakdown.Party2 : Flight Crew

Events

Anomaly.ATC Issue : All Types
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy
Anomaly.Deviation / Discrepancy - Procedural : FAR
Detector.Person : Flight Crew
When Detected : In-flight

Assessments

Contributing Factors / Situations : Airport
Contributing Factors / Situations : Company Policy
Contributing Factors / Situations : Environment - Non Weather Related
Contributing Factors / Situations : Human Factors
Contributing Factors / Situations : Procedure
Contributing Factors / Situations : Staffing
Primary Problem : Human Factors

Narrative: 1

For the last few weeks the Tower at Falcon Field FFZ has been closing early due to staffing levels. As a result, several pilots are now flying recklessly in the airspace "because they can". Last week a pilot was flying over the runway in the opposing direction as landing traffic doing acrobatic maneuvers over the airport. I was unable to obtain a tail number as this pilot turned off his ADS-B. It is only a matter of time before there is an incident or crash that occurs in the [Class] Delta airspace due to the Tower being closed because of staffing levels. This is a concern to me because of all the flight training traffic at Falcon Field and the fact that Falcon Field is the busiest general aviation airport in the nation. The other concern is that the controllers are forced to work 6 10-hour days each week which will lead to fatigue. This could lead to mistakes being made, ultimately leading to an incident or crash and ultimately a fatality.

Synopsis

A Flight Instructor reported an aircraft conducted unsafe aerobatic maneuvers over the airfield after the Tower closed. The reporter stated many pilots fly "recklessly" over the airspace since the hours of the Control Tower were reduced due to lack of staff.

ACN: 2002081 *(48 of 50)*

Time / Day

Date : 202305
Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : SEP.Airport
State Reference : TX
Relative Position.Distance.Nautical Miles : 0
Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC
Weather Elements / Visibility : Haze / Smoke
Weather Elements / Visibility.Visibility : 10
Light : Daylight
Ceiling.Single Value : 12000

Aircraft

Reference : X
ATC / Advisory.CTAF : SEP
Aircraft Operator : Personal
Make Model Name : Small Aircraft, High Wing, 1 Eng, Fixed Gear
Crew Size.Number Of Crew : 1
Operating Under FAR Part : Part 91
Flight Plan : VFR
Mission : Personal
Flight Phase : Takeoff / Launch
Flight Phase : Final Approach
Route In Use : Visual Approach
Route In Use : Direct
Airspace.Class E : ZFW

Person

Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Personal
Function.Flight Crew : Pilot Flying
Qualification.Flight Crew : Commercial
Qualification.Flight Crew : Instrument
Qualification.Flight Crew : Flight Instructor
Experience.Flight Crew.Total : 450
Experience.Flight Crew.Last 90 Days : 10
Experience.Flight Crew.Type : 300
ASRS Report Number.Accession Number : 2002081
Human Factors : Situational Awareness
Human Factors : Communication Breakdown
Communication Breakdown.Party1 : Flight Crew
Communication Breakdown.Party2 : Flight Crew

Events

Anomaly.Deviation / Discrepancy - Procedural : Other / Unknown
Anomaly.No Specific Anomaly Occurred : Unwanted Situation
Detector.Person : Flight Crew
Miss Distance.Horizontal : 1000
Miss Distance.Vertical : 0
When Detected : In-flight
Result.General : None Reported / Taken

Assessments

Contributing Factors / Situations : Airport
Contributing Factors / Situations : Environment - Non Weather Related
Primary Problem : Airport

Narrative: 1

High trees obstruct visually clearing base and final approach segments of traffic pattern until about 500 ft. from runway threshold at uncontrolled airport SEP Runway 32. Radio communications used to de-conflict jet and piston traffic, but potential for near miss or collision [is] high if one aircraft is not equipped with COM equipment (not required for this airport or airspace).

Synopsis

Pilot reported high trees around the SEP Airport visually obstruct the base and final segments of the traffic pattern increasing the risk of a NMAC at this non-towered airport.

ACN: 2002046 *(49 of 50)*

Time / Day

Date : 202305
Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.MSL.Single Value : 5800

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Reference : X
ATC / Advisory.CTAF : ZZZ
Aircraft Operator : FBO
Make Model Name : PA-28 Cherokee/Archer/Dakota/Pillan/Warrior
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Part 91
Flight Plan : VFR
Mission : Training
Flight Phase : Initial Approach
Route In Use : Visual Approach
Airspace.Class E : ZZZ

Aircraft : 2

Reference : Y
ATC / Advisory.CTAF : ZZZ
Aircraft Operator : FBO
Make Model Name : Skyhawk 172/Cutlass 172
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Part 91
Flight Plan : VFR
Mission : Training
Flight Phase : Climb
Route In Use : Visual Approach
Airspace.Class E : ZZZ

Person

Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : FBO
Function.Flight Crew : Captain
Function.Flight Crew : Pilot Not Flying
Function.Flight Crew : Flight Engineer / Second Officer
Function.Flight Crew : Instructor
Qualification.Flight Crew : Multiengine
Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Air Transport Pilot (ATP)
Qualification.Flight Crew : Flight Instructor
Experience.Flight Crew.Total : 18500
Experience.Flight Crew.Last 90 Days : 100
Experience.Flight Crew.Type : 200
ASRS Report Number.Accession Number : 2002046
Human Factors : Confusion
Human Factors : Communication Breakdown
Human Factors : Situational Awareness
Communication Breakdown.Party1 : Flight Crew
Communication Breakdown.Party2 : Flight Crew

Events

Anomaly.Conflict : NMAC
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy
Detector.Person : Flight Crew
Miss Distance.Horizontal : 100
Miss Distance.Vertical : 50
When Detected : In-flight
Result.Flight Crew : Took Evasive Action

Assessments

Contributing Factors / Situations : Environment - Non Weather Related
Contributing Factors / Situations : Human Factors
Contributing Factors / Situations : Procedure
Primary Problem : Procedure

Narrative: 1

Approaching ZZZ from the south a planned arrival crossing from east to west at 5,800 ft, 200 ft. above pattern altitude for Runway XX and 200 ft. below the Class B at 6,000 ft. above. Stated these intentions 3 different times on CTAF. The last announced crossing mid field to head west and reenter pattern on a 45 to downwind to enter for a right pattern to [Runway] XX landing. We planned to cross over the pattern which is 5,600 ft. One other aircraft was in the pattern coming from south to north on downwind. His call was downwind and departing the pattern to the northwest. Unfortunately he continued on the downwind leg to the north and climbed while in the pattern to 5,850 ft. My student in the left seat saw the plane and climbed to 6,000 ft. and we missed each other but very close. I was able to meet with the other instructor and discussed climbing above pattern altitude while on downwind when an aircraft is crossing mid field. It was clearly obvious he understood the danger of what he allowed his student to do. Pilot Handbook of Aeronautical Knowledge (PHAK) mid field crossing and stating your intentions is the preferred entry. Climbing above the pattern to depart the area is not acceptable. Fortunately no one was injured.

Synopsis

A Flight Instructor reported a NMAC entering the traffic pattern at a non towered airport.

ACN: 2002012 *(50 of 50)*

Time / Day

Date : 202305
Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US

Environment

Weather Elements / Visibility : Windshear
Light : Daylight

Aircraft

Reference : X
ATC / Advisory.CTAF : ZZZ
Aircraft Operator : Corporate
Make Model Name : Aeronca Champion
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Part 91
Flight Plan : None
Mission : Training
Flight Phase : Landing
Route In Use : Direct

Person

Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Corporate
Function.Flight Crew : Pilot Not Flying
Function.Flight Crew : Instructor
Qualification.Flight Crew : Multiengine
Qualification.Flight Crew : Flight Instructor
Qualification.Flight Crew : Air Transport Pilot (ATP)
Experience.Flight Crew.Total : 6695
Experience.Flight Crew.Last 90 Days : 56
Experience.Flight Crew.Type : 500
ASRS Report Number.Accession Number : 2002012
Human Factors : Training / Qualification
Human Factors : Situational Awareness

Events

Anomaly.Ground Event / Encounter : Loss Of Aircraft Control
Anomaly.Ground Event / Encounter : Ground Strike - Aircraft
Anomaly.Inflight Event / Encounter : Weather / Turbulence
Detector.Person : Flight Crew
When Detected : In-flight
Result.Aircraft : Aircraft Damaged

Assessments

Contributing Factors / Situations : Human Factors
Contributing Factors / Situations : Weather
Primary Problem : Human Factors

Narrative: 1

Upon landing during tail wheel transition training with a Commercial Pilot ASEL student, we experienced LLWS. The wind was a gusty cross wind that was at times shifting to quartering tail wind. As we approached the flare, the wind sheared and the student pushed the nose down. This caused the aircraft to land hard in a nose low attitude resulting in a prop strike. There was no apparent damage to the aircraft other than the propeller. As the CFI seated in the rear seat, I tried a recovery, but was not able to prevent the hard contact with the runway. This could have been prevented had I discontinued the training flight when the wind conditions were not favorable for the mission. The pilot under instruction lack of familiarity with the operation of tail wheel aircraft exacerbated the situation. Neither the pilot under instruction nor the CFI experienced any injuries. There was no damage done to the runway. The aircraft did not leave the runway as I was able to regain control.

Synopsis

Aeronca Champ Instructor Pilot reported the student pilot experienced a hard landing and prop strike while landing in gusty wind conditions.