

ASRS Database Report Set

General Aviation Flight Training Incidents

Report Set Description.....A sampling of reports referencing General Aviation flight training.

Update Number.....6.0

Date of UpdateOctober 9, 2003

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

Number of New Records in Report Set50

Type of Records in Report Set.....For each update, new records received at ASRS will displace a like number of the oldest records in the Report Set, with the objective of providing the fifty most recent relevant ASRS Database records. Records within this Report Set have been screened to assure their relevance to the topic.

IHS: 262-7

MEMORANDUM FOR: Recipients of Aviation Safety Reporting System Data

SUBJECT: Data Derived from ASRS Reports

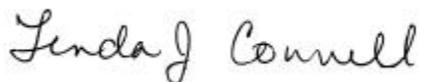
The attached material is furnished pursuant to a request for data from the NASA Aviation Safety Reporting System (ASRS). Recipients of this material are reminded of the following points, which must be considered when evaluating these data.

ASRS reports are submitted voluntarily. 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.

Reports submitted to ASRS may be amplified by further contact with the individual who submitted them, but the information provided by the reporter is not investigated further. Such information may or may not be correct in any or all respects. At best, it represents the perception of a specific individual who may or may not understand all of the factors involved in a given issue or event.

After preliminary processing, all ASRS reports are de-identified. Following de-identification, there is no way to identify the individual who submitted a report. All ASRS report processing systems are designed to protect identifying information submitted by reports, such as, names, company affiliations, and specific times of incident occurrence. There is, therefore, no way to verify information submitted in an ASRS report after it has been de- identified.

The National Aeronautics and Space Administration and its ASRS contractor, Battelle Memorial Institute, 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.



Linda J. Connell, Director
Aviation Safety Reporting System

CAVEAT REGARDING STATISTICAL USE OF ASRS INFORMATION

Certain caveats apply to the use of ASRS statistical 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, air carriers, or other participants in the aviation system, are equally aware of the ASRS or equally willing to report to us. Thus, the data reflect **reporting biases**. These biases, which are not fully known or measurable, may influence ASRS statistics. 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 supportive of the ASRS program and more inclined to report to us should an NMAC occur.

One thing that can be known from ASRS statistics is that they represent the **lower measure** of the true number of such events that are occurring. For example, if ASRS receives 881 reports of track deviations in 1999 (this number is purely hypothetical), then it can be known with some certainty that at least 881 such events have occurred in 1999.

Because of these statistical limitations, we believe that the **real power** of ASRS lies in the **report narratives**. Here pilots, controllers, and others, tell us about aviation safety incidents and situations in detail. They explain what happened, and more importantly, **why** it happened. The values of these narrative reports lie in their qualitative nature. Using report narratives effectively requires an extra measure of study, but the knowledge derived is well worth the added effort.

Time

Date : 200208
Day : Thu
Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : GXY.Airport
State Reference : CO
Altitude.MSL.Single Value : 4800

Environment

Flight Conditions : VMC
Ceiling : CLR

Aircraft / 1

Operator.General Aviation : Instructional
Make Model : Skyhawk 172/Cutlass 172
Mission : Training

Aircraft / 2

Operator.General Aviation : Corporate
Make Model : Beechcraft Twin Turboprop Undifferentiated or Other Model

Person / 1

Experience.Flight Time.Total : 1200
Experience.Flight Time.Last 90 Days : 156
Experience.Flight Time.Type : 400
ASRS Report : 556324

Person / 3

Function.Flight Crew : Single Pilot

Events

Anomaly.Conflict : Ground Less Severe
Anomaly.Non Adherence : FAR
Independent Detector.Other.Flight CrewA : 2
Resolatory Action.Flight Crew : Took Evasive Action
Miss Distance.Vertical : 250
Miss Distance.Horizontal : 0

Supplementary

Problem Areas : Airport
Problem Areas : Environmental Factor
Problem Areas : Flight Crew Human Performance

Narrative :

IN THE MORNING AROUND XA45, MY STUDENT AND I WERE CONDUCTING A TRAINING FLT. WE HAD RECEIVED A RADIO CHK FROM UNICOM AND WERE FINISHING UP OUR RUNUP. WE HELD SHORT OF RWY 9 AT GREELEY-WELD ARPT. WE HEARD NO CALLS, NOR DID WE SEE ANY TFC ON FINAL, BASE, OR DOWNWIND. WE DID A FINAL CHK OF THE RWY AND DIDN'T SEE ANYONE ON THE RWY. WE HELD POS ON THE RWY FOR A FINAL INST CHK. (RWY 9 IS A 5800 FT RWY WITH A SLIGHT HUMP IN THE MIDDLE MAKING IT HARD TO SEE THE OTHER END OF THE RWY.) WE SAW NOBODY. AFTER TKOF, WE WERE APPROX 200 FT AGL WHEN MY STUDENT SAID 'LOOK.' ON THE APCH END OF RWY 27 WAS A KING AIR JUST HOLDING ITS POS. I TOOK THE CTLS, SIDESTEPED TO THE R AND AS I LOOKED BACK, HE TURNED ON HIS LNDG LIGHT, AND MADE A CALL ON UNICOM THAT HE WAS DEPARTING RWY 27 WBOUND. I ASKED MY STUDENT, AND WE BOTH VERIFIED THAT WE NEVER HEARD A CALL FROM HIM BACK-TAXIING OR HOLDING IN POS ON RWY 27. WE HAD VERIFIED WITH OUR RADIO CHK EARLIER THAT OUR RADIOS WERE WORKING PROPERLY AND WE HAD MADE CALLS PRIOR TO, AND WHILE ENTERING THE RWY FOR DEP. WE ALSO HEARD HIM MAKE THE DEP CALL, AND TURN ON HIS LNDG LIGHT BEFORE TKOF AFTER WE DEPARTED. BEING EARLY MORNING, AND KIND OF HAZY DOWN LOW, PLUS RWY CONDITIONS (HUMP IN THE MIDDLE OF THE RWY) COULD HAVE PREVENTED US FROM SEEING THE ACFT. BUT THE KING AIR WASN'T ON THE RAMP WHEN WE PASSED GOING TO THE RWY 9 RUNUP AREA, SO I'M NOT SURE HOW LONG HE WAS SITTING THERE. ALSO, IF HE HEARD US MAKE A CALL TO DEPART RWY 9, WHY DIDN'T HE CALL AND SAY HE WAS ON RWY 27? HE COULD HAVE BEEN OFF FREQ AND GETTING A CLRNC. I DIDN'T GET A CHANCE TO FIND THIS OUT FROM HIM, NOR DID HE SEEM TOO INTERESTED IN WHY I DEPARTED OFF OF RWY 9 WITH HIM ON RWY 27.

Synopsis :

C172 INSTRUCTOR OBSERVED A KING AIR HOLDING AT THE OPPOSITE END OF THE RWY ON WHICH HE AND HIS STUDENT HAD JUST TAKEN OFF AT UNCTLED GXY ARPT.

Time

Date : 200208

Day : Tue

Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : MWL.Airport

State Reference : TX

Environment

Flight Conditions : VMC

Ceiling.Single Value : 5000

Aircraft / 1

Operator.General Aviation : Instructional

Make Model : PA-34-200t Turboseneca li

Mission : Training

Person / 1

Experience.Flight Time.Total : 2491

Experience.Flight Time.Last 90 Days : 29

Experience.Flight Time.Type : 9.2

ASRS Report : 556468

Events

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.None Taken : Insufficient Time

Supplementary

Problem Areas : Aircraft

Problem Areas : Flight Crew Human Performance

Narrative :

AFTER 2 HRS FLT INSTRUCTIONS, THE STUDENT LANDED THE ACFT AND FLIPPED UP THE GEAR SWITCH ON ROLLOUT. THE NOSE AND R MAIN GEAR RETRACTED IMMEDIATELY CAUSING DAMAGE TO THE NOSE, BOTH PROPS, AND R WINGTIP. THE FAA HAS DECIDED THAT DUE TO MINIMAL DAMAGE, THIS WAS AN INCIDENT, AND NOT AN ACCIDENT. CONTRIBUTING FACTORS INCLUDE THE FACT THAT ON A SENECA, THE GEAR SWITCH IS ON THE L SIDE OF THE THROTTLE QUADRANT, RIGHT NEXT TO THE PLT'S HAND ON THE THROTTLE. ALSO A CONTRIBUTING FACTOR WAS THE FACT THAT THE STUDENT WAS A HIGH TIME COMPLEX ACFT PLT, AND THE SENECA HAD A GEAR SWITCH AND FLAP BAR -- THUS REDUCING MY FEAR OF AN INADVERTENT GEAR UP AFTER LNDG (NOT 2 SIMILAR SWITCHES TO CONFUSE, AS ON A BONANZA OR BARON). CORRECTIVE ACTION: IN THE FUTURE, I WILL INSIST THAT NOTHING IS TO BE DONE UNTIL EXITING THE RWY SAFELY, AND I WILL KEEP MY HAND ON THE GEAR SWITCH UNTIL THAT TIME WHEN THE FLAPS ARE RETRACTED. I MAY REFUSE TO INSTRUCT IN ACFT WITH GEAR SWITCHES POORLY LOCATED, SUCH AS THE SENECA, AS IT IS NEARLY IMPOSSIBLE TO PROTECT THE SWITCH FROM INADVERTENT RETRACTION WITHOUT CAUSING OTHER RISKS TO SAFETY OF FLT.

Synopsis :

PA34 TRAINEE ENGAGES GEAR SWITCH INSTEAD OF FLAPS SWITCH, CAUSING GEAR RETRACTION DURING LNDG ROLL OUT.

Time

Date : 200208

Day : Tue

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : MWL.Airport

State Reference : TX

Environment

Flight Conditions : VMC

Ceiling.Single Value : 5000

Aircraft / 1

Operator.General Aviation : Instructional

Make Model : PA-34-200t Turboseneca li

Mission : Training

Person / 1

Experience.Flight Time.Total : 2491

Experience.Flight Time.Last 90 Days : 29

Experience.Flight Time.Type : 9.2

ASRS Report : 556469

Person / 2

Function.Flight Crew : Single Pilot

Events

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.None Taken : Detected After The Fact

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

ON THE ABOVE DATE, I WENT FLYING WITH A STUDENT THAT FLIES FREQUENTLY. AFTER THE FLT, THE STUDENT ADMITTED THAT HE HAD NOT RECEIVED A FULL BRIEFING FOR OUR FLT, BUT HAD RATHER RELIED ON INTERNET WX AND NOTAMS (NOT DUATS -- BUT ANOTHER SITE) AND INFO SECURED FROM ANOTHER FLT EARLIER THAT SAME DAY. SINCE THERE IS, THEREFORE, NO RECORD OF A BRIEFING FOR OUR FLT WITH A FSS (IE, OUR TAIL NUMBER IS NOT ON FILE), I AM NOT CERTAIN WE COMPLIED FULLY WITH 91.103 FAR PREFLT ACTION. AS HE WAS A VERY EXPERIENCED PLT, I RELIED TOO MUCH ON HIS ACTIONS. IN THE FUTURE, I WILL INSIST EVERY STUDENT CALL AND RECEIVE A FULL BRIEFING PRIOR TO EVERY FLT, FOR THAT SPECIFIC FLT.

Synopsis :

INSTRUCTOR DOES NOT VALIDATE PRIOR TO TRAINING FLT THAT STUDENT HAD OBTAINED CORRECT PREFLT INFO AS REQUIRED BY FAR.

Time

Date : 200208

Day : Tue

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : CHS.Airport

State Reference : SC

Aircraft / 1

Operator.General Aviation : Instructional

Make Model : Cessna 150

Mission : Training

Person / 1

Experience.Flight Time.Total : 1100

Experience.Flight Time.Last 90 Days : 150

Experience.Flight Time.Type : 400

ASRS Report : 556480

Person / 2

Function.Flight Crew : Single Pilot

Events

Anomaly.Non Adherence : FAR

Resolatory Action.None Taken : Detected After The Fact

Supplementary

Problem Areas : Aircraft

Problem Areas : FAA

Problem Areas : Flight Crew Human Performance

Narrative :

AFTER A ROUTINE TRAINING FLT, MY STUDENT AND I WERE MET EXITING OUR C150L BY AN FAA INSPECTOR WHO ASKED TO DO A ROUTINE RAMP INSPECTION. AFTER THE INSPECTION, THE FAA INSPECTOR EXPLAINED TO US HE CONSIDERED THE ACFT TO BE UNAIRWORTHY DUE TO ITEMS OVERLOOKED BY MY STUDENT AND I DURING OUR PREFLT INSPECTION. THESE ITEMS INCLUDED MISSING SCREWS, A LOOSE TAIL TIEDOWN RING, A SUSPECTED OIL LEAK (LATER FOUND NONE BY A&P), AND EXCESSIVE PLAY IN THE ELEVATOR CTR PIVOT BUSHING. I BELIEVE THESE THINGS MAY HAVE BEEN NOTICED AND RPTED BEFORE THE FLT HAD I DONE A MORE THOROUGH PREFLT MYSELF AFTER MY 35 HR STUDENT COMPLETED HIS. I WILL DEFINITELY KEEP THIS IN MIND IN THE FUTURE AND REMEMBER STUDENT PLTS MAY SOMETIMES OVERLOOK THINGS.

Synopsis :

A FLT INSTRUCTOR AND STUDENT WERE INFORMED BY AN FAA INSPECTOR, AFTER A RAMP INSPECTION OF THEIR ACFT, THAT HE DEEMED THE ACFT NON AIRWORTHY.

Time

Date : 200208
Day : Sat
Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : LAX.Airport
State Reference : CA
Altitude.MSL.Single Value : 2000

Environment

Flight Conditions : VMC

Aircraft / 1

Operator.General Aviation : Instructional
Make Model : Skyhawk 172/Cutlass 172
Mission : Training
Flight Phase.Cruise : Level

Person / 1

Experience.Flight Time.Total : 1387
Experience.Flight Time.Last 90 Days : 212
ASRS Report : 556548

Person / 2

Function.Flight Crew : Single Pilot

Events

Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Exited Penetrated Airspace

Supplementary

Problem Areas : Airspace Structure
Problem Areas : Flight Crew Human Performance

Narrative :

AT APPROX XA30 ON 08/SAT/02, ON A NIGHT XCOUNTRY TRAINING FLT FROM SMO TO LGB, MY STUDENT AND I ACCIDENTALLY VIOLATED CLASS B AIRSPACE OVER LAX ARPT BY FOLLOWING WHAT WAS BELIEVED TO BE THE INTERSTATE 10 FREEWAY, BUT IN ACTUALITY, TURNED OUT TO BE THE 405 FREEWAY. SINCE IT WAS MY STUDENT'S FIRST FLT AT NIGHT, I LET HIM FLY THE ACFT TO PRACTICE HIS PILOTAGE SKILLS AT NIGHT WITH THE SIMPLE DIRECTION OF 'FOLLOW THE INTERSTATE 10 FREEWAY,' WHILE I WORKED THE RADIOS AND PLANNED THE APCH TO LGB. NEITHER ONE OF US BEING INTIMATELY FAMILIAR WITH THE LOS ANGELES BASIN AREA, SO I REALLY WAS WORKING WITH THE MAPS AND THE RADIOS IN ORDER TO EXPEDITE OUR ARR INTO LGB. BY THE TIME I RECOGNIZED THAT MY STUDENT HAD TAKEN AN EARLY TURN ON THE INTERSTATE 10 FREEWAY TO FOLLOW A DIFFERENT HWY UNWITTINGLY WE WERE ABOVE THE APCH END OF RWY 25 AT LAX. AT THAT MOMENT, I TOOK OVER THE CTLS, ADDED FULL PWR, AND INITIATED A DSCNT (IN ORDER TO SQUEEZE OUT ADDITIONAL SPD) AND PROCEEDED TO MOVE OUT OF THE IMMEDIATE VICINITY. UPON LOOKING BACK UPON THE SIT, MY DESIRE TO EMPHASIZE PILOTAGE AND DEAD RECKONING AND INDIVIDUAL DECISION MAKING DURING THIS NIGHT FLT CONTRIBUTED TO THIS SIT. ADDITIONALLY, THE DE-EMPHASIS ON ONBOARD GPS UNITS BY INSTRUCTORS TO DISCOURAGE THEIR USE DURING TRAINING SITS IN FAVOR OF LESS EFFECTIVE NAV METHODS. THE PROLIFERATION OF ONBOARD AND HAND HELD GPS UNITS MEANS THAT NAV CAN BE SAFER AND MORE EXACTING.

Synopsis :

C172 INSTRUCTOR AND STUDENT VIOLATED LAX CLASS B AIRSPACE.

Time

Date : 200208
Day : Fri
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : PAE.Airport
State Reference : WA
Altitude.MSL.Single Value : 1600

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : PAE.Tower
Operator.General Aviation : Instructional
Make Model : Cessna 152
Mission : Training
Flight Phase.Descent : Approach
Route In Use.Approach : Traffic Pattern

Aircraft / 2

Controlling Facilities.Tower : PAE.Tower
Operator.General Aviation : Instructional
Make Model : PA-34-200 Seneca I
Mission : Training

Person / 1

Experience.Flight Time.Total : 650
Experience.Flight Time.Last 90 Days : 200
Experience.Flight Time.Type : 100
ASRS Report : 556999

Person / 4

Function.Controller : Local

Events

Anomaly.Conflict : Airborne Critical
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Took Evasive Action
Resolatory Action.Controller : Issued Advisory
Miss Distance.Vertical : 200
Miss Distance.Horizontal : 500

Supplementary

Problem Areas : ATC Human Performance
Problem Areas : Flight Crew Human Performance

Narrative :

CHAIN OF EVENTS: TWR REQUESTED THAT WE (THE C152) CROSS OVER THE ARPT AT MIDFIELD TO ENTER THE TFC PATTERN FOR RWY 34R. WE COMPLIED AND WERE AT THE W END OF THE ARPT AT 1600 FT MSL WHEN TFC WAS POINTED OUT BY TWR. THIS WAS THE SENECA BEGINNING A MISSED APCH OVER THE PAE VOR. I ADVISED TFC IN SIGHT AND CONTINUED EBOUND WHILE THE SENECA CONTINUED SBOUND. THE SENECA THEN INITIATED A R TURN TOWARD OUR POS AND RPTED TO TWR THAT THEY WERE 'LOOKING FOR TFC.' WHEN THE SENECA TURNED TOWARD US, I COMMENCED AN IMMEDIATE TURN TOWARD THE L TO AVOID A POTENTIAL CONFLICT. THE SENECA CALLED 'TFC IN SIGHT' WHEN APPROX 500 FT HORIZ AND WHAT APPEARED TO BE 200 FT VERT SEPARATED FROM US. I DID MY BEST TO AVOID THE APCHING TFC. UPON LATER DISCUSSION, IT WAS DISCOVERED THAT THE INSTRUCTOR ON BOARD AND THE STUDENT WERE 'BOTH' BUSY WITH A SIMULATED ENG-OUT MISSED APCH AND FAILED TO LOCATE US UNTIL THE LAST MIN. I BELIEVE THE CONTRIBUTING FACTORS TO THIS EVENT ARE THE TWR'S POOR SEPARATION OF TFC, THE SENECA INSTRUCTOR AND PLT'S FAILURE TO MAINTAIN AN APPROPRIATE LOOKOUT FOR TFC AS WELL AS THE NONSTANDARD TRANSITION OVER THE ARPT THAT WAS ASSIGNED TO THE CESSNA 152. BETTER COORD OF TFC IN CLASS D AIRSPACE BY PAE TWR, AND A MORE VIGILANT OUTLOOK BY THE INSTRUCTOR/SAFETY PLT WOULD HAVE PREVENTED THIS EVENT. AS FOR MYSELF, I HAVE LEARNED THAT EVEN AT A TWRED ARPT, INSTRUCTIONS SHOULD BE QUESTIONED AND PERHAPS EARLIER EVASIVE ACTION SHOULD BE TAKEN WHEN A CONFLICT IS REMOTELY POSSIBLE.

Synopsis :

A C152 INSTRUCTOR AND STUDENT, WHILE ENTERING THE TFC PATTERN AT PAE, CAME WITHIN CLOSE PROX TO ANOTHER ACFT ON A MISSED APCH.

ACN: 557037

Time

Date : 200208

Day : Fri

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : O88.Airport

State Reference : CA

Environment

Flight Conditions : VMC

Aircraft / 1

Operator.General Aviation : Instructional

Make Model : Trinidad TB-20

Mission : Test Flight

Person / 1

Experience.Flight Time.Total : 10000

Experience.Flight Time.Last 90 Days : 125

Experience.Flight Time.Type : 6000

ASRS Report : 557037

Events

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Executed Go Around

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

ON 08/FRI/02, APPROX XA45 HRS I WAS TESTING AN APPLICANT FOR PVT PLT IN A TB20 AT THE RIO VISTA ARPT. THE APPLICANT WAS TOLD TO DO A NO FLAP-SLIP TO LNDG. I THEN BECAME DISTRACTED LOOKING AT THE TB20 TCASII PANEL. THE SLIP WAS DONE FAST. 80+ KTS AND I DIDN'T KEY ON THE FACT THE LNDG GEAR WAS UP. IN THE FLARE A SCREECHING SOUND WAS HEARD (18 INCH RADIO ANTENNA ON THE REAR BELLY OF ACFT WAS DRAGGING). I INITIATED A GAR IMMEDIATELY, LANDED AND CHKED THE ACFT FOR DAMAGE. AMAZINGLY THE ONLY DAMAGE WAS DONE TO THE 18 INCH ANTENNA, APROX 2-3 INCHES OF IT WAS DAMAGED. NO OTHER DAMAGE TO THE ACFT. AN IA/A&P MECH ALSO CHKED THE ACFT AND FOUND NO DAMAGE OTHER THAN THE ANTENNA TRIP. HE STATED THERE WAS NO NEED TO TAKE IT OTS, THE ANTENNA STILL FUNCTIONED. HE SUGGESTED REPLACING THE ANTENNA.

Synopsis :

PVT PLT APPLICANT IN A SOCATO TRINIDAD TB20 FORGOT TO PUT THE GEAR DOWN DURING A SLIP TO LNDG DEMONSTRATION CAUSING DAMAGE TO ONLY THE ANTENNA UNDER THE FUSELAGE WHEN THE PLT EXAMINER TOOK CTL AND MADE A GAR.

Time

Date : 200208
Day : Wed
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : MSN.Airport
State Reference : WI
Altitude.MSL.Single Value : 1800

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : MSN.Tower
Operator.General Aviation : Instructional
Make Model : Cessna 152
Mission : Training
Flight Phase.Descent : Approach
Route In Use.Approach : Traffic Pattern

Person / 1

Experience.Flight Time.Total : 1169
Experience.Flight Time.Last 90 Days : 194
Experience.Flight Time.Type : 255
ASRS Report : 557229

Person / 2

Function.Flight Crew : Single Pilot

Person / 3

Function.Controller : Local

Person / 4

Function.Controller : Supervisor

Events

Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.ControllerA : 3
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Controller : Provided Flight Assist

Supplementary

Problem Areas : Aircraft
Problem Areas : ATC Human Performance
Problem Areas : Company
Problem Areas : Flight Crew Human Performance

Narrative :

DEPARTED MSN CLASS C AIRSPACE WITH STUDENT PLT FOR A SATELLITE ARPT OUTSIDE MSN CLASS C AIRSPACE. UPON RETURN FLT, APCHING MSN CLASS C AIRSPACE, DETERMINED THAT 2-WAY RADIO HAD FAILED. SQUAWKED 7600 ON XPONDER, OBSERVED REPLY, AND PROCEEDED TO MSN ARPT. AS WE REACHED VISUAL RANGE WITH THE CTL TWR, OBSERVED GREEN LIGHT GUN SIGNAL FOR LNDG AND LANDED. CALLED TWR CTLR VIA TELEPHONE TO EXPLAIN SIT AND WAS TOLD OF MSN CLASS C AIRSPACE VIOLATION. REFED 2002 FAR-AIM TO CHK IF AIRSPACE VIOLATION WAS CORRECT. AIM 6-4-1 REGARDING LOST COMS INDICATES THAT FAILURE OF 2-WAY RADIOS IN VFR CONDITIONS 'EACH PLT SHALL CONTINUE THE FLT UNDER VFR AND LAND AS SOON AS PRACTICAL.' FAR 91.130 INDICATES THAT ACFT APCHING CLASS C AIRSPACE MUST 'ESTABLISH 2-WAY RADIO COMS WITH THE ATC FACILITY PROVIDING AIR TFC SVCS PRIOR TO ENTERING THAT AIRSPACE AND THEREAFTER MAINTAIN THOSE COMS WHILE WITHIN THAT AIRSPACE.' I UNDERSTAND THAT FAR'S ARE REGULATORY AND THAT THE AIM IS NOT. HOWEVER, I BELIEVE THAT THE AIM SHOULD REFER BACK TO FAR REG 91.130 SINCE IT CONTRADICTS WHAT IS INDICATED IN THE AIM SECTION GIVING GUIDANCE ABOUT 2-WAY RADIO COM FAILURES. BY DEFINITION IT APPEARS AS IF A MODE C XPONDER COULD BE INTERPRETED TO BE A 2-WAY RADIO.

Synopsis :

C152 INSTRUCTOR AND STUDENT HAVE VHF COM RADIO FAILURE. THEY SQUAWK THE APPROPRIATE NO COM XPONDER CODE AND TWR GAVE A GREEN LIGHT FOR LNDG.

Time

Date : 200208
Day : Sat
Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : JZI.Airport
State Reference : SC

Environment

Flight Conditions : VMC

Aircraft / 1

Operator.General Aviation : Instructional
Make Model : Cessna 150
Mission : Training
Flight Phase.Cruise : Level

Person / 1

Experience.Flight Time.Total : 2100
Experience.Flight Time.Last 90 Days : 30
Experience.Flight Time.Type : 700
ASRS Report : 557285

Person / 2

Function.Flight Crew : Single Pilot
Experience.Flight Time.Total : 11
Experience.Flight Time.Last 90 Days : 11
Experience.Flight Time.Type : 11
ASRS Report : 557288

Events

Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Declared Emergency
Resolatory Action.Flight Crew : Landed In Emergency Condition

Narrative :

WE (THE STUDENT AND INSTRUCTOR) DEPARTED CHARLESTON EXECUTIVE ARPT ON RWY 22, TO THE S, FOR AN INSTRUCTIONAL FLT. WE PERFORMED GND REF MANEUVERS AT 1000 FT, APPROX 5 OR 6 MI S OF ARPT OVER SECTION OF A BEACH THAT WAS SPARSELY POPULATED. WE COMPLETED 3 TURNS AROUND A POINT, TO L AND TO R, WITHOUT INCIDENT. WE WERE APPROX 30 MINS INTO THE FLT, AND HAD BEGUN S-TURNS WHEN THE ENG BEGAN TO LOSE PWR, DROPPING TO ABOUT 1700-1800 RPM'S. WE ATTEMPTED CARB HEAT, CHKED FUEL, MAGNETOS, MIXTURE AND THROTTLE WITHOUT IMPROVEMENT. WE HAD LOST APPROX 300 FT (NOW ABOUT 700 FT MSL AND AGL) AND IT WAS APPARENT WE COULD NOT MAINTAIN ALT NOR RETURN TO ARPT. OUR DSCNT RATE WAS APPROX 400 FPM. THEREFORE, WE DECIDED TO MAKE AN EMER, OFF-FIELD LNDG. WE WERE ALREADY IN COMS WITH CHARLESTON EXECUTIVE ARPT TFC AND UNICOM ON CTAF FREQ WITH NUMEROUS TFC IN PATTERN, SO WE RPTD THE EMER SIT ON THIS FREQ. IN LOOKING AROUND FOR A SUITABLE LNDG SITE, WE SELECTED AN UNOCCUPIED STRETCH OF THE BEACH AREA THAT WAS MOST NEARLY INTO THE WIND AND PRESENTED NO HAZARD TO PERSONS OR PROPERTY ON THE GND. ON FINAL APCH, FULL FLAPS WERE DEPLOYED, MIXTURE AND FUEL AND THROTTLE WERE SECURED, DOORS WERE PROPPED OPEN, AND MAGNETOS WERE SHUT OFF. LNDG WAS ACCOMPLISHED USING SOFT FIELD PROCS, ON THE AREA OF BEACH NOT IN THE TIDAL ZONE. AFTER THE ACFT SLOWED, THE NOSEWHEEL LOWERED TO GND AND BOGGED DOWN IN SAND, COLLAPSING. THERE WERE NO INJURIES. MASTER SWITCH HAD BEEN LEFT ON FOR RADIO AND FLAPS. THE STUDENT DID AN EXCELLENT JOB WITH CRM, ASSISTING WITH ITEMS ON THE EMER LNDG CHKLIST, SUCH AS FUEL VALVE, DOORS, MAGNETOS, ETC. THE ACFT HAD BEEN THOROUGHLY PRE-FLTD, FULL FUEL, STRAINED, ETC, AND WAS WITHIN 100 HR OF ANNUAL INSPECTIONS. IT IS UNKNOWN WHAT CAUSED ENG PWR LOSS.

Synopsis :

A C150 INSTRUCTOR AND STUDENT MADE AN EMER LNDG ON THE BEACH 6 NM S OF JZI.

ACN: 557511

Time

Date : 200208

Day : Tue

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : DTW.Airport

State Reference : MI

Environment

Flight Conditions : VMC

Ceiling.Single Value : 5000

Aircraft / 1

Controlling Facilities.Tower : YIP.Tower

Operator.General Aviation : Personal

Make Model : Cessna 152

Mission : Training

Flight Phase.Cruise : Level

Person / 1

Experience.Flight Time.Total : 500

Experience.Flight Time.Last 90 Days : 200

Experience.Flight Time.Type : 100

ASRS Report : 557511

Person / 2

Experience.Flight Time.Total : 40

Person / 3

Function.Controller : Local

Events

Anomaly.Non Adherence : FAR

Resolatory Action.Flight Crew : Diverted To Another Airport

Resolatory Action.Flight Crew : Landed As Precaution

Resolatory Action.Controller : Provided Flight Assist

Supplementary

Problem Areas : Aircraft

Problem Areas : Flight Crew Human Performance

Narrative :

I SENT MY STUDENT ON HIS FIRST SOLO XCOUNTRY. HE HAD 35-40 HRS AND WAS FOUND PROFICIENT TO FLY SOLO XCOUNTRY BY MYSELF. I SIGNED HIM OFF, AND HE WAS ON HIS WAY. HE FORGOT TO SET HIS DIRECTIONAL GYRO TO HIS MAGNETIC COMPASS, AND PROCEEDED ON HIS WAY. HE SHOULD HAVE BEEN ENRTE, INSTEAD HE ENDED UP IN DETROIT METRO'S CLASS B AIRSPACE. ONCE HE REALIZED HE WAS IN THE CLASS B AIRSPACE, HE DSNDED AND GOT OUT OF IT. HE WAS THEN CONFUSED WHERE HE WAS, SO HE FOUND AN ARPT (WILLOW RUN) AND STARTED CIRCLING. HE WAS NOT SURE OF THE ARPT, SO HE DID NOT HAVE THE FREQ, SO HE SQUAWKED 7700 AND RECEIVED LIGHT GUN SIGNALS FROM THE TWR. ONCE HE GOT DOWN, HE GOT HIS BEARINGS AND RETURNED TO HIS HOME BASE VIA A FLT PLAN HE FOLLOWED AT WILLOW RUN. THE PROB AROSE WHEN HE WAS ON THE RIGHT HDG ON THE DIRECTIONAL GYRO, BUT THE WRONG HDG ON HIS MAGNETIC COMPASS. HE REALIZED THIS WHEN HE FOUND HIMSELF GETTING CLOSE TO SOME LARGE JET ACFT. SOME CONTRIBUTING FACTORS WERE HIS CHKPOINTS, HIS FIRST 2 CHKPOINTS WERE VERY SIMILAR TO THE ONES HE CHOSE, BUT THEY TURNED OUT TO BE THE WRONG ONES, EVEN THOUGH HE THOUGHT THEY WERE RIGHT. I BELIEVE THAT ONCE HE REALIZED HE WAS IN CLASS B AIRSPACE, HIS ACTIONS WERE MOSTLY CORRECT -- HE GOT HIMSELF DOWN!

Synopsis :

C152 STUDENT PLT ENTERS CLASS B AIRSPACE.

Time

Date : 200208
Day : Fri
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : PWT.Airport
State Reference : WA
Altitude.MSL.Single Value : 1200

Environment

Flight Conditions : VMC
Ceiling : CLR

Aircraft / 1

Operator.General Aviation : Instructional
Make Model : Cessna 152
Mission : Training
Flight Phase.Descent : Approach

Aircraft / 2

Make Model : Skyhawk 172/Cutlass 172
Flight Phase.Descent : Approach

Person / 1

Experience.Flight Time.Total : 650
Experience.Flight Time.Last 90 Days : 125
Experience.Flight Time.Type : 350
ASRS Report : 558023

Person / 3

Function.Flight Crew : Single Pilot

Events

Anomaly.Conflict : Airborne Less Severe
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Took Precautionary Avoidance Action
Miss Distance.Vertical : 0
Miss Distance.Horizontal : 1500

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

UPON CALLING UNICOM, WE WERE ADVISED RWY 19 WAS ACTIVE EVEN THOUGH THE WINDS WERE FROM THE N. THERE WAS ANOTHER ACFT IN THE PATTERN, SO WE JOINED THE 45 DEG DOWNWIND FOR RWY 19. AFTER A FEW TOUCH-AND-GOES, WE NOTICED ANOTHER ACFT APCHING THE ARPT ON THE 45 DEG FOR RWY 1. WE WERE ABEAM THE NUMBERS ON DOWNWIND WHEN WE SAW THE OTHER ACFT OFF OUR R WING. THEY WERE HDG RIGHT TOWARDS US. WE CONTINUED OUR DSCNT AND TURNED AN EARLY BASE. THE OTHER ACFT TURNED L AND JOINED THE DOWNWIND FOR THE OPPOSITE RWY. WE TURNED FINAL AND MADE APPROPRIATE RADIO ANNOUNCEMENTS, NEVER HEARING THE OTHER ACFT ON FREQ. UPON LNDG, WE NOTICED THE OTHER ACFT TURNING FINAL. WE EXPEDITED OFF THE RWY AND TAXIED TO PARKING. AFTER LNDG THE OTHER ACFT ALSO TAXIED TO PARKING. I APCHED THE OTHER ACFT AFTER ENG SHUTDOWN TO ASK A FEW QUESTIONS. THERE WAS JUST 1 PLT IN THE ACFT. I ASKED IF HE WAS ON FREQ OR IF HE SAW US AT ALL. HE SAID HE SAW ANOTHER ACFT 'WIZZ' BY WHEN HE WAS JOINING DOWNWIND. HE WANTED TO CHK HIS RADIOS TO MAKE SURE HE WAS ON THE RIGHT FREQ. HE HAD TUNED IN 123.50 INSTEAD OF 123.05. HE HAD GOTTEN THE WX ON AWOS AND ASSUMED RWY 1 WAS ACTIVE SINCE THAT FAVORED THE WINDS. HE THEN REALIZED HIS MISTAKE AND APOLOGIZED.

Synopsis :

C152 INSTRUCTOR AND STUDENT, AT AN UNCTLED ARPT, OBSERVE C172 ACFT ENTER THE LNDG PATTERN IN OPPOSITE DIRECTION FROM TFC FLOW AND TAKE EVASIVE ACTION TO PREVENT AN AIRBORNE CONFLICT.

Time

Date : 200208
Day : Mon
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : PRC.Airport
State Reference : AZ

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : PRC.Tower
Operator.General Aviation : Instructional
Make Model : PA-44 Seminole Turbo Seminole
Mission : Training

Aircraft / 2

Controlling Facilities.Tower : PRC.Tower
Make Model : MD Undifferentiated or Other Model
Mission.Other : FIREFIGHTING

Person / 1

Function.Flight Crew : Single Pilot
Experience.Flight Time.Total : 1250
Experience.Flight Time.Last 90 Days : 250
Experience.Flight Time.Type : 35
ASRS Report : 558198

Person / 3

Function.Oversight : PIC
Function.Flight Crew : Captain

Person / 4

Function.Controller : Local

Events

Anomaly.Conflict : Ground Critical
Anomaly.Non Adherence : Clearance
Anomaly.Non Adherence.Other : CLRNC/TKOF
Independent Detector.Other.ControllerA : 4
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Rejected Takeoff
Resolatory Action.Controller : Issued Alert
Resolatory Action.Controller : Issued New Clearance

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

MYSELF AND ANOTHER INSTRUCTOR PLT WERE FLYING A PA44 FOR CURRENCY. I WAS AT THE CTLS AND THE OTHER PLT WAS ON THE RADIO. I AM NOT VERY FAMILIAR WITH THIS ACFT AND I HAD A LOT ON MY MIND THAT DAY. WE WERE CLRED INTO POS AND HOLD. THE OTHER PLT READ BACK THE CLRNC WHICH I DIDN'T HEAR BECAUSE OF A SEPARATE VOLUME CTL KNOB THAT I HAVE THAT WAS TURNED DOWN. IN THE AIRPLANES I HAD BEEN FLYING RECENTLY, THERE IS ONLY 1 VOLUME CTL KNOB. I CROSSED THE HOLD LINE AND PROCEEDED WITH THE TKOF ROLL. I ACCELERATED TO ABOUT 35 KTS AND COVERED ABOUT 1000 FT OF RWY BEFORE I SAW A DC4 XING DOWNFIELD JUST AS THE TWR WAS TELLING US TO STOP. I BROUGHT THE AIRPLANE TO A STOP. WE THEN RECEIVED A TKOF CLRNC AFTER THE DC4 CROSSED THE RWY. WE DEPARTED.

Synopsis :

PA44 PLT FAILED TO HOLD IN POS FOR TKOF AND STARTED TKOF ROLL WHEN A DC4 WAS TAXIING ACROSS THE RWY IN FRONT OF HIM.

Time

Date : 200208
Day : Wed
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : HKY.Airport
State Reference : NC
Altitude.MSL.Single Value : 5000

Environment

Flight Conditions : Marginal
Ceiling.Single Value : 1100

Aircraft / 1

Controlling Facilities.ARTCC : ZTL.ARTCC
Operator.General Aviation : Personal
Make Model : PA-31 Navajo Chieftan/Majave/Navajo
Mission.Other : UNK

Person / 1

Function.Controller : Radar
Experience.Flight Time.Total : 10
ASRS Report : 558264

Person / 2

Function.Controller : Radar

Person / 3

Function.Controller : Local

Person / 4

Function.Flight Crew : Single Pilot

Events

Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.ControllerA : 1
Independent Detector.Other.Flight CrewA : 4
Resolutory Action.Flight Crew : Returned To Intended or Assigned Course

Supplementary

Problem Areas : ATC Human Performance

Narrative :

ACFT X FILED HKY.2903/08056 EVG. A TRAINEE, PER MY INSTRUCTIONS, LOOKED UP THE IDENTIFIER EVB AND NOTED IT AS NEW BEDFORD, MA. THE FLT PLAN WAS RELAYED TO HKY TWR. WHEN HKY CALLED FOR A RELEASE THE CTR ISSUED A L TURN OFF RWY 6 'ON COURSE.' ACFT X DEPARTED HKY, MADE A L 270 DEG TURN AND PROCEEDED 'ON COURSE' TO SOME PLACE IN FLORIDA. 3 LETTER IDENTIFIERS DON'T MEAN ANYTHING IF YOU DON'T RECOGNIZE THEM. LAT/LONGITUDES DON'T MEAN ANYTHING TO THE AVERAGE CTLR. CLRING ACFT TO 'EVB' INSTEAD OF 'BEDFORD' DOES NOT ALLOW FOR ANY FORM OF ERROR DETECTION. CLRING AN ACFT 'DIRECT TO YOUR DEST AS FILED' DOESN'T PROVIDE FOR ANY ERROR DETECTION AT ALL. THIS IS A MAJOR PROB AND GROWING LARGER WITH EVERY GPS SOLD. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: RPTR STATED THAT HE WAS INSTRUCTING AND WHEN THE TRAINEE LOOKED UP THE DEST REQUESTED ON THE FLT PLAN, HE COPIED EWB INSTEAD OF EVB. WHEN THE ACFT WAS RELEASED THROUGH THE HKY TWR AN INSTRUCTION TO TURN L ON COURSE WAS ISSUED. ALTHOUGH THERE WERE NO SEPARATION PROBS, THE CTLR WAS SURPRISED WHEN THE ACFT TURNED TO A COURSE DIFFERENT THAN EXPECTED.

Synopsis :

ARTCC RADAR CTLR ERRED WHEN HE LOOKED UP A DEST IDENTIFIER CAUSING SOME CONFUSION WHEN THE ACFT DEPARTED AND TURNED S INSTEAD OF N.

Time

Date : 200208
Day : Wed
Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : CPS.Airport
State Reference : IL

Environment

Flight Conditions : VMC
Ceiling : CLR

Aircraft / 1

Operator.General Aviation : Instructional
Make Model : PA-44 Seminole Turbo Seminole
Mission : Training

Aircraft / 2

Operator.General Aviation : Personal
Make Model : Centurion/Turbo Centurion 210c

Person / 1

Experience.Flight Time.Total : 685
Experience.Flight Time.Last 90 Days : 45
Experience.Flight Time.Type : 18
ASRS Report : 558271

Person / 3

Function.Flight Crew : Single Pilot

Events

Anomaly.Conflict : NMAC
Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Required Legal Separation
Independent Detector.Other.Flight CrewA : 1
Resolutory Action.Flight Crew : Took Evasive Action
Miss Distance.Vertical : 100
Miss Distance.Horizontal : 500

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

DURING THE TKOF PHASE OF A TOUCH AND GO ON RWY 30L, AN UNKNOWN ACFT WAS OBSERVED XING FROM R TO L IN FRONT OF US. UPON SEEING THE ACFT, WE INITIATED A 50 DEG BANK TURN TO THE R TO AVOID THE ACFT. NO RADIO CALLS HAD BEEN OBSERVED FROM ANY TFC OTHER THAN A LEARJET HOLDING SHORT AT RWY 30L FOR DEP, AND ANOTHER COMPANY SEMINOLE WHO WAS TAXIING TO THE RAMP. I DISCUSSED THE SIT WITH THE OTHER INSTRUCTOR AFTERWARDS WHO SAW THE ACFT (DESCRIBED AS A CESSNA 210 CENTURION) TKOF OFF RWY 22 (WITH NO RWY LIGHTING ON), WITHOUT USING STROBE LIGHTS OR A LNDG LIGHT. HE ALSO OBSERVED NO RADIO CALLS FROM THE ACFT INVOLVED.

Synopsis :

BEEHCRAFT SEMINOLE FLC HAS TO TAKE EVASIVE ACTION DURING A TOUCH AND GO LNDG DUE TO ANOTHER ACFT PASSING IN FRONT OF THEIR ACFT AT CPS.

Time

Date : 200208
Day : Fri
Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : GAI.Airport
State Reference : MD
Altitude.MSL.Single Value : 2200

Environment

Flight Conditions : VMC
Ceiling.Single Value : 2600

Aircraft / 1

Controlling Facilities.TRACON : BWI.TRACON
Make Model : PA-28 Cherokee Arrow Iv
Mission : Training

Aircraft / 2

Make Model : Any Unknown or Unlisted Aircraft Manufacturer
Flight Phase.Descent : Approach

Person / 1

Experience.Flight Time.Total : 1000
Experience.Flight Time.Last 90 Days : 50
Experience.Flight Time.Type : 60
ASRS Report : 558314

Person / 2

Function.Flight Crew : Single Pilot

Person / 3

Function.Flight Crew : Single Pilot

Person / 4

Function.Controller : Departure

Events

Anomaly.Conflict : Ground Less Severe
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.ControllerA : 4
Resolatory Action.None Taken : Detected After The Fact

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

I AM A NEW CFII AND A FRIEND OF MINE HAS BEEN WORKING ON HIS INST RATING FOR A WHILE. I HAD THE CLUB P28R SCHEDULED TO FLY TO HLG, AND HE ASKED TO GO ALONG BECAUSE HE WANTED AS MUCH PRACTICE AS POSSIBLE BEFORE HIS UPCOMING CHK RIDE. I ASSUMED HE WAS PROFICIENT WITH IFR PROCS BECAUSE HE'D BEEN TRAINING SO HARD AND WAS READY TO GET SIGNED OFF. ALSO, HE TOLD ME HE'D BEEN CHKED OUT IN THE ARROW AND HAD THE COMPLEX ENDORSEMENT. HOWEVER, HE STARTED GETTING BEHIND THE AIRPLANE BEFORE THE RUN-UP. I GOT INVOLVED TEACHING HIM ABOUT THE CONSTANT SPD PROP AND OTHER FACTORS OF THIS FLT THAT I EXPECTED HIM TO BE ABLE TO DO (IE, SOMEBODY WITH A COMPLEX ENDORSEMENT AND FLT TIME IN THIS SPECIFIC ACFT). THEN I HAD TO TEACH HIM ABOUT THE RADIOS. ALL THE CLUB ACFT HAVE GARMIN GNS430'S IN THEM. MY FRIEND HAD DONE ALL HIS IFR TRAINING IN A PLANE WITH A 430, BUT HE DIDN'T KNOW HOW TO USE IT. HE DID NOT KNOW THAT THE GPS COULD BE A TEST ITEM ON HIS CHK RIDE. FINALLY WE WERE READY FOR TKOF. HE CALLED BWI CLRNC DELIVERY. AFTER THAT HE TRIED TO TURN AROUND ON THE TXWY (ABOUT A 240 DEG L TURN) TO TAKE US ONTO THE ACTIVE. I HAD TO STOP THE PLANE BECAUSE WE WOULD HAVE GOTTEN STUCK OR HIT A LIGHT. I HAD TOLD HIM TO JUST BACK-TAXI ON THE ACTIVE (RWY 32 AT GAI) THE FEW FT TO THE APCH END OF RWY 32 AND TURN AROUND ON THAT TXWY. I THINK HE STARTED GETTING MORE AND MORE FLUSTERED (AS WAS I) WITH THE SIT. HE FINALLY TAXIED FORWARD AND TURNED R ONTO TXWY B2, READY TO DEPART AND NOT BACK TAXI. I ASKED HIM WHAT HE WAS DOING AND ABOUT THAT TIME I HEARD A PLANE CALLING BASE LEG FOR RWY 32. WE HAD NO TIME TO TURN AROUND SO WE DEPARTED. IN ALL THE COCKPIT CHAOS, WE NEVER CALLED FOR IFR RELEASE. THE CONDITIONS WERE BETTER THAN 3000 FT AND 6 MI VISIBILITY, SO ON CLBOUT HE TURNED XWIND INSTEAD OF TO THE WESTMINSTER VOR (AS ASSIGNED) AND FINALLY CALLED BWI APCH. HE WASN'T EXPECTING US (OBVIOUSLY) AND CONFIRMED WE DEPARTED WITHOUT GETTING RELEASED. I TOOK THE CTLS AND LEVELED US OUT AT ABOUT 2100 FT MSL UNTIL WE GOT THE CLRNC. I KNOW THE RESPONSIBILITY WAS MINE FOR GETTING WRAPPED UP IN THE PROBS BEFORE TKOF. I HAD ASSUMED A GREAT DEAL. 1) MY FRIEND WAS A PROFICIENT IFR PLT (STUDENT). 2) HE WAS FAMILIAR WITH THE P28R AND ITS SYS AND AVIONICS. 3) THIS WAS GOING TO BE AN EASY TRIP. I NOW REALIZE THESE FACTORS CAN NEVER BE TAKEN FOR GRANTED, NO MATTER HOW WELL YOU KNOW SOMEONE OR HOW MANY TIMES THAT OTHER PERSON HAS FLOWN WITH YOU. EARLIER, I MENTIONED I WAS A NEW CFII. WELL, I'M A NEW CFI, TOO, AND THIS WAS MY FIRST FLT IN THE INSTRUCTOR ROLE. I SUPPOSE THERE ARE A COUPLE OF WAYS AT LOOKING AT THIS FLT AND ITS LESSONS: 1) I MADE THE MISTAKES EARLY IN MY INSTRUCTOR CAREER AND WILL NEVER MAKE THESE MISTAKES AGAIN. 2) ALL MY FUTURE FLTS AS AN INSTRUCTOR HAVE GOT TO BE BETTER THAN THIS ONE.

Synopsis :

PIPER PA28R FLT INSTRUCTOR DEPARTED NON CTLED ARPT WITHOUT IFR CLRNC RELEASE DUE TO HELPING INST RATED STUDENT OBTAIN MORE IFR FLYING PRIOR TO HIS INST RATING CHK RIDE.

Time

Date : 200208
Day : Sat
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : OAK.Airport
State Reference : CA

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : OAK.Tower
Operator.General Aviation : Instructional
Make Model : Skyhawk 172/Cutlass 172
Mission : Training

Person / 1

Experience.Flight Time.Total : 380
Experience.Flight Time.Last 90 Days : 28
Experience.Flight Time.Type : 30
ASRS Report : 558372

Person / 3

Function.Controller : Local

Events

Anomaly.Non Adherence : Clearance
Independent Detector.Other.ControllerA : 3
Resolatory Action.Controller : Issued Advisory
Resolatory Action.None Taken : Detected After The Fact

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

ON AUG/SAT/02, I CONDUCTED A 1 HR INTRODUCTORY TRAINING FLT WITH A FIRST TIME STUDENT OUT OF OAKLAND ARPT. I RECEIVED CLRNC FROM GND TO TAXI TO RWY 33 AT INTXN L AND UNDER MY INSTRUCTION MY STUDENT TAXIED TO THE INTXN AND I PERFORMED THE ENG RUN-UP. I CONTACTED OAKLAND TWR AND WAS ASKED IF I WOULD ACCEPT AN INTXN DEP. WHEN I DECLINED I WAS INSTRUCTED TO BACK TAXI DOWN THE RWY AND HOLD IN POS. I READ BACK THE BACK TAXI INSTRUCTIONS BUT DO NOT RECALL WHETHER I READ BACK THE POS AND HOLD INSTRUCTIONS. WE PROCEEDED TO BACK TAXI WITH MYSELF AT THE CTLS, AND TURNED 180 DEGS AT THE DEP END OF THE RWY AND LINED UP WITH THE CTRLINE. I REVIEWED THE TKOF PROC WITH MY STUDENT, COMPLETED THE BEFORE TKOF CHKLIST, AND INSTRUCTED THE STUDENT TO COMMENCE THE TKOF. WHEN CLBING THROUGH APPROX 200 FT THE TWR ANNOUNCED THAT WE WERE IN RADAR CONTACT AND HAD TFC ABOVE US AND TO THE L. TWR THEN INFORMED ME THAT I HAD DEPARTED WITHOUT A TKOF CLRNC. I SAW THE OTHER ACFT, POSSIBLY A SMALL CESSNA, APPROX 500 FT ABOVE US AT MY 10 O'CLOCK POS ON A HEADING PERPENDICULAR TO OURS. I DETERMINED THAT NO EVASIVE ACTION WAS NECESSARY AND CONTINUED WITH THE CLB. THE TFC PASSED SAFELY ABOVE US AND WE WERE HANDED OFF TO DEP AND CONTINUED THE FLT. THE CAUSE OF THE INCIDENT WAS MY MISUNDERSTANDING OF THE POS AND HOLD CLRNC. I AM ACCUSTOMED TO BEING CLRED FOR TKOF AT THE SAME TIME I AM CLRED TO BACK TAXI FROM THAT PARTICULAR INTXN AND SIMPLY HEARD WHAT I EXPECTED TO HEAR RATHER THAN THE CTRLR'S ACTUAL INSTRUCTIONS. I AM A LOW TIME CFI WITH ONLY 8 HRS OF DUAL INSTRUCTION GIVEN AND I FEEL THAT I ALLOWED MYSELF TO BECOME DISTRACTED BY EXPLAINING THE TKOF PROCS TO MY STUDENT BEFORE AND DURING THE TAXI BACK WHICH PROBABLY CONTRIBUTED TO MISSING THE POS AND HOLD INSTRUCTIONS. IN ORDER TO AVOID A SIMILAR MISTAKE IN THE FUTURE I BELIEVE I SHOULD AVOID UNNECESSARY COCKPIT CONVERSATION AT TIMES WHEN COM WITH ATC IS CRITICAL. READBACK OF ALL ELEMENTS OF TAXI, AND TKOF CLRNCS SHOULD ALSO HELP PREVENT ME FROM COMMITTING THE SAME ERROR AGAIN.

Synopsis :

A C172 INSTRUCTOR AND STUDENT, DEPARTING OAK, MISINTERPRETED THE HOLD IN POS INSTRUCTIONS AS BEING CLRED FOR TKOF CLRNC.

Time

Date : 200209

Day : Tue

Local Time Of Day : 1201 To 1800

Place

State Reference : OK

Environment

Flight Conditions : VMC

Ceiling : CLR

Aircraft / 1

Operator.General Aviation : Instructional

Make Model : Skyhawk 172/Cutlass 172

Mission : Training

Person / 1

Experience.Flight Time.Total : 2100

Experience.Flight Time.Last 90 Days : 28

Experience.Flight Time.Type : 1000

ASRS Report : 558507

Events

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Resolatory Action.None Taken : Detected After The Fact

Supplementary

Problem Areas : Airport

Problem Areas : Flight Crew Human Performance

Narrative :

STUDENT PLT AND FLT INSTRUCTOR FAIL TO REQUEST CORRECT FLT BRIEFING FROM FSS. CREW UNABLE TO LOCATE ARPT OF INTENDED LNDG IN AFD, THUS REQUESTED INFO (STANDARD BRIEF) FOR NEXT CLOSEST ARPT (ADM). CREW LANDED AT INTENDED ARPT (IFI). 5 1/2 HRS LATER, CREW RETURNED TO ARPT FOR DEP TO FIND MEN AND EQUIP WORKING ON ARPT RWY. INSTRUCTOR CALLED FSS TO VERIFY CONDITION OF ARPT (NOTAMS). 'ARPT IS CLOSED FOR MAINT.' MAINT SUPVR CLEARED PERSONNEL AND EQUIP FROM RWY AND CREW DECIDED THE RWY WAS SAFE FOR DEP. MAINT SUPVR CLRED ACFT TO DEPART. ACFT/CREW DEPARTED ARPT AND RETURNED TO HOME BASE (ADS). CAUSE: FLC FAILED TO REQUEST/RECEIVE CORRECT FLT BRIEFING FROM FSS TO DETERMINE CONDITION OF ARPT OF INTENDED LNDG (NOTAMS). PREVENTION: PROPER COM BTWN PIC AND FSS IN RECEIVING ALL INFO (NOTAMS, ETC) OF ARPT OF INTENDED LNDG.

Synopsis :

C172 INSTRUCTOR, WITH STUDENT, LAND AT CLOSED ARPT AND DID NOT FIND OUT THAT IT WAS CLOSED UNTIL RETURNING FOR DEP LATER IN DAY.

Time

Date : 200208
Day : Sat
Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : RHV.Airport
State Reference : CA

Environment

Flight Conditions : VMC
Ceiling : CLR

Aircraft / 1

Controlling Facilities.Tower : RHV.Tower
Operator.General Aviation : Personal
Make Model : Trinidad TB-21
Mission : Training

Aircraft / 2

Controlling Facilities.Tower : RHV.Tower
Operator.General Aviation : Personal
Make Model : Any Unknown or Unlisted Aircraft Manufacturer

Person / 1

Experience.Flight Time.Total : 161
Experience.Flight Time.Last 90 Days : 58
Experience.Flight Time.Type : 80
ASRS Report : 558720

Person / 2

Experience.Flight Time.Total : 3200
Experience.Flight Time.Last 90 Days : 50
Experience.Flight Time.Type : 30
ASRS Report : 558325

Person / 3

Function.Flight Crew : Single Pilot

Person / 4

Function.Controller : Local

Events

Anomaly.Non Adherence : Clearance
Anomaly.Non Adherence : FAR
Independent Detector.Other.ControllerA : 4
Resolatory Action.Controller : Issued Alert

Supplementary

Problem Areas : ATC Human Performance
Problem Areas : Flight Crew Human Performance

Narrative :

ON AUG/SAT/02, AT XA10 I LANDED ON RWY 31L AT RHV IN GOOD WX AND VISIBILITY. I WAS TOLD TO TURN OFF THE RWY AND HOLD SHORT OF RWY 31R, WHICH I DID. AFTER I HAD BEEN STATIONARY FOR ONLY A FEW SECONDS TWR INSTRUCTED ME TO CROSS RWY 31R AND TURN L ONTO THE TXWY (Y OR Z, I DON'T RECALL). SLIGHTLY PUZZLED BECAUSE I HADN'T TOLD THEM WHICH DIRECTION I WANTED TO GO I BEGAN TO COMPLY, MOVING SLOWLY. AT THE SAME TIME MY INSTRUCTOR BEGAN TO ACKNOWLEDGE THE TAXI INSTRUCTION. AFTER I HAD CROSSED THE RWY 31R HOLD SHORT LINE, BUT BEFORE I HAD ACTUALLY REACHED THE RWY ITSELF I WAS TOLD BY TWR THAT I SHOULD NOT HAVE MOVED AND THE INSTRUCTION HAD BEEN FOR ANOTHER ACFT. THE ERROR WAS THAT THE TWR HAD USED THE WRONG CALL SIGN -- BOTH I AND MY INSTRUCTOR CLRLY HEARD OUR CALL SIGN, AND COMPLIED WITH THE INSTRUCTION. THE LESSON I LEARNED FROM THIS IS THAT IN TAXIING, I SHOULD READ BACK THE INSTRUCTION BEFORE EXECUTING THE INSTRUCTION, INSTEAD OF DOING THEM BOTH AT THE SAME TIME. THE ONLY PROB WITH THIS IS THAT SOMETIMES THEY WANT ME TO EXPEDITE SOME TAXIING AND RWY XINGS, AND READING BACK BEFORE EXECUTION ADDS A SHORT DELAY.

Synopsis :

SOCATA TB21 INST RATING STUDENT, AND INSTRUCTOR, BOTH HEARD TWR CTLR CLR THEM TO CROSS RWY TO WHICH THEY WERE HOLDING, AND THEN INSTRUCTED TO STOP BY TWR SINCE THE CLRNC WAS NOT FOR THEM.

Time

Date : 200209
Day : Wed
Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : ISP.Airport
State Reference : NY

Environment

Flight Conditions : VMC
Ceiling.Single Value : 5000

Aircraft / 1

Controlling Facilities.Tower : ISP.Tower
Operator.General Aviation : Instructional
Make Model : Small Aircraft, Low Wing, 1 Eng, Fixed Gear
Mission : Training

Aircraft / 2

Controlling Facilities.Tower : ISP.Tower
Operator.Common Carrier : Air Carrier
Make Model : B737 Undifferentiated or Other Model
Mission : Passenger

Person / 1

Experience.Flight Time.Total : 1500
Experience.Flight Time.Last 90 Days : 50
Experience.Flight Time.Type : 1400
ASRS Report : 558922

Person / 3

Function.Oversight : PIC
Function.Flight Crew : Captain

Person / 4

Function.Controller : Local

Events

Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.ControllerA : 4
Independent Detector.Other.Flight CrewA : 3
Resolatory Action.Flight Crew : Executed Go Around
Resolatory Action.Controller : Issued New Clearance
Resolatory Action.None Taken : Detected After The Fact

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

WHILE ON A PRACTICE ILS RWY 6 APCH TO LNDG AT ISP WITH MY STUDENT UNDER SIMULATED IMC (HOODED), HE WAS ORIGINALLY CLRED FOR ILS RWY 6 CIRCLE RWY 33L. HE WAS ASKED BY ATC IF HE COULD ACCEPT A STRAIGHT-IN LNDG ON RWY 6, HOLD SHORT OF RWY 33L. THE STUDENT WAS MORE FAMILIAR WITH THE ARPT ENVIRONMENT THAN ME AND ACCEPTED THE CLRNC. WITH A HIGHER MDA ON CIRCLING THAN STRAIGHT-IN, I HAD HIM REMOVE THE HOOD EARLY TO MAKE SURE HE COULD LAND AND HOLD SHORT OF RWY 33L. THE RADIO (COM #1) MALFUNCTIONED AND WE NO LONGER WERE HEARING ATC. THE STUDENT LANDED ON RWY 6, AND WAS UNABLE TO STOP BEFORE RWY 10. NOT KNOWING IF THERE WAS AN INTERSECTING TXWY BEFORE RWY 33L, HE STOPPED ON THE RWY AND CALLED ATC FOR PERMISSION TO DO A 180 DEG TURN AND TAXI BACK TO RWY 10. AFTER GETTING NO RESPONSE, I ADJUSTED THE SQUELCH DIAL AND ATC COULD BE HEARD AGAIN. THEY ASKED US TO TAXI OFF THE RWY 6 AT TXWY B3 AND INFORMED US THAT A B737 HAD TO GO AROUND BECAUSE WE STOPPED ON THE RWY. I FEEL THAT THE SIT COULD HAVE BEEN PREVENTED IF I HAD CONSULTED THE ARPT DIAGRAM SO THAT I KNEW WHERE THE INTERSECTING TXWYS WERE SO THAT I COULD DEPART THE RWY ASAP. I WAS OVERLY CONCERNED WITH HOLDING SHORT OF RWY 33L FOR OTHER TFC UNDER LAHSO THAT I DIDN'T REALIZE THAT I WAS CREATING A CONFLICTING SIT ON RWY 6. CONTRIBUTING FACTOR WAS THE SILENCE ON THE RADIO MADE IT APPEAR THAT THERE WAS A 'SLOW' PERIOD AT THE ARPT BY THE SILENCE OF THE CTLRS.

Synopsis :

AN INST INSTRUCTOR AND STUDENT CAUSED AN ACR B737 TO GO AROUND WHEN THE STUDENT STOPPED ON THE LNDG RWY AT ISP.

Time

Date : 200209
Day : Wed
Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : CPS.Airport
State Reference : IL

Aircraft / 1

Operator.General Aviation : Instructional
Make Model : Tampico TB-9
Mission : Training
Flight Phase.Cruise : Level

Person / 1

Experience.Flight Time.Total : 430
Experience.Flight Time.Last 90 Days : 100
Experience.Flight Time.Type : 250
ASRS Report : 558963

Events

Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Landed As Precaution

Supplementary

Problem Areas : Aircraft
Problem Areas : Flight Crew Human Performance

Narrative :

AIRPLANE WAS RATTLING AND MAKING EXCESSIVE NOISE INFLT. DIDN'T NOTICE DURING INITIAL PREFLT, BUT UPON EXAM ON THE GND THERE WAS DAMAGE TO THE WING, AND IT APPEARS THAT THE ACFT WOULD HAVE BEEN CONSIDERED UNAIRWORTHY. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: RPTR STATED THAT IT WAS FOUND AFTER MAINT INSPECTION THAT THE R WING HAD BEEN DAMAGED BY A HARD LNDG. THE WHEEL STRUT PUSHED UP THE WING RIB STRUCTURE CAUSING WRINKLES IN THE WING SKIN. MECHS HAVE NOTICED THAT THIS TYPE OF DAMAGE HAS HAPPENED BEFORE AFTER A HARD LNDG. THE INCIDENT TOOK PLACE AT CPS ARPT ON A SEP/SAT/02. THE ACFT WAS A SOCATA (AEROSPATIALE) TAMPICO TB-9.

Synopsis :

INSTRUCTOR PLT HEARD UNUSUAL NOISE DURING FLT TRAINING AND FOUND WING DAMAGE AFTER LNDG THAT WOULD RENDER THE ACFT UNAIRWORTHY.

Time

Date : 200209
Day : Thu
Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : BJC.Airport
State Reference : CO

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : BJC.Tower
Operator.General Aviation : Instructional
Make Model : Travelair 95
Mission : Training

Person / 1

Experience.Flight Time.Total : 1650
Experience.Flight Time.Last 90 Days : 150
Experience.Flight Time.Type : 150
ASRS Report : 559095

Person / 2

Experience.Flight Time.Total : 191.7
Experience.Flight Time.Last 90 Days : 62.4
Experience.Flight Time.Type : 9.5
ASRS Report : 559198

Person / 3

Function.Controller : Local

Events

Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.None Taken : Detected After The Fact

Supplementary

Problem Areas : Aircraft
Problem Areas : Flight Crew Human Performance

Narrative :

MY COMMERCIAL MULTI-ENG STUDENT WITH APPROX 9 HRS OF TRAINING BY ME IN THE BEECHCRAFT D95A TRAVEL AIR WAS EXECUTING A SHORT FIELD LNDG. HE HAD PREVIOUSLY DEMONSTRATED PROFICIENCY WITH THIS MANEUVER IN PRIOR FLTS. WE TOUCHED DOWN ON THE DESIRED POINT (1000 FT RWY MARKER) AND DURING THE ROLLOUT THE STUDENT RETRACTED THE LNDG GEAR INSTEAD OF THE FLAPS. I WAS UNABLE TO STOP HIS ACTIONS AS IT HAPPENED SO QUICKLY. THIS OCCURRED APPROX 500 FT INTO THE LNDG ROLL AT A SPD BELOW VSO. THE ACFT SKIDDED TO A STOP WHERE WE SECURED ALL ELECTRICAL AND FUEL AND EVACED THE ACFT. DURING OUR SECURING/EVAC OF THE ACFT, THE STUDENT ASKED ME WHAT HAPPENED AND I INFORMED HIM THAT HE RETRACTED THE LNDG GEAR INSTEAD OF THE FLAPS. HE DID NOT BELIEVE ME UNTIL I POINTED OUT TO HIM THE RETRACTED GEAR SWITCH. FACTORS CONTRIBUTING TO THIS EVENT WERE: 1) UNCONVENTIONAL LOCATION OF THE LNDG GEAR SWITCH. THIS MAKE/MODEL OF ACFT HAS THE THROTTLES, PROPS, FLAPS AND GEAR SWITCHES/CTLS LOCATED UNCONVENTIONALLY AS COMPARED TO A CESSNA. MOST OF THIS STUDENT'S EXPERIENCE IS IN A CESSNA. 2) FAILURE TO IDENT AND VERIFY THE PROPER SWITCH. THE STUDENT RETRACTED THE GEAR SWITCH OUT OF HABIT THINKING IT WAS THE FLAPS. 3) CFI PHYSICALLY NOT GUARDING THE GEAR SWITCH. HOWEVER, I WAS GUARDING THE PWR QUADRANT AND YOKE AS WELL AS DIVIDING MY ATTN INSIDE AND OUTSIDE THE COCKPIT. 4) STUDENT'S LIMITED EXPERIENCE WITH COMPLEX ACFT. 5) LNDG GEAR 'SQUAT' SWITCH -- DID IT FUNCTION PROPERLY? POSSIBLE CORRECTIVE ACTIONS: 1) CONSIDER PHYSICALLY GUARDING THE GEAR SWITCH FROM RETRACTION AT THE RISK OF A STUDENT MAKING AN INCORRECT PWR OR YOKE APPLICATION. DUE TO THE PHYSICAL LOCATION OF THE GEAR SWITCH IN THIS ACFT, ONE MIGHT NOT BE ABLE TO REACT QUICKLY ENOUGH FROM THE GEAR SWITCH TO THE PWR QUADRANT OR TO THE YOKE IF ONE'S HAND IS COMMITTED TO GUARDING THE GEAR SWITCH. 2) BREAK OLD AND FORM NEW STUDENT HABITS THROUGH GND AND FLT TRAINING. PERSONALLY, I BELIEVE I AM VERY THOROUGH IN THIS AREA. SPECIFICALLY, WHEN TRAINING FOR AND IN THIS ACFT, I CONSTANTLY REMIND STUDENTS TO IDENT/VERIFY ALL SWITCHES, LEVERS, AND CTLS BEFORE ENGAGING DUE TO THEIR UNCONVENTIONAL LOCATION. HOWEVER, THIS EVENT PROVES HOW STRONG THE LAW OF PRIMACY IS AND THAT ONE CAN NEVER BE ABSOLUTELY SURE OF A STUDENT'S ACTION/REACTION. 3) MODIFY THE POH'S LNDG PROC. IT STATES 'ON ANY LNDG, RETRACT THE WING FLAPS NEAR THE END OF THE LNDG ROLL. SET ELEVATOR TRIM TO '0' READING AND OPEN THE COWL FLAPS.' THESE ACTIONS CREATE A BUSY COCKPIT AND COULD BE DEFERRED TO THE AFTER LNDG CHKLIST BEING PERFORMED AFTER THE ACFT HAS COME TO A COMPLETE STOP, CLR OF THE ACTIVE RWY. SUPPLEMENTAL INFO FROM ACN 559198: MY INSTRUCTOR ASKED ME TO DO A SHORT FIELD LNDG. THE ARPT WAS A LITTLE BUSY SO WE HELD N AND W FOR A WHILE. AFTER RECEIVING CLRNC WE STARTED INBOUND. MY INSTRUCTOR BRIEFED ME ON WHERE HE WANTED ME TO TOUCH DOWN AND SHORT FIELD PROCS. I TOUCHED DOWN ON THE 1000 FT MARK AT FULL STALL (APPROX 70 MPH) HELD THE NOSE OFF UNTIL IT DROPPED AND APPLIED BRAKES. I THEN WENT TO RAISE THE FLAPS. INSTEAD I INADVERTENTLY RAISED THE GEAR LEVER. I NOTIFIED THE TWR THAT WE HAD A PROB. MY INSTRUCTOR SAID WE SHOULD EXIT THE ACFT NOW AND HE GOT OUT. I SHUT DOWN THE MAGNETOS, MAIN PWR AND CLOSED THE FUEL SELECTORS BEFORE EXITING THE ACFT. THE EMER CREWS SHOWED UP MOMENTS LATER. THEY CHKED US FOR INJURIES AND TALKED TO US BRIEFLY.

Synopsis :

BE95 INSTRUCTOR AND STUDENT. STUDENT RETRACTED THE LNDG GEAR INSTEAD OF THE FLAPS DURING LNDG ROLLOUT.

Time

Date : 200209
Day : Mon
Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : DXR.Airport
State Reference : CT
Altitude.MSL.Single Value : 1500

Environment

Flight Conditions : VMC
Ceiling : CLR

Aircraft / 1

Controlling Facilities.Tower : DXR.Tower
Operator.General Aviation : Instructional
Make Model : Cessna 152
Mission : Training
Flight Phase.Descent : Approach
Route In Use.Approach : Traffic Pattern

Aircraft / 2

Controlling Facilities.Tower : DXR.Tower
Make Model : Cessna 401
Flight Phase.Descent : Approach
Route In Use.Approach : Traffic Pattern

Person / 1

Experience.Flight Time.Total : 3000
Experience.Flight Time.Last 90 Days : 250
Experience.Flight Time.Type : 900
ASRS Report : 559262

Person / 3

Function.Oversight : PIC
Function.Flight Crew : Captain

Person / 4

Function.Controller : Local

Events

Anomaly.Conflict : Airborne Critical
Anomaly.Non Adherence : FAR
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Controller : Separated Traffic
Miss Distance.Vertical : 300
Miss Distance.Horizontal : 500

Supplementary

Problem Areas : ATC Human Performance
Problem Areas : Flight Crew Human Performance

Narrative :

WHILE ON A LCL TRAINING FLT, I INSTRUCTED MY STUDENT TO LAND AT DANBURY. WE WERE PRESENTLY CLING OUT OF THE WESTCHESTER ARPT TFC PATTERN. DANBURY'S VICTOR WAS RPTING A LIGHT W WIND, 10 SM VISIBILITY, AND RWY 26 AS THE ACTIVE. WE (THE STUDENT) MADE HIS INITIAL CONTACT 7-10 SM SW AND WAS INSTRUCTED TO ENTER THE L DOWNWIND FOR RWY 26. AT THIS TIME, 2 ACFT WERE ON FINAL (A LUSCOMBE AND ANOTHER ACFT) AND AN ARCHER ON A R BASE. WE MADE OUR INITIAL CONTACT TO TWR AT APPROX XA00 SEP/MON/02. WHILE WE WERE FLYING TOWARDS DANBURY A TWIN CESSNA RPTED W OF THE FIELD FOR LNDG AND WAS INSTRUCTED TO ENTER A L DOWNWIND FOR RWY 26. TWR DID NOT ADVISE OUR PLANE OR THE TWIN CESSNA OF EACH OTHER. WE CONTINUED INBOUND AND TURNED OUR DOWNWIND. SHORTLY THEREAFTER, THE TWIN CESSNA ANNOUNCED HIS ENTRY INTO THE DOWNWIND. WE CONTINUED INBOUND AND TURNED OUR BASE. MIDWAY THROUGH OUR BASE, TWR INSTRUCTED US TO TURN BACK ONTO THE DOWNWIND. AS WE MADE A R TURN TO REJOIN THE DOWNWIND, THE TWIN CESSNA WAS ON HIS BASE LEG SEVERAL HUNDRED FT ABOVE US AND TO OUR 10-11 O'CLOCK POS. DURING THIS TIME THE TWR WAS MAKING SEVERAL RADIO CALLS, MISTAKING CALL SIGNS BTWN ACFT, AND MISTAKING ACFT POS. WE CONTINUED ON A SBOUND HDG UNTIL ALL OTHER ACFT AND ACFT POS WERE ACCOUNTED FOR. WE WERE THEN INSTRUCTED TO TURN OUR BASE. THE TIME OF OUR CLOSE CALL WAS XB15. I BELIEVE IF THE TWR HAD INSTRUCTED US TO CONTINUE OUR DOWNWIND TO LET THE TWIN CESSNA TURN HIS BASE AHEAD OF US OR HAVE US CONTINUE OUR BASE AND RE-ENTER THE PATTERN ON THE UPWIND TO MAKE ROOM FOR THE FASTER TFC, THE POTENTIAL FOR A CLOSE CALL WOULD HAVE BEEN AVERTED. WE (MYSELF AND THE STUDENT) COULD HAVE ALSO REFUSED THE TWR'S INSTRUCTION TO TURN BACK ONTO THE DOWNWIND KNOWING THAT FASTER TFC WAS FOLLOWING US.

Synopsis :

INSTRUCTOR AND STUDENT IN C152 TURN DOWNWIND LEG ABOUT THE SAME TIME A C401 ALSO TURNS DOWNWIND AT A HIGHER ALT.

Time

Date : 200209
Day : Thu
Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : 7G0.Airport
State Reference : NY
Altitude.MSL.Single Value : 1300

Environment

Flight Conditions : VMC
Ceiling : CLR

Aircraft / 1

Operator.General Aviation : Instructional
Make Model : PA-28 Cherokee/Archer Ii/Dakota/Pillan/Warrior
Mission : Training

Aircraft / 2

Operator.General Aviation : Personal
Make Model : Cessna 152
Mission : Training
Flight Phase.Descent : Approach
Route In Use.Approach : Traffic Pattern

Person / 1

Experience.Flight Time.Total : 650
Experience.Flight Time.Last 90 Days : 180
Experience.Flight Time.Type : 300
ASRS Report : 559461

Person / 3

Function.Flight Crew : Single Pilot

Events

Anomaly.Conflict : NMAC
Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Anomaly.Non Adherence : Required Legal Separation
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Took Evasive Action
Miss Distance.Vertical : 200
Miss Distance.Horizontal : 0

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

MYSELF AND MY STUDENT WERE DOING TOUCH-AND-GOES IN A PA28-140 AT 7G0. WE WERE MAKING ALL CALLS AND WERE THE ONLY ONES IN THE PATTERN. A CALL WAS HEARD, 'C152 E OF ARPT WILL BE ENTERING DOWNWIND.' AT THIS TIME I WAS UPWIND TURNING XWIND. COMING OUT OF THIS TURN, THE PREVIOUSLY CALLED TFC WAS AT PATTERN ALT ENTERING DIRECT ON DOWNWIND. TO AVOID COLLISION WITH TFC, I DOVE DOWN ON MY XWIND AND ALLOWED TFC TO PASS OVER ME. FOR SEPARATION PURPOSES, I DID A R 360 DEG TURN AND REJOINED DOWNWIND. I QUESTIONED C152 PLT AND HE RESPONDED, 'I SAID I WAS ENTERING DOWNWIND AND I HAD YOU IN SIGHT.'

Synopsis :

NMAC BTWN 2 GA ACFT, A PA28 AND A C152 ON A L DOWNWIND FOR RWY 10 AT 7G0, NY.

Time

Date : 200209
Day : Wed
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : BLI.Airport
State Reference : WA

Environment

Flight Conditions : VMC
Ceiling : CLR

Aircraft / 1

Controlling Facilities.Tower : BLI.Tower
Operator.General Aviation : Instructional
Make Model : Cessna 152
Mission : Training

Aircraft / 2

Controlling Facilities.Tower : BLI.Tower
Operator.Common Carrier : Air Carrier
Make Model : DHC-8-100
Mission : Passenger
Flight Phase.Descent : Approach
Route In Use.Approach : Visual

Person / 1

Experience.Flight Time.Total : 1210
Experience.Flight Time.Last 90 Days : 300
Experience.Flight Time.Type : 750
ASRS Report : 559707

Person / 2

Function.Flight Crew : Single Pilot
Experience.Flight Time.Total : 24
Experience.Flight Time.Last 90 Days : 24
Experience.Flight Time.Type : 24
ASRS Report : 562253

Person / 3

Function.Oversight : PIC
Function.Flight Crew : Captain

Person / 4

Function.Controller : Local

Events

Anomaly.Conflict : Ground Critical
Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.ControllerA : 4
Independent Detector.Other.Flight CrewA : 3
Resolatory Action.Flight Crew : Executed Go Around
Resolatory Action.Controller : Issued Alert
Miss Distance.Horizontal : 7000

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

MY STUDENT WAS ON A SUPERVISED SOLO XCOUNTRY FLT FROM AWO-BLI WHEN SHE WAS UNABLE TO CONTACT BELLINGHAM TWR BY RADIO AND PENETRATED THE CLASS D SURFACE AREA AND LANDED OPPOSITE DIRECTION AGAINST A DASH 8-100. THE DASH 8 COMMENCED A GAR. MY STUDENT WAS THEN LECTURED AND SCOLDED BY THE LCL CTLR AND SENT ON HER WAY. SINCE THEN, SHE HAS RECEIVED 5 HRS ADDITIONAL INSTRUCTION ON THE OPS IN THE CLASS D SURFACE AREA AND A REVIEW OF THE FAA ADVISORY CIRCULARS AND VIDEO TAPES PERTAINING TO RWY INCURSIONS. THE CTLR SPOTTED THE ACFT ON THE RWY AND DISPATCHED A GND VEHICLE TO BRING THE ACFT TO THE TWR. THE CTLR TOLD THE STUDENT TO REMAIN ON LCL CTL FREQ AND THEN YELLED AT HER FOR NOT SWITCHING TO GND. AFTER LEAVING BLI AIRSPACE, THE CTLR CONTACTED ME BY TELEPHONE AND TOLD ME THE STUDENT HAD CONTINUED HER FLT PER HIS DIRECTIONS. SUPPLEMENTAL INFO FROM ACN 562253: UPON ENTERING CLASS D AIRSPACE, THERE WAS A RADIO FAILURE WITH THE TWR AND SO I LANDED THE AIRPLANE AND SPOKE WITH THE TWR AND ARPT OFFICIALS ABOUT THE COM FAILURE. THE TWR CTL OPERATOR MADE IT APPARENT TO ME THAT HE WAS VERY UPSET WITH HIS HARSH TONE WHICH ONLY MADE THE SIT WORSE. AFTER THE NEAR COLLISION WITH THE DASH 8, CTLR DID NOT SUPPLY ANY GUIDANCE AS TO REGARDING WHAT I SHOULD DO AFTER THE INCIDENT. HE COMPLAINED TO MY FLT INSTRUCTOR THAT I DIDN'T CONTACT GND ALTHOUGH HE SPECIFICALLY ADVISED ME TO STAY WITH HIM ON THE FREQ.

Synopsis :

A STUDENT PLT ON INITIAL SUPERVISED XCOUNTRY FLT IN A C152 PENETRATES A CLASS D AIRSPACE AND LWOC IN OPPOSITE DIRECTION TO A DASH 8 ON SHORT FINAL FOR RWY 34 AT BLI, WA.

Time

Date : 200209
Day : Sun
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : Q99.Airport
State Reference : CA

Environment

Flight Conditions : VMC

Aircraft / 1

Operator.General Aviation : Instructional
Make Model : Champion Citabria
Mission : Training
Route In Use.Approach : Visual

Aircraft / 2

Operator.General Aviation : Personal
Make Model : Bonanza 35
Route In Use.Approach : Visual

Person / 1

Function.Flight Crew : Single Pilot
Experience.Flight Time.Total : 500
Experience.Flight Time.Last 90 Days : 10
Experience.Flight Time.Type : 25
ASRS Report : 560443

Person / 2

Function.Oversight : PIC
Function.Flight Crew : Single Pilot

Person / 3

Function.Flight Crew : Single Pilot

Events

Anomaly.Conflict : NMAC
Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Took Evasive Action
Resolatory Action.None Taken : Detected After The Fact
Miss Distance.Vertical : 50
Miss Distance.Horizontal : 200

Supplementary

Problem Areas : FAA
Problem Areas : Flight Crew Human Performance

Narrative :

I WAS ON MY SECOND TOUCH-AND-GO AT Q99 TURNING DOWNWIND WHEN A BONANZA SEEMINGLY APPEARED OUT OF NOWHERE ON A 45 DEG ENTRY FOR THE R DOWNWIND RWY 32. MY INSTRUCTOR TOOK THE CTLs AND MADE A DIVING L TURN. WE ROLLED BACK TO THE R AND RE-ENTERED THE TFC PATTERN. WE WERE IN A HEAD ON COLLISION AT A DISTANCE OF APPROX 300 FT OR LESS. THE BONANZA MADE NO RADIO CALLS UNTIL AFTER OUR EVASIVE MANEUVER, ACKNOWLEDGING THAT HE HAD US IN SIGHT AND WOULD BE FOLLOWING US. HE CONTINUED TO FLY A MODIFIED PATTERN OFF OF OUR L WINGTIP, FINALLY SEQUENCING HIMSELF AFTER I'D TURNED BASE FOLLOWING 2 OTHER ACFT. IN THE POSTFLT BRIEFING, MY INSTRUCTOR EXPLAINED THAT HE MADE A L EVASIVE TURN BECAUSE IT WAS THE BEST WAY TO MAINTAIN A VISUAL ON THE OTHER ACFT AND NOT TURN OUR BELLY TO HIM. ALSO, MY INSTRUCTOR ANTICIPATED THAT THE OTHER PLT'S INTENTION WAS TO TURN L AND JOIN THE DOWNWIND LEG.

Synopsis :

CH7A STUDENT AND INSTRUCTOR, WITH A BE35 HAD AN NMAC AT AN UNCTLED ARPT AFTER THE BE35 PLT DID NOT ANNOUNCE HIS ENTRY INTO THE ARPT TFC PATTERN.

Time

Date : 200209
Day : Sun
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : BED.Airport
State Reference : MA

Environment

Flight Conditions : VMC
Ceiling.Single Value : 20000

Aircraft / 1

Controlling Facilities.Tower : BED.Tower
Operator.General Aviation : Instructional
Make Model : Cessna 150
Mission : Training

Person / 1

Experience.Flight Time.Total : 7230
Experience.Flight Time.Last 90 Days : 25
Experience.Flight Time.Type : 2000
ASRS Report : 561243

Person / 3

Function.Controller : Local

Person / 4

Function.Controller : Ground

Events

Anomaly.Non Adherence : Clearance
Anomaly.Non Adherence : FAR
Independent Detector.Other.ControllerA : 3
Resolatory Action.Controller : Issued New Clearance

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

AFTER LNDG, I WAS INSTRUCTED TO PULL OFF ONTO THE NEXT AVAILABLE TXWY AND CONTACT GND CTL. AFTER HAVING HAD 'RWY INCURSION HORROR STORIES' HURLED AT ME FOR THE PAST YR, I STOPPED ON THE RWY SIDE OF THE STOP LINE, INSTEAD OF THE TXWY SIDE OF THE STOP LINE. THE CTLR TREATED THIS WITH LESS THAN GOOD HUMOR AND INSTRUCTED ME TO STOP ON THE OTHER SIDE OF THE HOLD SHORT LINE. FROM THERE, GND AGAIN ASKED ON WHAT SIDE OF THE LINE I WAS. I REPLIED THE TXWY SIDE. HE SEEMED CONFUSED. THERE WAS A MOMENT OF SILENCE, AND I WAS THEN CLRED TO RETURN TO THE ACTIVE RWY FOR DEP. AT NO TIME WAS THERE ANY ACFT CONFLICT. I GUESS MY POINT IS THAT PEOPLE CAN BE OVER TRAINED AND OVERSENSITIVE TO ANYTHING. WE ARE CREATING AN AVIATION ENVIRONMENT THAT IS OVERLY TENSE, OVERCTLED, UNDERACCEPTED, AND LESS AND LESS SAFE.

Synopsis :

A C150 INSTRUCTOR AND STUDENT, AFTER LNDG AT BED, TO THE CHAGRIN OF ATC, STOPPED ON THE RWY SIDE OF THE HOLD LINES INSTEAD OF THE TAXI SIDE.

Time

Date : 200209
Day : Wed
Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : TA50.Airport
State Reference : TX

Environment

Ceiling : CLR

Aircraft / 1

Operator.General Aviation : Instructional
Make Model : Turbo-Viking
Mission : Training

Person / 1

Experience.Flight Time.Total : 750
Experience.Flight Time.Last 90 Days : 65
Experience.Flight Time.Type : 1
ASRS Report : 561293

Events

Independent Detector.Other.Flight CrewA : 1
Resolatory Action.None Taken : Detected After The Fact
Resolatory Action.None Taken : Unable

Supplementary

Problem Areas : Aircraft
Problem Areas : Flight Crew Human Performance

Narrative :

I WAS GIVING A BIENNIAL IN A SUPER VIKING. I TOLD THE GENTLEMAN TO MAKE A SHORT FIELD APCH TO LNDG. TURNING BASE TO FINAL, I REALIZED HE WAS GOING TO OVERSHOOT THE SECOND CTRLINE PAST THE 1000 FT MARKER. I IMMEDIATELY TOLD HIM, 'YOU'RE GOING TO OVERSHOOT, SO DON'T TRY TO FORCE IT, JUST LAND PAST IT AND DO YOUR NORMAL SHORT FIELD PROCS.' ONCE WE TOUCHED DOWN, WE WERE A LITTLE L OF CTRLINE, BUT SLOWLY MAKING OUR WAY TO THE EDGE OF THE RWY. HALFWAY BTWN THE RWY EDGE AND THE CTRLINE, I WAS ABOUT TO TELL HIM TO GO AROUND WHEN HE PROCLAIMED HE HAD LOST HIS L BRAKE, THEN THE ACFT COMPLETELY TURNED 80 DEGS TO THE L, RUNNING OFF THE RWY. NO ONE WAS HURT, NO DAMAGE TO ACFT, EXCEPT FOR A SMALL PUNCTURE, THE SIZE OF A HALF OF A PENNY ON THE UNDERSIDE FLAP FABRIC. THE PROB WAS CAUSED BY A BLOWN TIRE, BECAUSE THE STUDENT PRESSED THE BRAKES TOO HARD ON LNDG.

Synopsis :

THE TRAINING CREW DURING A FULL STOP LNDG, SHORT FIELD APCH, IN A SUPER VIKING, BLOWS A TIRE AND SKIDS TO A HALT SIDEWAYS ON THE RWY AT TA50, TX.

Time

Date : 200209
Day : Sun
Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : SGJ.Airport
State Reference : FL

Environment

Flight Conditions : VMC

Aircraft / 1

Operator.General Aviation : Instructional
Make Model : Skyhawk 172/Cutlass 172
Mission : Training

Aircraft / 2

Operator.General Aviation : Personal
Make Model : PA-28 Cherokee Arrow Iv
Flight Phase.Descent : Approach
Route In Use.Approach : Visual

Person / 1

Experience.Flight Time.Total : 50
Experience.Flight Time.Last 90 Days : 45
Experience.Flight Time.Type : 50
ASRS Report : 561385

Person / 3

Function.Flight Crew : Single Pilot

Events

Anomaly.Conflict : Ground Less Severe
Anomaly.Non Adherence : Published Procedure
Anomaly.Non Adherence.Other : FREQ ASSIGN
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Executed Go Around
Resolatory Action.Flight Crew : Took Evasive Action
Miss Distance.Vertical : 10
Miss Distance.Horizontal : 6000

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

SGJ HAS RECENTLY CHANGED UNICOM/CTAF FREQ FROM 122.2 TO 127.625. MY FLT INSTRUCTOR AND I ENTERED THE TFC PATTERN NORMALLY, COMMUNICATING OUR INTENTIONS ALONG THE WAY ON 127.625. THERE WERE SEVERAL OTHER ACFT IN THE PATTERN FOR RWY 31 AS WELL. WE WERE TO DO A TOUCH-AND-GO, SO WE LANDED NORMALLY, RECONFIGURED FOR A NORMAL TKOF AND APPLIED FULL PWR. AT THIS POINT, I SAW THE ACFT AT THE END OF THE RWY (RWY 31) THAT APPEARED TO BE LNDG ON RWY 13, SO I ABORTED TKOF AND STEPPED ON THE BRAKES HARD TO SLOW THE ACFT AND GET OFF THE RWY. MY INSTRUCTOR COMMUNICATED ON 127.625 THAT THE ACFT ON FINAL WAS LNDG ON AN OCCUPIED RWY. THE ACFT DID NOT RESPOND. MY INSTRUCTOR THEN TURNED TO 122.80 AND REXMITTED. THE OTHER ACFT THEN DID A MISSED APCH. MY INSTRUCTOR THEN INFORMED HIM OF THE FREQ CHANGE AND ALSO TOLD HIM TO BE SURE TO CHK THE NOTAMS BEFORE FLT. THE OTHER PLT APOLOGIZED, NOTED THE FREQ CHANGE AND TOLD US THAT HE SAW US ONLY AFTER WE HAD SMOKED THE TIRES TRYING TO SLOW DOWN. AS IT TURNS OUT, THE TIRE WAS SO FLATTENED ON ONE SIDE THAT IT HAD TO BE REPLACED. UPON OUR RETURN TO CRG, THE OTHER ACFT RE-ENTERED THE PATTERN FOR RWY 31, COMMUNICATING HIS INTENTIONS, DID 1 TOUCH-AND-GO AND DEPARTED TO THE N. WE TAXIED BACK TO RWY 31, TOOK OFF TO THE N FOR MORE TRAINING.

Synopsis :

A C172 TRAINING FLT ON ROLLOUT FOR A TOUCH-AND-GO IS FACED WITH OPPOSITE DIRECTION TFC ON APCH FOR LNDG ON OCCUPIED RWY 31 AT SGJ, FL.

Time

Date : 200210
Day : Tue
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : OWA.Airport
State Reference : MN

Environment

Flight Conditions : VMC
Ceiling.Single Value : 12000

Aircraft / 1

Operator.General Aviation : Instructional
Make Model : Small Aircraft
Mission : Training

Person / 1

Experience.Flight Time.Total : 14000
Experience.Flight Time.Last 90 Days : 210
Experience.Flight Time.Type : 75
ASRS Report : 561553

Person / 2

Experience.Flight Time.Total : 2400
Experience.Flight Time.Last 90 Days : 90
Experience.Flight Time.Type : 3
ASRS Report : 561552

Events

Anomaly.Conflict : Ground Critical
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.None Taken : Unable

Supplementary

Problem Areas : Aircraft
Problem Areas : Flight Crew Human Performance
Problem Areas : Weather

Narrative :

I WAS A SAFETY PLT PROVIDING EXPERIENCE TO A QUALIFIED TAILWHEEL PLT WITH 150 HRS TAILWHEEL TIME WITH EXPERIENCE IN SAME TYPE OF BIPLANE WE WERE FLYING. PREVIOUS AIRWORK AND PATTERN WORK THAT DAY WENT VERY WELL. MY BRIEFS HAVE ALWAYS BEEN IF A PLT BOUNCES THE AIRPLANE ON LNDG, WE DO A GAR AND NOT TRY TO 'SAVE' A LNDG. THE PLT EXECUTED A GAR FROM A BOUNCE LNDG EARLIER IN THE DAY SUCCESSFULLY. ON OUR LAST LNDG, WE BOUNCED AND STARTED A GAR, BUT THE AFT SETTLED BACK ONTO THE RWY AND PROCEEDED TO GND LOOP AND EXITED THE RWY. CONTRIBUTING FACTORS: A FRONT WAS MOVING THROUGH THE AREA, CREATING VARIABLE GUSTY XWINDS. I BELIEVE THE AIRPLANE ENCOUNTERED WINDSHEAR. THE WIND SPD PICKED UP QUICKLY DURING A SHORT TIME PERIOD. HUMAN PERFORMANCE CONSIDERATION: THIS WAS OUR 4TH FLT OF THE DAY WITH 3.5 HRS LOGGED AND 20+ TKOFS AND LNDGS. SUPPLEMENTAL INFO FROM ACN 561552: WHILE ON APPROX MY THIRD FLT OF THE DAY TO PRACTICE LNDGS AND TO CHK OUT IN A WACO UPF-7 WITH AN INSTRUCTOR, I ENCOUNTERED WINDSHEAR AND HIT THE GND NEXT TO RWY 30. THE ACFT HIT A VASI LIGHT AND RAN INTO A DITCH, FLIPPING OVER. I HAD ESTABLISHED A SLIGHT CLB WHEN THE ACFT SUDDENLY SANK FAST, BOUNCED AND VEERED OFF THE RWY. THE INSTRUCTOR GOT ON THE RUDDER PEDALS TO STEER.

Synopsis :

A WACO UPF-7 ENDS UPSIDE DOWN OFF THE RWY AFTER ENCOUNTERING A WINDSHEAR DURING AN ABORTED LNDG AT OWA, MN.

Time

Date : 200210
Day : Wed
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : BDR.Airport
State Reference : CT

Environment

Flight Conditions : VMC
Ceiling : CLR

Aircraft / 1

Controlling Facilities.Tower : BDR.Tower
Operator.General Aviation : Instructional
Make Model : PA-44 Seminole Turbo Seminole
Mission : Training

Person / 1

Experience.Flight Time.Total : 1900
Experience.Flight Time.Last 90 Days : 180
Experience.Flight Time.Type : 120
ASRS Report : 561643

Person / 3

Function.Controller : Local

Events

Anomaly.Non Adherence : Clearance
Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.None Taken : Detected After The Fact

Supplementary

Problem Areas : Aircraft
Problem Areas : ATC Human Performance
Problem Areas : Flight Crew Human Performance

Narrative :

STUDENT STARTED TO CROSS HOLD SHORT LINES WHEN NO CLRNC WAS RECEIVED. I WAS PREOCCUPIED WITH THE DOOR LATCH AND DIDN'T NOTICE THE ERROR UNTIL AFTER THE PLANE WAS ACROSS. THEN WE CONTACTED THE TWR AND RECEIVED PROPER CLRNC. ALTHOUGH WE DIDN'T ENTER IN BTWN THE RWY EDGES THE INFRACTION WAS INEXCUSABLE AND BETTER SITUATIONAL AWARENESS COULD HAVE PREVENTED THIS OCCURRENCE. THIS WAS BOTH MY STUDENT'S AND MY ERROR.

Synopsis :

RWY INCURSION BY THE FLC OF A TRAINING PA44 WHEN THEY CROSSED THE HOLD SHORT LINE FOR RWY AT BDR, CT.

Time

Date : 200210
Day : Wed
Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : RAL.Airport
State Reference : CA
Altitude.MSL.Single Value : 7500

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.TRACON : SCT.TRACON
Operator.General Aviation : Instructional
Make Model : Skyhawk 172/Cutlass 172
Mission : Training
Flight Phase.Cruise : Level

Aircraft / 2

Controlling Facilities.TRACON : SCT.TRACON
Make Model : Stratotanker 135

Person / 1

Function.Oversight : PIC
Experience.Flight Time.Total : 6500
Experience.Flight Time.Last 90 Days : 30
Experience.Flight Time.Type : 200
ASRS Report : 561645

Person / 2

Function.Flight Crew : Single Pilot

Person / 3

Function.Oversight : PIC
Function.Flight Crew : Captain

Person / 4

Function.Controller : Approach

Events

Anomaly.Conflict : NMAC
Anomaly.Non Adherence : Required Legal Separation
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Took Evasive Action
Resolatory Action.None Taken : Detected After The Fact
Miss Distance.Vertical : 300
Miss Distance.Horizontal : 300

Supplementary

Problem Areas : Aircraft
Problem Areas : Flight Crew Human Performance

Narrative :

WE WERE ON A NAV TRAINING FLT FROM APPLE VALLEY TO PALM SPRINGS VIA PDZ VOR. WE WERE AT 7500 FT MSL EBOUND, APPROX 2 NM W OF MARCH AFB IN STRAIGHT AND LEVEL FLT. I OBSERVED A KC135R IN MY 10 O'CLOCK POS IN A CLBING R TURN, PROBABLY IN AN EVASIVE MANEUVER. WE PUSHED FORWARD ON THE YOKE BUT BY THAT TIME THE TANKER WAS WELL ABOVE AND BEHIND US. ALTHOUGH WE WERE ON THE AIRWAY AT THE PROPER ALT, WE WERE NOT TALKING TO SOCIAL APCH DUE TO SOME RADIO PROBS (XMITTER). WE WERE SQUAWKING 1200 ALT. HAD WE BEEN COMMUNICATING WITH SOCIAL, THIS PROBABLY WOULD NOT HAVE HAPPENED.

Synopsis :

C172 INSTRUCTOR AND STUDENT AND A MIL KC135 HAD AN NMAC IN SCT CLASS E AIRSPACE.

Time

Date : 200210
Day : Thu
Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : DVT.Airport
State Reference : AZ

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : DVT.Tower
Operator.General Aviation : Instructional
Make Model : Skyhawk 172/Cutlass 172
Mission : Training

Person / 1

Experience.Flight Time.Total : 2180
Experience.Flight Time.Last 90 Days : 250
Experience.Flight Time.Type : 200
ASRS Report : 561650

Person / 2

Function.Flight Crew : Single Pilot
Experience.Flight Time.Total : 298
Experience.Flight Time.Last 90 Days : 235
Experience.Flight Time.Type : 274
ASRS Report : 561651

Person / 3

Function.Controller : Local

Events

Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.None Taken : Detected After The Fact

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

MY STUDENT AND I WERE ON AN EARLY MORNING TRAINING FLT IN A C172RG BASED AT DEER VALLEY ARPT. MY STUDENT IS WORKING TOWARDS HIS CFI CERTIFICATE ALMOST READY FOR HIS CHK RIDE, OR SO I THOUGHT. AFTER AN HR OR SO OF MANEUVERS, WE CAME BACK TO THE ARPT TO PRACTICE HIS LNDGS. HE EXECUTED A FEW SHORT AND SOFT FIELD LNDGS SUCCESSFULLY BEFORE THE INCIDENT OCCURRED. ON OUR THIRD TOUCH-AND-GO, MY STUDENT QUICKLY PULLED THE GEAR HANDLE TO THE UP POS MISTAKING THE HANDLE FOR THE FLAP HANDLE BEFORE I COULD INTERVENE. THE NOSEWHEEL RETRACTED INTO THE GEAR WELL AND THE NOSE STRUCK THE GND RESULTING IN ABOUT A 400 FT SLIDE. THE PROB AROSE POSSIBLY DUE TO THE STUDENT IN A NEW SEAT NOT COMPLETELY USED TO FLYING FROM THE R SIDE. THIS MAY HAVE BEEN PREVENTED IF I COULD HAVE QUICKLY STOPPED HIS ACTION DURING THE TOUCH-AND-GO, OR ANOTHER THING THAT WOULD HAVE HELPED IF THE STUDENT SPENT MORE TIME IN THE COCKPIT 'DRY FLYING' GETTING MORE COMFORTABLE WITH THE COCKPIT LAYOUT. SUPPLEMENTAL INFO FROM ACN 561651: LNDG GEAR SWITCH WAS LIFTED PRIOR TO ROTATION. NOSE GEAR COLLAPSED!

Synopsis :

C172RG STUDENT RETRACTED THE ACFT LNDG GEAR BEFORE BECOMING AIRBORNE.

Time

Date : 200210
Day : Fri
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : FNL.Airport
State Reference : CO

Environment

Flight Conditions : VMC

Aircraft / 1

Operator.General Aviation : Instructional
Make Model : Cessna 152
Mission : Training

Aircraft / 2

Operator.General Aviation : Personal
Make Model : Ag wagon 188/Ag truck/Ag husky

Person / 1

Experience.Flight Time.Total : 300
Experience.Flight Time.Last 90 Days : 50
ASRS Report : 561654

Person / 3

Function.Flight Crew : Single Pilot

Events

Anomaly.Conflict : Ground Less Severe
Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.Flight CrewA : 1
Resolutory Action.Flight Crew : Took Precautionary Avoidance Action
Resolutory Action.None Taken : Detected After The Fact
Miss Distance.Vertical : 200
Miss Distance.Horizontal : 6000

Supplementary

Problem Areas : Airport
Problem Areas : Environmental Factor
Problem Areas : Flight Crew Human Performance

Narrative :

AS PIC OF C152 WITH STUDENT PLT, I WAS MISTAKEN IN THE INTENTIONS OF THE LNDG HUSKY WHILE WE WERE HOLDING SHORT. AFTER THE HUSKY LANDED, I BELIEVED THAT I SAW THE HUSKY CONTINUE WITH A TOUCH-AND-GO AND DEPART THE RWY. AT THAT TIME, THE HUSKY WAS 6000 FT DOWN THE ASPHALT RWY. THE HEAT RISING FROM THE RWY, COMBINED WITH A DIP IN THE RWY, GAVE THE ILLUSION OF SKY BTWN THE HUSKY AND RWY. THE STUDENT THEN BEGAN TO TAXI ONTO THE RWY AND BEGAN TKOF ROLL. ON REALIZING THAT THE HUSKY WAS IN ACTUALITY TAXIING TO THE OPPOSITE END OF THE 8500 FT RWY, WE OFFSET FROM THE RWY AND CONTINUED DEP, AS THE HUSKY TAXIED CLR.

Synopsis :

RWY INCURSION AND POTENTIAL CONFLICT WHEN A C152 TRAINING FLT TAKES OFF ON AN OCCUPIED RWY AT FNL, CO.

Time

Date : 200209
Day : Sat
Local Time Of Day : 1801 To 2400

Place

Locale Reference.Intersection : SCENN
State Reference : WA
Altitude.MSL.Single Value : 2500

Environment

Flight Conditions : VMC
Ceiling : CLR

Aircraft / 1

Operator.General Aviation : Instructional
Make Model : Cessna Aircraft Undifferentiated or Other Model
Mission : Training
Flight Phase.Descent : Approach
Route In Use.Approach : Instrument Precision
Route In Use.Approach : Straight In

Aircraft / 2

Operator.Common Carrier : Air Carrier
Make Model : Commercial Fixed Wing
Flight Phase.Descent : Approach

Person / 1

Experience.Flight Time.Total : 1675
Experience.Flight Time.Last 90 Days : 30
Experience.Flight Time.Type : 29
ASRS Report : 561665

Person / 3

Function.Oversight : PIC
Function.Flight Crew : Captain

Events

Anomaly.Conflict : NMAC
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Took Evasive Action
Resolatory Action.None Taken : Detected After The Fact
Miss Distance.Vertical : 0
Miss Distance.Horizontal : 200

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

I WAS FLYING THE ACFT UNDER THE HOOD, DOING AN ILS 17 APCH INTO TACOMA NARROWS. I WAS ESTABLISHED ON THE LOC AND GS WHEN, NEAR SCENN INTXN, THE FLT INSTRUCTOR GRABBED THE FLT CTLS AND IMMEDIATELY PUT THE ACFT INTO A L BANK AND DIVE. AS HE DID THIS, I LOOKED OUT THE WINDOW (FRONT) AND SAW THE ACFT LIGHTS (INCLUDING GREEN). AFTER DOING A 360 DEG TURN AND GETTING BACK ON COURSE, THE OTHER ACFT TRIED TO RESUME THE FINAL APCH COURSE, FURTHER CAUSING A POTENTIAL HAZARD. THE ACFT MADE THE CALLS ON THE CTAF.

Synopsis :

CESSNA STUDENT AND INSTRUCTOR HAD AN NMAC WITH AN ACR TRAINING ACFT AT TIW.

Time

Date : 200209
Day : Thu
Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : PRC.Airport
State Reference : AZ

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : PRC.Tower
Operator.General Aviation : Personal
Make Model : Skyhawk 172/Cutlass 172
Mission : Training
Route In Use.Approach : Traffic Pattern

Aircraft / 2

Controlling Facilities.Tower : PRC.Tower
Operator.General Aviation : Personal
Make Model : Skyhawk 172/Cutlass 172
Route In Use.Approach : Traffic Pattern

Aircraft / 3

Controlling Facilities.Tower : PRC.Tower
Route In Use.Approach : Traffic Pattern

Person / 1

Experience.Flight Time.Total : 850
Experience.Flight Time.Last 90 Days : 150
ASRS Report : 561689

Person / 2

Function.Flight Crew : Single Pilot

Person / 3

Function.Flight Crew : Single Pilot

Person / 4

Function.Oversight : PIC

Person / 5

Function.Controller : Local

Events

Anomaly.Conflict : NMAC
Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Anomaly.Non Adherence : Required Legal Separation
Independent Detector.Other.Flight CrewA : 4
Resolatory Action.Flight Crew : Took Evasive Action
Resolatory Action.Controller : Issued New Clearance
Resolatory Action.Controller : Separated Traffic
Miss Distance.Vertical : 50
Miss Distance.Horizontal : 0

Supplementary

Problem Areas : ATC Human Performance
Problem Areas : Flight Crew Human Performance

Narrative :

MY STUDENT WAS ON HIS SECOND SUPERVISED SOLO WHEN HE BECAME PART OF AN NMAC. L DOWNWIND ABEAM THE TWR, MY STUDENT RPTED TFC IN SIGHT. (LATER HE SAID IT WAS THE WRONG TFC.) HE WAS CLRED TO LAND. AS I WATCHED HIM ON SHORT FINAL, I NOTICED ANOTHER ACFT SOMEWHAT NEAR HIM. AS I CONTINUED TO WATCH, I NOTICED THEY WERE RIGHT ON TOP OF EACH OTHER. ANOTHER INSTRUCTOR IN THE PATTERN ADVISED THE TWR. CONTACTED TWR, STARTED TO TELL TFC TO GO AROUND, BUT DID NOT KNOW WHAT 2 ACFT WERE INVOLVED. MY STUDENT HAD TO MAKE AN IMMEDIATE CLBING L 90 DEG TURN TO AVOID TFC.

Synopsis :

C172 STUDENT PLT AND A C172 HAD AN NMAC IN PRC CLASS D AIRSPACE.

ACN: 561787

Time

Date : 200209

Day : Sat

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : FCM.Airport

State Reference : MN

Environment

Flight Conditions : VMC

Ceiling.Single Value : 1300

Aircraft / 1

Controlling Facilities.Tower : FCM.Tower

Operator.General Aviation : Instructional

Make Model : Skyhawk 172/Cutlass 172

Mission : Training

Person / 1

ASRS Report : 561787

Person / 3

Function.Controller : Local

Events

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : FAR

Independent Detector.Other.ControllerA : 3

Resolatory Action.None Taken : Detected After The Fact

Supplementary

Problem Areas : Environmental Factor

Problem Areas : Flight Crew Human Performance

Narrative :

I WAS UP SHOOTING APCHS WITH INSTRUCTOR. WE WERE INBOUND ILS RWY 9R AT FCM. TWR ASKED ME FOR PREFERRED RWY AND I RESPONDED RWY 9L. ME INSTRUCTOR THEN MADE MY GO PARTIAL PANEL AND ASKED ME QUESTIONS ABOUT TIMED TURNS AND SUCH. WHEN I TOOK OFF MY HOOD TO LAND, I STARTED TO TURN TO RWY 9L AND MY INSTRUCTOR SAID 'NO, I TOLD THEM RWY 9R.' I QUESTIONED HIM AND TOLD HIM I READ BACK RWY 9L AND HE SAID I TOLD THEM RWY 9R, GO AHEAD AND LAND. THERE WAS NOT ENOUGH TIME TO CALL TWR, SO I LANDED. AFTER LNDG, TWR SAID WRONG RWY, PLEASE CALL ME. IN THE FUTURE, IF THERE IS ANY DOUBT, I WILL GO AROUND AND GET CLARIFICATION FROM THE TWR. I WAS CONCENTRATING SO HARD ON PARTIAL PANEL APCH, I ASSUMED THE INSTRUCTOR DID CALL WHEN HE SAID. THIS WAS THE FIRST TIME WITH THIS PARTICULAR INSTRUCTOR.

Synopsis :

WRONG RWY LNDG ON RWY 9R IN A C172 TRAINING ACFT WHEN INSTRUCTOR PLT COAXES PLT FLYING AN ILS TO RWY 9R AT FCM, MN.

Time

Date : 200209
Day : Sun
Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : LUK.Airport
State Reference : OH

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : LUK.Tower
Operator.General Aviation : Instructional
Make Model : Skyhawk 172/Cutlass 172
Mission : Training

Aircraft / 2

Controlling Facilities.Tower : LUK.Tower
Make Model : Any Unknown or Unlisted Aircraft Manufacturer

Person / 1

Experience.Flight Time.Total : 630
Experience.Flight Time.Last 90 Days : 300
Experience.Flight Time.Type : 550
ASRS Report : 561793

Person / 3

Function.Flight Crew : Single Pilot

Person / 4

Function.Controller : Local

Events

Anomaly.Non Adherence : Clearance
Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.ControllerA : 4
Resolatory Action.Controller : Issued New Clearance

Supplementary

Problem Areas : ATC Human Performance
Problem Areas : Environmental Factor
Problem Areas : Flight Crew Human Performance

Narrative :

MY STUDENT AND I HAD JUST COMPLETED OUR RUN-UP AND TAXIED UP TO AND HELD SHORT ON RWY 25. WE CONTACTED TWR, 'WE ARE HOLDING SHORT RWY 25, READY FOR RWY 21L.' TWR IMMEDIATELY, RESPONDED 'TAXI INTO POS AND HOLD.' MY STUDENT ACKNOWLEDGED, 'TAXI INTO POS AND HOLD' AND OUR TAIL NUMBER. WE TAXIED INTO POS LOOKING DOWN FINAL TO MAKE SURE NO ONE WAS APCHING. UPON OUR HOLDING, WE WERE ASKED TO CLR RWY AND CALL TWR. THE TWR HAD BEEN TALKING TO A PLANE FOR RWY 21L, AND WE DIDN'T HEAR THE OTHER PLANE'S TAIL NUMBER FOR THE POS AND HOLD. WE MADE THE ERROR NOT ASKING THE TWR IF THOSE INSTRUCTIONS WERE FOR US. TWR ADVISED US IT WASN'T RWY INCURSION BECAUSE NO PLANE WAS IN DANGER, OR IN OUR AREA. WE COULD HAVE ELIMINATED THE EVENT BY REVERIFYING TO THE TWR OUR TAXI AND HOLD SHORT INSTRUCTIONS, AND WAITED FOR HIM TO VERIFY THOSE INSTRUCTIONS WERE FOR OUR TAIL NUMBER BEFORE COMPLYING.

Synopsis :

REPLY TO WRONG CALL SIGN PROMOTES A RWY INCURSION WHEN A C172 TRAINING FLT ENTERS RWY 21L WHEN THE TWR HAD CLRED ANOTHER ACFT INTO POS AND HOLD AT LUK, OH.

Time

Date : 200210
Day : Tue
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : JVL.Airport
State Reference : WI

Environment

Flight Conditions : VMC
Ceiling : CLR

Aircraft / 1

Operator.General Aviation : Instructional
Make Model : PA-28 Cherokee Arrow Iv
Mission : Training
Flight Phase.Descent : Approach
Flight Phase.Descent : Intermediate Altitude
Route In Use.Approach : Instrument Precision

Person / 1

Experience.Flight Time.Total : 527
Experience.Flight Time.Last 90 Days : 15
Experience.Flight Time.Type : 128
ASRS Report : 561877

Person / 3

Function.Controller : Local

Events

Anomaly.Non Adherence : Clearance
Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.ControllerA : 3
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.None Taken : Detected After The Fact

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

DEPARTED DPA (WEST CHICAGO) VFR DIRECT RFD INTENDING TO PRACTICE ILS RWY 7 APCH, WHICH WAS SUCCESSFULLY COMPLETED. AFTER THE MISS, I RECEIVED VECTORS TO JVL. I INTENDED TO FLY A COUPLED ILS. I WAS CLRED FOR THE APCH ILS RWY 4, WHICH I THEN INTERCEPTED AND FLEW INBOUND. I WAS ALSO INSTRUCTED TO CONTACT JVL TWR (I ALREADY HAD ATIS INFO). AT THIS JUNCTION ERRORS OCCURRED. THE OWNER/COMMERCIAL PLT IN THE R SEAT, WHO ALSO COPIED ATIS, REACHED ACROSS THE YOKE CHANGING THE AUTOPLT SETTING, AT WHICH TIME THE PLANE BEGAN A L TURN AWAY FROM THE LOC. HE WAS FRUSTRATED AT THE INABILITY OF THE AUTOPLT TO PROPERLY FLY THE APCH. I WAS THEN DISTR AND AGITATED AT HIS INSISTENCE TO HAVE ME MANUALLY HAND FLY THE ILS. WE THEN PROCEEDED TO LAND ON RWY 4 WHICH, ACCORDING TO ATIS, WAS CLOSED DUE TO PAINTING AND STRIPING THE RWY. (NO ONE WAS ON THE RWY AND NO EQUIP WAS NEAR THE RWY AREA.) ADDITIONALLY, SINCE WE FAILED TO SWITCH TO TWR, I HAD NOT RECEIVED CLRNC TO LAND, WHICH WOULD NOT HAVE BEEN GIVEN ON RWY 4. NOTE: I RECOGNIZE A SEVERE PROB WITH COORD OF RESPONSIBILITIES WITHIN THE COCKPIT BTWN THE OWNER/PLT AND MYSELF.

Synopsis :

PIPER PA28 PLT FORGOT TO OBTAIN LNDG CLRNC AND LANDED ON A CLOSED RWY DUE TO DISTR BY OWNER PLT IN R SEAT.

Time

Date : 200210
Day : Tue
Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : GGG.Airport
State Reference : TX

Environment

Flight Conditions : Marginal
Ceiling.Bound Lower : 1500
Ceiling.Bound Upper : 1600

Aircraft / 1

Controlling Facilities.Tower : GGG.Tower
Operator.General Aviation : Instructional
Make Model : Champion Citabria
Mission : Training

Aircraft / 2

Controlling Facilities.Tower : GGG.Tower
Operator.General Aviation : Personal
Make Model : J3 Cub

Person / 1

Experience.Flight Time.Total : 450
Experience.Flight Time.Last 90 Days : 94
Experience.Flight Time.Type : 56
ASRS Report : 561879

Person / 3

Function.Flight Crew : Single Pilot

Events

Anomaly.Non Adherence : Company Policies
Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.None Taken : Detected After The Fact

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

MY STUDENT AND I WERE COMING IN FOR OUR LAST LNDG AFTER SEVERAL TIMES AROUND THE PATTERN. I TOLD HIM TO SHOW ME A SHORT FIELD LNDG. DURING OUR APCH WE CAME IN TOO LOW AND OUR TAILWHEEL TOUCHED THE GND BRIEFLY (IN THE GRASS) PRIOR TO THE RWY. WE ADDED A TOUCH OF PWR AND LANDED ON THE RWY. TWR ASKED IF WE WERE ALRIGHT AS WE TAXIED OFF THE RWY, AND I SAID WE WERE FINE. I FINISHED PAPERWORK WITH MY STUDENT AND THEN WENT TO TELL MY SUPVR. MEANWHILE, ARPT SECURITY OFFICER DROVE OVER TO OUR HANGAR AND ASKED TO SEE MY DRIVER'S LICENSE AND FLT CERTIFICATES. WE WALKED OUT TO THE AIRPLANE. HE WROTE DOWN MY INFO, REQUESTED MY STUDENT'S INFO AND REQUESTED THAT MAINT (OUR MECHS) CHK IT OUT FOR ANY DAMAGE. HE LEFT AFTER THAT AND I WENT IN TO ONE OF OUR MECHS AND MADE HIM AWARE OF THE SIT. HE CHKED IT OUT AND SAID THERE WAS NO DAMAGE, THERE WASN'T EVEN ANY SIGN OF DIRT OR GRASS. ONE OF THE THINGS THE SECURITY OFFICER HAD MENTIONED TO ME WAS THAT HE CHKED OUT THE GRASS PRIOR TO RWY 35, WHERE I TAPPED THE TAILWHEEL, AND RPTED SEEING 43 YARDS OF TRACKS IN THE GRASS. HE SAID THAT COULD HAVE BEEN CONSIDERED AN ACCIDENT. I KNOW THAT WE DID NOT DRAG OUR TAILWHEEL FOR 43 YARDS, AND IF WE HAD EVEN 1/2 THAT DISTANCE, THERE WOULD HAVE BEEN EVIDENCE IN OUR TAILWHEEL. A SECOND PIECE OF INFO CAME TO LIGHT A FEW HRS AFTER THIS HAPPENED. A GENTLEMAN AND A STUDENT WERE IN THIS MAN'S PIPER CUB FLYING AROUND THE PATTERN THE PREVIOUS WKEND. THE PIPER CUB HAD TUNDRA TIRES ON IT, SO THIS GENTLEMAN WANTED TO LAND IN THE GRASS TO PREVENT THE TIRES FROM GETTING WORN DOWN ON THE PAVEMENT. HE INTENTIONALLY LANDED HIS CONVENTIONAL GEAR PIPER CUB SHORT OF THE RWY.

Synopsis :

CH71 INSTRUCTOR AND STUDENT LANDED SHORT OF RWY 35 AT GGG.

ACN: 561946

Time

Date : 200210

Day : Sat

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.MSL.Single Value : 2000

Environment

Flight Conditions : VMC

Aircraft / 1

Operator.General Aviation : Instructional

Make Model : Skyhawk 172/Cutlass 172

Mission : Training

Flight Phase.Cruise : Enroute Altitude Change

Person / 1

Experience.Flight Time.Total : 600

Experience.Flight Time.Last 90 Days : 30

Experience.Flight Time.Type : 300

ASRS Report : 561946

Events

Resolatory Action.Flight Crew : Landed In Emergency Condition

Resolatory Action.Flight Crew : Regained Aircraft Control

Supplementary

Problem Areas : Aircraft

Narrative :

WHILE FLYING FOR ANNUAL STANDARDIZATION EVALUATION, WAS PERFORMING PWR-ON STALLS. AGGRESSIVE L RUDDER WAS NEEDED AT ONE STAGE. PLANE WAS RESPONDING POORLY TO L RUDDER INPUT. L RUDDER PEDAL FLOPPED FORWARD WHEN FOOT WAS REMOVED AND AIRPLANE FLEW SEVERELY OUT OF RIG (BALL WENT ALL THE WAY TO THE L). CFII RPTD SAME ON HIS SIDE OF THE AIRPLANE. LNDG WAS SOMEWHAT DIFFICULT, DESPITE SMALL XWIND (APPROX 5 KTS) FULL L RUDDER WAS REQUIRED. AFTER LNDG L RUDDER CABLE WAS FOUND TO BE COMPLETELY STUCK. DON'T KNOW YET IF IT BROKE OR SLIPPED OFF PULLEY OR SOMETHING ELSE. DETERMINED THAT THIS WAS AN NTSB RPTABLE ITEM AND PROCEEDED ACCORDINGLY. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: THE RPTR STATED THE AIRPLANE WAS CHKD PRIOR TO FLT AND THE CTL SURFACES APPEARED NORMAL. THE RPTR SAID THE AIRPLANE WAS 15 HRS OUT OF AN ANNUAL INSPECTION AND APPEARED NORMAL IN EVERY RESPECT. THE RPTR STATED MAINT WAS RPTD TO HAVE FOUND A RUDDER CABLE TURNBUCKLE BROKEN OR FAILED. THE RPTR SAID THE MAINT FINDINGS WERE RPTD SECONDHAND AND NOT DIRECTLY FROM THE MAINT PERSON CORRECTING THE MALFUNCTION.

Synopsis :

A C172 AT 2000 FT PERFORMING PWR ON STALL HAD THE L RUDDER PEDAL INPUT FAIL. CAUSED BY A FAILED L RUDDER CABLE TURNBUCKLE.

Time

Date : 200210
Day : Tue
Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : LOT.Airport
State Reference : IL
Altitude.MSL.Single Value : 3600

Environment

Flight Conditions : VMC
Ceiling : CLR

Aircraft / 1

Operator.General Aviation : Instructional
Make Model : Cessna 152
Mission : Training

Aircraft / 2

Make Model : Any Unknown or Unlisted Aircraft Manufacturer
Flight Phase.Descent : Intermediate Altitude
Route In Use.Approach : Traffic Pattern

Person / 1

Experience.Flight Time.Total : 920
Experience.Flight Time.Last 90 Days : 150
Experience.Flight Time.Type : 150
ASRS Report : 561970

Person / 3

Function.Flight Crew : Single Pilot

Events

Anomaly.Conflict : Airborne Less Severe
Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Became Reoriented
Resolatory Action.Flight Crew : Exited Penetrated Airspace

Supplementary

Problem Areas : Airspace Structure
Problem Areas : Flight Crew Human Performance

Narrative :

WAS ON A VFR TRAINING FLT FOR STALL TRAINING AND SPIN AWARENESS, CLBING OUT OF LOT. NORMALLY, I STAY LOW UNTIL WELL CLR OF CLASS B AIRSPACE, BUT TODAY I INSTRUCTED STUDENT TO LEVEL OFF AT 3500 FT MSL, 100 FT SHY OF ORD CLASS B AIRSPACE, SO WE COULD GET OUT OF EVERYONE'S WAY. I TRIED TO LEAVE A LITTLE ROOM BELOW THE CLASS B AIRSPACE, EVEN THOUGH BY THE TIME WE COULD REALISTICALLY HAVE REACHED THAT ALT, WE SHOULD HAVE BEEN WELL CLR OF THE CLASS B AIRSPACE. WELL, TFC RPTED COMING FROM THE N ENTERING A XWIND FOR RWY 27, WHICH WE HAD JUST DEPARTED, AND WERE CURRENTLY ABOUT THE AREA OF A XWIND LEG. I HAD THE STUDENT LEVEL OFF BRIEFLY TO LOOK FOR TFC. AFTER SPOTTING TFC, I INSTRUCTED HIM IT WAS ALRIGHT TO CLB. HE CONTINUED TO CLB AS I WAS LOOKING OUTSIDE SCANNING FOR OTHER TFC. AS I BROUGHT MY HEAD BACK INTO THE COCKPIT, I LOOKED AT THE ALTIMETER TO SEE WE WERE AT 3600-3700 FT MSL. I YELLED AT THE STUDENT TO LEVEL OFF AND INFORMED HIM OF THE SIT, AND THAT WE MAY BE IN VIOLATION. I TOOK HIS SECTIONAL CHART AND ESTIMATED THAT WE HAD TO BE CLR OF THE CLASS B AIRSPACE BY APPROX 3-5 MI BUT THAT IT WAS CLOSE. I THEN INSTRUCTED HIM TO TURN FURTHER S AND AWAY FROM THE CLASS B AIRSPACE, AND THEN TO CONTINUE THE CLB A LITTLE FURTHER AWAY. I THINK THE LACK OF SITUATIONAL AWARENESS ON MY PART WAS A CONTRIBUTING FACTOR. I SHOULD HAVE BEEN PAYING CLOSER ATTN INSIDE THE ACFT AS WE APCHED OUR ALT, AND CLOSER ATTN TO WHERE WE WERE IN REGARDS TO THE CLASS B AIRSPACE. I ALSO SHOULD NOT HAVE ALLOWED MYSELF TO BE SO DISTR BY THE TFC TO LOSE SUPERVISION OF MY STUDENT'S ACTIONS. THE STUDENT SHOULD HAVE ALSO BEEN MORE AWARE OF HIS ALT AND OUR LOCATION. ESPECIALLY AFTER BEING REMINDED OF WHAT ALT WE WERE CLBING TO. TO CORRECT FOR THIS SIT, AND TO AVOID ANOTHER CLOSE CALL AS WE WERE NOT IN VIOLATION, HOPEFULLY, BETTER SITUATIONAL AWARENESS IS NEEDED, ALONG WITH BETTER SUPERVISION OF MY STUDENTS. I CANNOT RELAX MY SUPERVISION WHILE BEING DISTR OUTSIDE. I ALSO CAN PROBABLY LEAVE A LITTLE MORE ROOM FOR ERROR WHEN DEPARTING THE AREA, OR USE MY NORMAL METHOD OF STAYING LOW UNTIL WELL CLR.

Synopsis :

C152 INSTRUCTOR AND STUDENT POSSIBLY ENTERED ORD CLASS B AIRSPACE WITHOUT CLRNC.

Time

Date : 200210
Day : Sat
Local Time Of Day : 1201 To 1800

Place

State Reference : US
Altitude.MSL.Single Value : 2000

Environment

Flight Conditions : VMC
Ceiling : CLR

Aircraft / 1

Operator.General Aviation : Instructional
Make Model : Skyhawk 172/Cutlass 172
Mission : Training
Flight Phase.Cruise : Level

Person / 1

Experience.Flight Time.Total : 600
Experience.Flight Time.Last 90 Days : 30
Experience.Flight Time.Type : 300
ASRS Report : 562077

Events

Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Resolatory Action.None Taken : Detected After The Fact

Supplementary

Problem Areas : Maintenance Human Performance

Narrative :

LAST SATURDAY, WHILE FLYING THE C172, THE RUDDER MALFUNCTIONED. RPTED TO NTSB PER FAR 830. SPOKE WITH FAA FSDO INSPECTOR. HE SAID THAT I HAD VIOLATED FAR'S PERTAINING TO MAINT. SPECIFICALLY, HE SAID THAT SEVERAL ITEMS ON THE SQUAWK SHEET HAD NOT BEEN ADDRESSED. HE MENTIONED BAD RADIO FACES WRITTEN UP IN JUNE. I SAID THAT THIS SQUAWK HAD BEEN CONNECTED AT THE JULY ANNUAL. THE INSPECTOR SAID THAT IF SO IT HAS TO BE ENTERED IN LOGBOOK AND SO NOTED ON SQUAWK SHEET. I CALLED PLTS ASSOCIATION AND THEY SAID PRETTY MUCH THE SAME THING. THE FAA INSPECTOR SAID HE HAD ALSO REVIEWED THIS WITH THE CFII THAT I WAS FLYING WITH. I'LL DEFINITELY PAY CLOSER ATTN TO MAKING SURE EVERYTHING ON THE SQUAWK LIST IS PROPERLY DEALT WITH IN THE FUTURE.

Synopsis :

ON INVESTIGATING A FAILED RUDDER TURNBUCKLE, THE FAA INSPECTOR STATED SEVERAL LOGBOOK VIOLATIONS WERE NOT PROPERLY ADDRESSED.

ACN: 562111

Time

Date : 200210

Day : Sun

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : FRG.Airport

State Reference : NY

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : FRG.Tower

Operator.General Aviation : Instructional

Make Model : Skyhawk 172/Cutlass 172

Mission : Training

Person / 1

Function.Oversight : PIC

Experience.Flight Time.Total : 2100

Experience.Flight Time.Last 90 Days : 60

Experience.Flight Time.Type : 1600

ASRS Report : 562111

Person / 3

Function.Controller : Ground

Events

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : FAR

Independent Detector.Other.ControllerA : 3

Resolatory Action.None Taken : Detected After The Fact

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

I WAS CLR TO LAND ON RWY 1 AT FRG ARPT, AN INSTRUCTION FLT WITH STUDENT. I WENT OUT R ON TXWY A. I WAS TOLD TO CONTACT GND FREQ AT THE SAME TIME I HEARD FROM TWR FREQ THE ATIS HAD BEEN CHANGED. I DID CONTACT GND AND REQUESTED TAXI TO HANGAR ON THE N OF THE FIELD. THEN I HEARD FROM THE FREQ THAT TAXI TO HANGAR MEANT ALL THE WAY UP ON TXWY G. I DID MAKE L ON TXWY G AND CROSSED THE RWY 14. THE GND CTLR TOLD ME I WAS NOT SUPPOSED TO DO THAT BECAUSE IT WAS THE ACTIVE RWY 14. THEY DID CHANGE IT TO RWY 14 BECAUSE THEY CHANGED THE ATIS. FROM THE GND FREQ, THEY CLAIMED THEY GAVE ME INSTRUCTION TO HOLD SHORT ON RWY 14, BUT I DID NOT HEAR ANYTHING AND NEITHER DID MY STUDENT. ON THE FREQ, THEY TOLD ME TO CONTACT TWR BY PHONE, AND I SPOKE TO THE SUPVR. I BELIEVE THE PROB WAS CONGESTION ON GND AND TWR FREQS BECAUSE THE ARPT WAS BUSY THAT DAY AND ALSO HAD TO DO WITH THE SWITCH OF RWYS FROM RWY 1 TO RWY 14. ALSO, I THINK BY THE TIME THE GND FREQ INSTRUCTED ME TO HOLD SHORT, SOMEBODY ELSE WAS TALKING AT THE SAME TIME. THAT'S WHY I DID NOT HEAR THE XMISSION.

Synopsis :

C172 INSTRUCTOR WITH STUDENT INADVERTENTLY CROSS ACTIVE RWY DURING TAXI IN DUE TO NOT HEARING THE HOLD SHORT CLRNC.

ACN: 562234

Time

Date : 200210

Day : Thu

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : MSN.Airport

State Reference : SD

Environment

Flight Conditions : VMC

Ceiling : CLR

Aircraft / 1

Operator.General Aviation : Instructional

Make Model : Bravo

Mission : Training

Person / 1

Experience.Flight Time.Total : 302

Experience.Flight Time.Last 90 Days : 31

Experience.Flight Time.Type : 30

ASRS Report : 562234

Events

Anomaly.Conflict : Ground Critical

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Executed Missed Approach

Resolatory Action.Flight Crew : Regained Aircraft Control

Supplementary

Problem Areas : Environmental Factor

Problem Areas : Flight Crew Human Performance

Problem Areas : Weather

Narrative :

I WAS DOING TOUCH-AND-GOES WITH A STUDENT DURING HIS FIRST LESSON IN A COMPLEX AIRPLANE. ON THE 5TH LNDG, WE WERE DOING A SHORT FIELD APCH AND LNDG. AFTER TOUCHDOWN, THE STUDENT WENT TO RAISE THE FLAPS AND MOVED HIS EYES AWAY FROM THE RWY ENVIRONMENT. AT THIS TIME A GUST OF WIND LIFTED US OFF OF THE RWY. WE QUICKLY SET BACK DOWN AND LANDED VERY HARD. WE THEN BOUNCED BACK INTO THE AIR. I TOOK THE CTLS AND APPLIED FULL PWR. WE CONTINUED TO SINK AND RECEIVED PROP STRIKE AT THIS TIME, BUT WERE UNAWARE OF IT. WE THEN HAD ENOUGH AIRSPD TO CLB OUT AND RETURN TO THE HOME ARPT (BKX). AFTER SHUTDOWN WE NOTICED THE TIPS WERE BENT.

Synopsis :

A MOONEY 20B WITH A STUDENT PLT AND INSTRUCTOR PLT PORPOISES AND THEN HAS A PROP STRIKE ON A TOUCH-AND-GO LNDG AT MSN, WITH THE ACFT, PRIOR TO ANY INSPECTION AFTER THE BOTCHED LNDG, BEING FLOWN BACK TO HOME BASE AT BKX, SD.

Time

Date : 200210
Day : Sat
Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : E80.Airport
State Reference : NM

Environment

Flight Conditions : VMC

Aircraft / 1

Operator.General Aviation : Instructional
Make Model : Skyhawk 172/Cutlass 172
Mission : Training
Route In Use.Approach : Traffic Pattern

Aircraft / 2

Operator.General Aviation : Personal
Make Model : Commercial Fixed Wing
Mission : Sky Diving
Flight Phase.Cruise : Level

Person / 1

Experience.Flight Time.Total : 8542
Experience.Flight Time.Last 90 Days : 112
Experience.Flight Time.Type : 900
ASRS Report : 562497

Person / 3

Function.Flight Crew : Single Pilot

Events

Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Became Reoriented
Resolatory Action.Flight Crew : Took Evasive Action
Miss Distance.Vertical : 400
Miss Distance.Horizontal : 0

Supplementary

Problem Areas : Airport
Problem Areas : Airspace Structure
Problem Areas : Environmental Factor
Problem Areas : Flight Crew Human Performance

Narrative :

LCL NOTAM PUBLISHED CONCERNING PARACHUTE JUMPING AT BELEN-ALEXANDER ARPT ON WKENDS. NOTICES WERE DISTRIBUTED TO FBO'S IN ALBUQUERQUE AREA DEPICTING DROP ZONE TO BE E OF THE RWY 3/21. THIS ARPT IS USED HEAVILY FOR STUDENT TRAINING. WHILE PRACTICING TOUCH-AND-GO LNDGS WITH PRE-SOLO FLT STUDENT ON RWY 3, JUMP ACFT WAS HEARD TO ANNOUNCE 'JUMPERS IN THE AIR.' FOLLOWING A TOUCH-AND-GO LNDG, SHORTLY AFTER LIFTOFF, MULTIPLE PARACHUTISTS WERE OBSERVED TO THE W AND IMMEDIATELY OVER THE RWY AT APPROX 500 FT AGL. MY ALT WAS ABOUT 100 FT AGL. I CONTINUED THE TKOF STRAIGHT AHEAD, PASSING BENEATH THE PARACHUTISTS. THERE IS A DROP ZONE LOCATED 3 MI S OF THE BELEN-ALEXANDER ARPT THAT DOES NOT CONFLICT WITH ACFT TFC. LATELY ON WKENDS, THE SKYDIVING COMPANY HAS BEEN JUMPING ONTO THE ARPT. THIS PRESENTS A HAZARD TO ACFT AND TO PARACHUTISTS. WHEN THE DROP ZONE ON THE ARPT IS IN USE, UPON HEARING THE CALL 'JUMPERS IN THE AIR,' ACFT IN THE TFC PATTERN SHOULD EXIT THE PATTERN BY THE MOST DIRECT RTE. IN THIS INSTANCE, DUE TO THE HIGH COCKPIT WORKLOAD BROUGHT ABOUT BY STUDENT INSTRUCTION, I WAS UNAWARE OF THE TIME LAPSE BTWN THE CALL OF 'JUMPERS IN THE AIR' AND EXECUTION OF THE TOUCH-AND-GO LNDG. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: RPTR REALIZED THAT HE SHOULD HAVE MADE FULL STOP LNDG AFTER HIS STUDENT TOOK OFF AND THEY THEN NOTICED THAT THEY WERE CLBING OUT UNDER THE DSNING SKYDIVERS. HE STATED THAT HE DID DISCUSS THIS MATTER WITH THE JUMP ACFT PLT THAT NORMALLY FLY THE SKYDIVERS AND LEARNED THAT THERE WAS ANOTHER ACFT AND PLT CONDUCTING THE OPS ON THE DAY OF THIS INCIDENT. THE SPECIAL NOTAM CALLED FOR THE JUMPERS TO LAND ON THE ARPT 300 FT SE OF THE RWY AND THAT IT WAS A CONTEST TO SEE HOW MANY JUMPS COULD BE MADE IN A SPECIFIED TIME AND WOULD NOT BE CONDUCTED ON A CONTINUOUS BASIS. APPROX 1 OR 2 PER YR.

Synopsis :

C172 STUDENT TRAINING FLT ENCOUNTERS SKYDIVERS DURING TOUCH-AND-GO TKOF CLB AT E80 ARPT.

Time

Date : 200210

Day : Fri

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : 103.Airport

State Reference : CA

Environment

Flight Conditions : VMC

Ceiling : CLR

Aircraft / 1

Operator.General Aviation : Instructional

Make Model : Cessna 340/340a

Mission : Training

Route In Use.Approach : Traffic Pattern

Person / 1

Experience.Flight Time.Total : 9850

Experience.Flight Time.Last 90 Days : 200

Experience.Flight Time.Type : 150

ASRS Report : 562533

Events

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.None Taken : Detected After The Fact

Supplementary

Problem Areas : Airport

Problem Areas : Environmental Factor

Problem Areas : Flight Crew Human Performance

Narrative :

ON CLBOUT FROM A BALKED LNDG (GAR), WE STRUCK 1 OR 2 WIRES, BREAKING THE LNDG LIGHT AND STRIKING BOTH PROPS. WE NEVER SAW THE WIRES NOR NOTICED THE POLES. I'VE BEEN DOING THIS IN AND OUT OF LODI FOR 12 YRS AND NO PROBS.

Synopsis :

C340 STRUCK PWR LINE WIRES WHILE EXECUTING GAR, DURING ACFT TYPE MULTI ENG TRAINING AT 103 ARPT.

Time

Date : 200210
Day : Fri
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : GFK.Airport
State Reference : ND
Altitude.MSL.Single Value : 3000

Environment

Flight Conditions : VMC
Ceiling : CLR

Aircraft / 1

Operator.General Aviation : Instructional
Make Model : PA-28 Cherokee Arrow Iv
Mission : Training

Aircraft / 2

Operator.General Aviation : Instructional
Make Model : PA-28 Cherokee Arrow Iv
Mission : Training
Flight Phase.Descent : Approach

Person / 1

Function.Flight Crew : Single Pilot
Experience.Flight Time.Total : 165
Experience.Flight Time.Last 90 Days : 27
Experience.Flight Time.Type : 165
ASRS Report : 562701

Person / 3

Function.Flight Crew : Single Pilot

Person / 4

Function.Controller : Departure

Events

Anomaly.Conflict : NMAC
Independent Detector.Other.Flight CrewA : 2
Resolatory Action.Flight Crew : Took Evasive Action

Supplementary

Problem Areas : Airspace Structure
Problem Areas : ATC Human Performance
Problem Areas : Flight Crew Human Performance

Narrative :

I WAS ON CLBOUT IN A PIPER ARROW FROM GFK (DEPARTED RWY 35R) CLBING THROUGH APPROX 3000 FT MSL WITH MY FLT INSTRUCTOR (NOT FLYING) ROUGHLY HEADING 080 DEGS UNDER RADAR SVCS WITH GRAND FORKS DEP, WHEN MY INSTRUCTOR NOTICED TFC, A PIPER WARRIOR ON A DSCNT OFF OUR 10 O'CLOCK POS ROUGHLY 100 FT ABOVE US HEADING ROUGHLY 180 DEGS. I LEVELED OFF THE ACFT, READY TO DSND WHILE WATCHING THE TFC, WHICH APPEARED TO BE IN LEVEL FLT AT THE TIME. WE WERE ABLE TO KEEP WELL BELOW THE TFC, SINCE THERE WAS NOT ENOUGH TIME FOR CHANGING HEADING TO AVOID THE TFC. ABOUT 1/2 MIN AFTER PASSING THE TFC, DEP CTL ADVISED US WE HAD TFC OFF OUR 3 O'CLOCK POS SBOUND. THIS WAS WELL AFTER THE TFC PASSED US OVERHEAD, WHICH I HAD LOST SIGHT OF AFTER THE PASSING. I CHKED MY 3 O'CLOCK POS AND ADVISED DEP CTL THAT I WAS LOOKING FOR THE TFC. I NEVER HEARD ANYTHING ABOUT THE TFC SINCE THEN. I BELIEVE THE CONTRIBUTING FACTOR WAS LACK OF EXPERIENCE ON THE CTLR'S PART. THE CTLR SOUNDED NEW ON THE RADIO, SOMEWHAT STUMBLING AND LOOKING FOR THE CORRECT TERMINOLOGY. I GATHER THAT THE CTLR WAS IN TRAINING. ALSO, I VARIED FROM THE LCL CLBOUT PROC WITH OUR FLT SCHOOL, WHICH IS TO CLB RWY HEADING (354 DEGS THAT DAY) UNTIL 2500 FT MSL, THEN TURN 30 DEGS ON COURSE, THEN AT 3500 FT MSL, TURN TO DEP HEADING.

Synopsis :

NMAC BTWN PIPER PA28 5 MI FROM GFK. RPTR CLBING THROUGH 3000 FT AND THE OTHER DSNDING. RPTR TOOK EVASIVE ACTION AND APCH CTLR ISSUED ADVISORY JUST AFTER THE ACFT PASSED.

Time

Date : 200210

Day : Tue

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : ASH.Airport

State Reference : NH

Environment

Flight Conditions : VMC

Ceiling : CLR

Aircraft / 1

Controlling Facilities.Tower : ASH.Tower

Operator.General Aviation : Instructional

Make Model : Sail Plane

Mission : Training

Person / 1

Experience.Flight Time.Total : 613

Experience.Flight Time.Last 90 Days : 110

Experience.Flight Time.Type : 57

ASRS Report : 562798

Person / 2

Function.Flight Crew : Single Pilot

Person / 3

Function.Controller : Local

Events

Independent Detector.Other.Flight CrewA : 2

Resolatory Action.None Taken : Unable

Supplementary

Problem Areas : Flight Crew Human Performance

Problem Areas : Weather

Narrative :

I AM A FLT INSTRUCTOR AT NASHUA, NH. I HAVE A STUDENT GOING THROUGH THE GLIDER PRIVATE PLT FLT COURSE. I SIGNED HIM OFF TO SOLO ON 10/WED/02, IN THE MOTOR GLIDER AS A STUDENT PLT IN THE GROB 109B. ON 10/TUE/02, MY STUDENT WAS PERFORMING HIS SECOND SOLO GLIDER LESSON WHILE I WAS DOING A DUAL FLT WITH ANOTHER STUDENT IN ANOTHER AIRPLANE. AFTER I LANDED AND TAXIED TO THE RAMP, I LOOKED TO THE RWY AND OBSERVED THE GLIDER MY STUDENT WAS FLYING STOPPED ON THE RWY. A BUNCH OF INSTRUCTORS RECEIVED PERMISSION FROM NASHUA TWR (TWR HALTED RWY ACTIVITY) TO GO ON THE RWY TO PUSH THE GLIDER OFF. ONCE THEY PUSHED THE GLIDER TO THE RAMP, I SPOKE TO MY STUDENT TO FIND OUT WHAT HAPPENED. HE INDICATED AFTER HE LANDED, THE GLIDER SWERVED L (AS IT TYPICALLY DOES) AND HE CORRECTED TO THE R. HE PULLED THE DIVE BRAKES TO SLOW DOWN (THE DIVE BRAKES ARE INTERCONNECTED TO THE TOE BRAKES) AND APPLIED TOO MUCH OF THEM WHICH CAUSED THE ACFT TO NOSE-OVER AND STRIKE THE PROPELLER (THE GROB G109B IS A TAIL WHEEL GLIDER). AFTER THE PROPELLER STRIKE, HE SHUT THE ENGINE DOWN AND INFORMED TWR.

Synopsis :

GROB 109B MOTOR GLIDER STUDENT PLT LOST CTL DURING LNDG AND NOSED OVER CAUSING DAMAGE TO THE PROPELLER.

Time

Date : 200210
Day : Wed
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : RHV.Airport
State Reference : CA
Altitude.MSL.Single Value : 2000

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : RHV.Tower
Operator.General Aviation : Instructional
Make Model : Champion Citabria 7eca
Mission : Training
Flight Phase.Descent : Intermediate Altitude
Route In Use.Approach : Traffic Pattern

Aircraft / 2

Controlling Facilities.Tower : RHV.Tower
Operator.General Aviation : Personal
Make Model : Aernoica Champion
Mission : Pleasure
Flight Phase.Descent : Intermediate Altitude
Route In Use.Approach : Traffic Pattern

Aircraft / 3

Controlling Facilities.Tower : RHV.Tower
Operator.General Aviation : Personal
Make Model : Bonanza 35
Flight Phase.Descent : Intermediate Altitude
Route In Use.Approach : Traffic Pattern

Person / 1

Experience.Flight Time.Total : 700
Experience.Flight Time.Last 90 Days : 100
Experience.Flight Time.Type : 500
ASRS Report : 562816

Person / 3

Function.Flight Crew : Single Pilot

Person / 4

Function.Flight Crew : Single Pilot

Person / 6

Function.Controller : Ground

Person / 5

Function.Controller : Local

Events

Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Anomaly.Non Adherence.Other : ATC PROCS
Independent Detector.Other.ControllerA : 5
Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Controller : Issued Advisory

Supplementary

Problem Areas : ATC Human Performance

Narrative :

I AM A CFI. I WAS IN A CITABRIA 7ECA WITH A STUDENT. MY OTHER STUDENT WAS IN AN AERONCA CHAMP 7AC. I WAS DOING TKOFS AND LNDGS IN RHV CLASS D AIRSPACE, WHILE MY STUDENT IN THE CHAMP WAS ATTEMPTING TO ENTER THE AIRSPACE FROM THE S. I AND OTHER PLTS COULD HEAR MY STUDENT ATTEMPTING TO CALL THE TWR. NOT ONLY DID ANOTHER BONANZA HEAR MY STUDENT AND TRY TO RELAY THE CALL TO THE TWR, I, TOO, COULD HEAR THE CALL. HOWEVER, THE ATC CTLR WOULD NOT RESPOND TO THE CHAMP WITH A LNDG CLRNC. THE CTLR SIMPLY SAID 'ACFT CALLING, RADIO UNREADABLE.' MY STUDENT DID THE RIGHT THING AND REMAINED CLR OF THE CLASS D AIRSPACE UNTIL CONTACTING THE TWR. FINALLY, AFTER MY STUDENT CALLED ON THE 3RD OR 4TH TIME, THE TWR HEARD HIM AND CLRED HIM TO ENTER IN THE AIRSPACE. AFTER LNDG, MY STUDENT WAS HANDED TO GND CTL, WHERE HE REQUESTED TKOF AND LNDG PRACTICE. GND INSTRUCTED MY STUDENT TO TAXI TO THE RWY FOR TKOF. MY STUDENT THEN WAS HANDED OFF TO THE TWR AND THE TWR CLRED MY STUDENT FOR TKOFS AND LNDGS. AS SOON AS THE CHAMP CAME DOWNWIND AND REQUESTED A LNDG CLRNC, THE TWR AGAIN SAID 'RADIO UNREADABLE.' TWR WOULD NOT GIVE MY STUDENT A LNDG CLRNC. MY STUDENT CONTINUED TO FLY THE PATTERN AND REQUESTED LNDG SEQUENCE. IT WASN'T UNTIL THE STUDENT ASKED THE TWR 3 OR 4 TIMES FOR 'SEQUENCE' DID THE CTLR FINALLY RESPOND. HIS RESPONSE, IN MY OPINION, WAS UNPROFESSIONAL. HE SAID SOMETHING LIKE THIS, 'OK, CHAMP, DON'T RESPOND, YOUR RADIO IS BLASTING OUT MY EARS, ROCK YOUR WINGS TO CONFIRM YOU ARE CLRED TO LAND, THAT RADIO IS NO GOOD.' THIS ACTION BY THE CTLR CREATED AN UNSAFE ENVIRONMENT IN THE TFC PATTERN. THE CTLR SHOULD NOT HAVE EVEN CLRED MY STUDENT FOR TKOF IF HE FELT THE RADIO WAS A PROB. GND CTL, MYSELF IN THE OTHER AIRPLANE, AND THE BONANZA COULD HEAR THE CHAMP RADIO JUST FINE.

Synopsis :

AN RHV LCL CTLR BELIEVES A STUDENT PLT'S RADIO XMITTER IS TOO LOUD AND IGNORES THE PLT'S REQUEST FOR LNDG INSTRUCTIONS.

Time

Date : 200210
Day : Thu
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : STS.Airport
State Reference : CA

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : STS.Tower
Operator.General Aviation : Instructional
Make Model : PA-28 Cherokee/Archer Ii/Dakota/Pillan/Warrior
Mission : Training

Aircraft / 2

Controlling Facilities.Tower : STS.Tower
Operator.General Aviation : Personal
Make Model : Beech Acft Corp Undifferentiated or Other Model
Flight Phase.Descent : Approach
Route In Use.Approach : Traffic Pattern

Person / 1

Experience.Flight Time.Total : 391
Experience.Flight Time.Last 90 Days : 93
Experience.Flight Time.Type : 18
ASRS Report : 563011

Person / 3

Function.Flight Crew : Single Pilot

Person / 4

Function.Controller : Local

Events

Anomaly.Conflict : Ground Less Severe
Anomaly.Non Adherence : Clearance
Anomaly.Non Adherence : FAR
Independent Detector.Other.ControllerA : 4
Resolatory Action.Controller : Issued New Clearance
Resolatory Action.Controller : Separated Traffic
Miss Distance.Vertical : 800
Miss Distance.Horizontal : 3000

Supplementary

Problem Areas : Airspace Structure
Problem Areas : ATC Human Performance
Problem Areas : Environmental Factor
Problem Areas : Flight Crew Human Performance

Narrative :

WHILE PREPARING FOR TKOF AND HOLDING SHORT OF RWY I WAS ASSISTING MY STUDENT IN MAKING A RADIO CALL TO THE TWR. THERE WERE 4 ACFT HOLDING IN SEQUENCE, WE WERE #2 FOLLOWING A CESSNA CITATION. MY STUDENT ANNOUNCED OUR POS 'HOLDING SHORT OF RWY' AND INTENTION 'REQUESTING RWY XX FOR STRAIGHT OUT DEP.' WE HAD RECEIVED RESPONSE FROM THE TWR 'HOLD SHORT OF RWY,' AND WE RESPONDED WITH 'HOLD SHORT OF XX.' A CITATION JET HAD BEEN CLRED FOR TKOF AND WE WERE NEXT IN SEQUENCE. THERE WERE SEVERAL ACFT APCHING AND LNDG AT THE SAME TIME. TWR CLRED US, WHAT I BELIEVED I HEARD, 'PIPER X, TAXI INTO POS AND HOLD,' MY STUDENT HESITATED INITIALLY WITH RESPONSE AND LOOKED AT ME ASKING FOR ASSISTANCE. WHILE OBSERVING MY STUDENT'S HESITATION AND LACK OF IMMEDIATE RESPONSE, I SAID TO MY STUDENT TO RESPOND TO THE TWR AND START TAXIING. FINALLY I DECIDED TO TAKE OVER CTLS AND I BELIEVED I RESPONDED WITH 'PIPER X, TAXI INTO POS AND HOLD,' HOWEVER, BECAUSE I WAS TRYING TO INSTRUCT MY STUDENT, TALK AT THE SAME TIME, AND TRYING TO REDUCE CONGESTION AT HOLDING AREA, I DO NOT RECALL EXACTLY WHAT I HEARD AND WHAT I SAID TO THE TWR. I CROSSED RWY HOLDING POS AND PROCEEDED TO THE RWY TO HOLD. WHILE MAKING A TURN TO ALIGN THE AIRPLANE WITH CTRLINE, I NOTICED LNDG LIGHTS OF TFC ON ABOUT 0.5 MI FINAL MAKING ITS APCH FOR THE RWY I WAS TAXIING INTO. IN RESULT, THE CTLR ISSUED A 'GAR' TO INCOMING ACFT AND ASKED ME TO HOLD POS. AFTER THE INCIDENT AND REFLECTING ON THE CHAIN OF EVENTS AND CONTRIBUTING FACTOR, I BELIEVE THAT MISCOM BTWN ME, MY STUDENT AND TWR, AS WELL AS MY INTENTIONS TO REDUCE TFC CONGESTION AT HOLDING AREA BY RUSHING MY STUDENT, WERE THE ATTRIBUTING FACTORS OF THIS EVENT. IN ADDITION, FAILURE TO LOOK FOR INCOMING TFC ON FINAL, BEFORE XING HOLD POS, WAS A RESULT OF MY MISJUDGMENT THAT THE CTLR WOULD NOT CLR AN ACFT TO TAXI INTO THE RWY WITHOUT MAKING SURE THE RWY IS SAFE FOR OP. HOWEVER, THAT MISUNDERSTANDING OF THE CLRNC AND MISCONCEPTION PUT MY ACFT AND ACFT ON FINAL INTO A HECTIC SIT. BEFORE THAT INCIDENT, I WAS FULLY AWARE OF THE ADVISORY CIRCULARS DISCUSSING THE PROB OF RWY INCURSION, INCLUDING THE LETTER MAILED TO ALL PLTS IN JULY OF 2002 WITH AC120-74, 91-73. I AM CONSTANTLY USING THOSE MATERIALS AS A REF TO ALL DISCUSSION ABOUT RWY AND TAXI OPS AT THE ARPT. THIS INCIDENT WAS AN EXAMPLE OF HUMAN SUSCEPTIBILITY FOR ERRORS AND POOR JUDGEMENT. IN CONCLUSION, I WOULD LIKE TO THANK ALL CTLRS AND PLTS CONTRIBUTING TO SAFETY PROGRAMS AND MAKING SURE THAT NOBODY GETS HURT BECAUSE OF ONE'S MISTAKE, MISJUDGMENT, OR ERROR.

Synopsis :

POTENTIAL GND CONFLICT AFTER A RWY INCURSION BY A PA28-140 TRAINING FLT WITH A BEECH TWIN ON SHORT FINAL FOR RWY 14 AT STS, CA.