

ASRS Database Report Set

Commuter and GA Icing Incidents

Report Set Description.....A sampling of aircraft icing encounter reports from GA and Commuter flight crews.

Update Number.....9.0

Date of UpdateOctober 9, 2003

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

Number of New Records in Report Set19

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

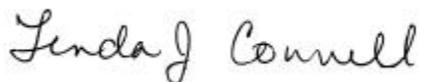
The attached material is furnished pursuant to a request for data from the NASA Aviation Safety Reporting System (ASRS). Recipients of this material are reminded of the following points, which must be considered when evaluating these data.

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.

ACN: 532398

Time

Date : 200112

Day : Sun

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Intersection : SILEX

State Reference : CA

Environment

Flight Conditions : IMC

Aircraft / 1

Controlling Facilities.TRACON : SCT.TRACON

Operator.General Aviation : Personal

Make Model : Small Aircraft, High Wing, 1 Eng, Retractable Gear

Mission : Photo Shoot

Flight Phase.Descent : Intermediate Altitude

Route In Use.Approach : Instrument Precision

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 13006

Experience.Flight Time.Last 90 Days : 177

Experience.Flight Time.Type : 1680

ASRS Report : 532398

Person / 2

Function.Controller : Approach

Events

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.None Taken : Anomaly Accepted

Supplementary

Problem Areas : Weather

Narrative :

VFR DSCNT FROM 17500 FT, HANDED OFF TO SOCAL APCH. ASSIGNED HDG 020 DEGS WITH EXPEDITED DSCNT TO 10000 FT. PLT ADVISED CLOUDS, IFR RECEIVED, MODERATE CLR AIR TURB ENCOUNTERED, DSCNT DELAYED. LNDG GEAR EXTENDED AND PWR REDUCED TO 2250 RPM AND 17 INCHES MANIFOLD PRESSURE. IN ORDER TO FACILITATE DSCNT. CLRED DOWN TO 8000 FT. ENTERED RAPIDLY DEVELOPING CUMULUS, UNABLE TO DSND. ENCOUNTERED UPDRAFTS IN EXCESS OF 2000 FPM. G FORCES FROM 0 - +3, AIRSPD INCREASED FROM 125 KTS TO 155 KTS. ALT JUMPED FROM 10100 FT TO 10500 FT. SEVERE TURB AND ICING IN CLOUD. AFTER EXITING DSCNT RESUMED TO 8000 FT. CTLR WAS UNINFORMED OF UNFORECAST WX AND ITS SEVERITY CONGESTION ON FREQ PRECLUDED THE OPPORTUNITY TO PROPERLY ADVISE CTLR OF THE CONDITIONS.

Synopsis :

SMA PLT ENCOUNTERED MODERATE TURB AND UP AND DOWNDRAFTS IN DSCNT IN SCT CLASS E AIRSPACE.

Time

Date : 200112
Day : Mon
Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : BFL.Airport
State Reference : CA
Altitude.MSL.Single Value : 9500

Environment

Flight Conditions : IMC

Aircraft / 1

Controlling Facilities.TRACON : SCT.TRACON
Operator.General Aviation : Personal
Make Model : Piper Aircraft Corp Undifferentiated or Other Model
Mission : Pleasure
Flight Phase.Cruise : Level

Person / 1

Function.Flight Crew : Single Pilot
Experience.Flight Time.Total : 242
Experience.Flight Time.Last 90 Days : 30
Experience.Flight Time.Type : 28
ASRS Report : 532593

Person / 3

Function.Controller : Radar

Person / 4

Function.Controller : Approach

Events

Anomaly.Altitude Deviation : Excursion From Assigned Altitude
Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Diverted To Another Airport
Resolatory Action.Controller : Issued New Clearance
Resolatory Action.Controller : Provided Flight Assist
Resolatory Action.None Taken : Detected After The Fact

Supplementary

Problem Areas : Flight Crew Human Performance
Problem Areas : Weather

Narrative :

ON THE EVENING OF DEC/FRI/01, I RENTED A PIPER PA28-181 ARCHER FROM SQL TO FLY DOWN TO MYF FOR THE WKEND. I CHKED THE WX, AND THEY SAID THAT THERE WAS AN AIRMET FOR OCCASIONAL MODERATE TURB, AND RIME ICE IN CERTAIN AREAS. THE PLANE IS IFR-CAPABLE, AND IS EQUIPPED WITH A GPS. I ALSO BROUGHT MY GARMIN 295 VFR GPS. I HAD 1 PAX, AND 2 15-LB BAGS ON THE BACK SEAT. I LEFT AT XA00. 5 MINS INTO MY FLT, I STARTED LEANING THE MIXTURE IN ORDER TO GET THE BEST GAS MILEAGE AND AVOID PLUG FOULING. MY GPS SHOWED MY GND SPD TO BE VERY FAST (140 KTS) DUE TO A STRONG TAILWIND. THE WIND WAS COMING FROM THE NW. ABOUT 2 HRS LATER, I WAS STARTING TO CROSS THE GRAPEVINE. MY ALT WAS 9500 FT AND THE RPM WAS AT ABOUT 2600 FT. IT WAS VERY DARK, AND I WAS NOTICING THAT I WAS VFR ON TOP. TOLD SOCAL APCH THAT I WAS CONCERNED ABOUT THE ALT AND POOR VISIBILITY. ASKED HIM FOR SUGGESTED VECTORS TO CLR ALT, AND TO KEEP AN EYE ON ME. DUE TO THE GRAPEVINES, I DECIDED TO ATTEMPT CLBING HIGHER TO 11500 FT. THE CLOUDS WERE ABOUT 1000 FT BELOW ME. AS I STARTED MY CLB, I QUICKLY NOTICED THAT MY ATTITUDE INDICATOR WAS ABOUT 2-3 BARS ABOVE THE HORIZON, YET I WAS NOT ABLE TO CLB, EVEN THOUGH MY THROTTLE WAS AT FULL PWR. I LOOKED AT THE RPM, AND I NOTICED THAT IT WAS DOWN TO 2400 RPM'S AT FULL PWR. MY VERT SPD WAS DSNDING PROGRESSIVELY FASTER AND FASTER. I LEVELED THE WINGS AND ATTEMPTED TO MAINTAIN ALT. RPTD THE PROB TO SOCAL, AND ASKED THEM FOR THE CLOSEST ARPT. I BELIEVE I WAS DEBATING WHETHER TO GO TO GENERAL FOX, BUT ANOTHER PLANE TOLD US THAT THE WINDS WERE AT 34 KTS, GUSTING TO 45 KTS. ATC SUGGESTED BAKERSFIELD. NOW I WAS DSNDING A LITTLE MORE, BUT SLOWLY. I RPTD THE PROB. VERY QUICKLY, I ENDED UP IN THE CLOUDS THAT WERE UNDER BEFORE, PLACING ME IN IMC. ATC GAVE ME VECTORS TO BAKERSFIELD AND SUGGESTED TO APPLY BEST FORWARD SPD. I TOGGLED THE CARB HEAT, AND TURNED THE PITOT HEAT ON. ABOUT 1 MIN LATER, I WAS STILL DSNDING, AND MY AIRSPD OSCILLATED FROM 100 KTS UP TO VNE. I RPTD THE OBSERVATION. I USED MY GPS TO DETERMINE WHAT MY GND SPD WAS SINCE MY AIRSPD INDICATOR WAS INOP. I THEN REALIZED THAT I HAD ICING ON BOTH ENDS OF THE PITOT TUBE. THEN, THE ENG STARTED MAKING VERY CONCERNING NOISES -- IT SOUNDED EXACTLY LIKE IT WOULD WHEN ONE PERFORMS A RUN-UP AND CHKS THE MAGNETOS AND ENCOUNTERS A VERY FOULED PLUG. THIS NOISE CAME AND WENT AT LEAST...WERE STILL IN FRONT OF ME, AND THAT THOSE DOWNDRAFTS WOULD HAVE BEEN ON THE OTHER SIDE OF THE MOUNTAIN, AND NOT WHERE I WAS. I BELIEVE THAT THE ABSOLUTE PROFESSIONALISM OF ATC SAVED MY LIFE AND MY PAX'S. THEY WERE SO CALM (AND SPOKE CALMLY) AND THEY WERE DETERMINED TO GET ME OUT OF THIS MESS. THAT CALMNESS WAS CONTAGIOUS. IT INCREASED MY CONFIDENCE AND IT CALMED ME DOWN QUITE A BIT. EVERY TIME ATC SPOKE TO ME, I COULD FEEL MY FEAR LEVEL SUBSIDE. ALSO, THINKING BACK, I KEPT ASKING FOR A CLOSER ARPT, AND I'M VERY GLAD THAT THEY DID NOT TAKE ME TO ONE OF THOSE UNLIT RWYS, BECAUSE TO ADD INSULT TO INJURY, MY LNDG LIGHT WAS ALSO INOP! INSTEAD, THEY DECIDED TO TAKE ME TO A LONG AND WELL-LIT RWY, AWAY FROM THE DANGEROUS AND OBSCURED TERRAIN WHERE I WAS. MY GPS WAS VERY HELPFUL, TOO, AS IT REDUCED A LOT OF MY WORKLOAD BY SHOWING ME MY GND SPD. I ALSO USED IT TO DOUBLECHK TO MAKE SURE THAT MY ALTIMETER WAS STILL WORKING PROPERLY.

Synopsis :

PA28 PLT, NOT INST RATED, FLEW AT NIGHT INTO IMC ICING CONDITIONS IN ZLA CLASS E AIRSPACE.

Time

Date : 200112
Day : Sun
Local Time Of Day : 1201 To 1800

Place

State Reference : MN

Environment

Flight Conditions : IMC
Ceiling.Single Value : 1000

Aircraft / 1

Controlling Facilities.ARTCC : ZMP.ARTCC
Controlling Facilities.TRACON : M98.TRACON
Operator.General Aviation : Personal
Make Model : Skylane 182/Rg Turbo Skylane/Rg
Mission : Pleasure
Flight Phase.Cruise : Level

Person / 1

Function.Flight Crew : Single Pilot
Experience.Flight Time.Total : 1140
Experience.Flight Time.Last 90 Days : 15
Experience.Flight Time.Type : 700
ASRS Report : 532955

Person / 2

Function.Controller : Approach

Person / 3

Function.Controller : Radar

Events

Anomaly.Altitude Deviation : Excursion From Assigned Altitude
Anomaly.Non Adherence : Clearance
Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.ControllerA : 2
Independent Detector.Other.Flight CrewA : 1
Resolutory Action.Flight Crew : Exited Adverse Environment
Resolutory Action.Flight Crew : Took Precautionary Avoidance Action
Resolutory Action.Controller : Issued New Clearance

Supplementary

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

Narrative :

WHILE ON AN IFR FLT FROM FCM TO MWC. I WAS AT 6000 FT IN VMC, WITH A CLOUD DECK 100-200 FT BELOW ME AND CIRRUS ABOVE. THE OUTSIDE AIR TEMP WAS 0 DEGS OR 1 DEG C. MSP APCH TOLD ME TO SWITCH TO CENTER. I TRIED UNSUCCESSFULLY TO REACH CENTER SEVERAL TIMES DURING THE NEXT 3-5 MINS. UNBEKNOWNST TO ME, THE UNDERCAST WAS GRADUALLY RISING TOWARDS MY ATTITUDE. WHILE TRYING TO REACH CENTER, I INADVERTENTLY LET MY ALT CREEP HIGHER. AS I ENTERED THE CLOUDS, I STUDIED THE OUTSIDE AIR TEMP GAUGE, MY WINGS, STRUTS, WHEEL PANTS AND WINDSHIELD FOR SIGNS OF ICE. I WAS WORRIED THAT CENTER FAILED TO RESPOND ON THE ASSIGNED FREQ. I WAS CONCERNED ABOUT ICING. UNFORTUNATELY, THE RIDE IN THE CLOUDS WAS VERY BUMPY. FOR A SHORT WHILE, I DID NOT REALIZE THAT A STRONG UPDRAFT LIFTED THE ACFT ABOVE MY ASSIGNED ALT. I WANTED A NEW ALT ASSIGNMENT TO GET BACK ABOVE THE CLOUDS. SINCE CENTER WAS NOT RESPONDING, I USED THE PREVIOUSLY ASSIGNED FREQ, AND TOLD THE APCH CTLR THAT I NEEDED TO CLB AND THAT NO ONE ANSWERED MY CALLS ON THE OTHER FREQ. THE APCH CTLR SAID THAT CENTER WAS 'HAVING PROBS' WITH ITS RADIOS. HE ALSO SAID THAT I SHOULD NOT CLB WITHOUT A CLRNC. I EXPLAINED THAT I COULD NOT GET A CLRNC BECAUSE THERE WAS NO ONE TO TALK TO ON THE ASSIGNED FREQ. AT THIS TIME, I THOUGHT ABOUT CANCELING IFR OR DECLARING AN EMER. FORTUNATELY, THESE STEPS WERE UNNECESSARY BECAUSE THE APCH CTLR CLRED ME TO 7000 FT, AND TOLD ME TO TRY TO REACH CENTER AGAIN. NO ONE ANSWERED MY CALLS ON THIS FREQ DURING THE NEXT 3-5 MINS. AFTER READING 7000 FT, I RECHECKED THE ENRTE CHART AND DETERMINED A FREQ THAT MIGHT WORK. THIS FREQ WORKED, AND THE FLT PROCEEDED WITHOUT FURTHER INCIDENT. MY ANXIETY AND POTENTIAL ALT DEV WOULD NOT HAVE OCCURRED IF THE HANDOFF WORKED PROPERLY.

Synopsis :

A C182 PLT DRIFTED OFF HIS ASSIGNED ALT WHEN ENTERING CLOUDS AND BECOMING CONCERNED ABOUT ACFT ICING.

ACN: 533549

Time

Date : 200112
Day : Wed
Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : L08.Airport
State Reference : CA

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.ARTCC : ZLA.ARTCC
Operator.General Aviation : Personal
Make Model : Cessna 152
Mission : Training
Flight Phase.Cruise : Level

Person / 1

Function.Flight Crew : Single Pilot
Experience.Flight Time.Total : 160
Experience.Flight Time.Last 90 Days : 25
Experience.Flight Time.Type : 160
ASRS Report : 533549

Person / 2

Function.Controller : Radar

Events

Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Diverted To Another Airport
Resolatory Action.Flight Crew : Landed In Emergency Condition
Resolatory Action.Controller : Issued New Clearance
Resolatory Action.Controller : Provided Flight Assist
Resolatory Action.None Taken : Detected After The Fact

Supplementary

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

Narrative :

WHILE FLYING XCOUNTRY FROM CRQ TO DVT OVER BORREGO SPRINGS, CA, MY RPM'S BEGAN TO FLUCTUATE AND THE ENG CUT IN AND OUT IN A PROGRESSIVE MANNER. JUST PRIOR TO THIS I HAD INITIATED A CLB FROM 7500 FT MSL TO 9500 FT MSL AND HAD JUST LEVELED OFF. AT THIS TIME I WAS GETTING FLT FOLLOWING FROM ATC AND HAD ADVISED THEM OF THE PROB AND ADVISED THAT I WOULD BE DSNDING BACK TO 7500 FT MSL AND TURNING AROUND TO RETURN TO CRQ. I DID NOT REALIZE AT THIS TIME THAT I HAD CARB ICING. I THOUGHT THERE MIGHT BE A PROB WITH THE CARB OR ENG CAUSED BY THE INCREASE IN ALT AND HOPED BY DSNDING BACK TO 7500 FT THE SIT WOULD CORRECT ITSELF. AT 7500 FT MSL THE PROB PERSISTED AND AT THAT TIME I DECIDED TO LAND AT L08. AS I WENT THROUGH MY DSCNT CHKLIST, I REALIZED THAT THE PROB WAS PROBABLY CARB ICING AND APPLIED CARB HEAT. AS I CONTINUED TO DSND THE PROB WENT AWAY. AFTER LNDG, I CONDUCTED A RUNUP AND CHKED THE MAGNETOS AND EVERYTHING CHKED OUT FINE. THIS BEING THE FIRST EXPERIENCE I HAD WITH CARB ICING, I CALLED MY FLT SCHOOL AND SPOKE WITH AN INSTRUCTOR AND WE AGREED THIS WAS A CASE OF CARB ICING. I THEN CONDUCTED ANOTHER PREFLT AND RUNUP AND EVERYTHING CHKED OUT. I CONTINUED ON WITH MY FLT WITHOUT INCIDENT. BEING IN VMC AND OVER THE DESERT, THE LAST THING I THOUGHT OF WAS CARB ICING. ALSO, WHEN THE SIT BEGAN, I WAS INDECISIVE ABOUT LNDG RIGHT AWAY OR RETURNING TO CRQ. I REALIZE NOW THE BEST THING, IF POSSIBLE, IS TO LAND AS SOON AS PRACTICAL AND CHK EVERYTHING OUT ON THE GND.

Synopsis :

C152 PLT LOST ENG PWR AND HAD A ROUGH RUNNING ENG DUE TO UNRECOGNIZED CARB ICING.

ACN: 533553

Time

Date : 200112

Day : Thu

Place

State Reference : DC

Altitude.MSL.Single Value : 7000

Environment

Flight Conditions : Mixed

Ceiling.Bound Upper : 6500

Aircraft / 1

Controlling Facilities.ARTCC : ZDC.ARTCC

Operator.General Aviation : Instructional

Make Model : PA-28 Cherokee/Archer Ii/Dakota/Pillan/Warrior

Mission : Training

Flight Phase.Cruise : Enroute Altitude Change

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 350

Experience.Flight Time.Last 90 Days : 147

Experience.Flight Time.Type : 306

ASRS Report : 533553

Person / 2

Function.Controller : Radar

Events

Anomaly.Altitude Deviation : Undershoot

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Declared Emergency

Resolatory Action.Flight Crew : Landed As Precaution

Resolatory Action.Flight Crew : Took Evasive Action

Resolatory Action.Controller : Issued New Clearance

Resolatory Action.Controller : Provided Flight Assist

Supplementary

Problem Areas : Environmental Factor

Problem Areas : Flight Crew Human Performance

Problem Areas : Weather

Narrative :

CHEROKEE FILED FOR AND WAS CLERED TO 8000 FT ON DEP FROM BVI. AT 8000 FT WE WERE IN VMC WITH A CLOUD LAYER OF AROUND 6500 FT MSL TOPS. 1 HR INTO THE FLT ATC BROUGHT US DOWN TO 7000 FT DUE TO TFC. 1/2 HR LATER THE CLOUD TOPS WENT UP TO 7000 FT MSL. IMMEDIATELY I ASKED FOR A CLB BACK UP TO 8000 FT MSL. ZDC WAS UNABLE DUE TO TFC 2 MI BEHIND AT 8000 FT. HE ASKED MY CONDITIONS, AND I SAID A ROUGH RIDE WITH LIGHT ICE. ZDC HAD THE 2 MI TFC CLB UP TO 9000 FT BEFORE CLRING US TO CLB TO 8000 FT. AFTER THE TFC REACHED 9000 FT WE THEN WERE CLERED TO 8000 FT. OVER THE MOUNTAINS WITH A LIGHT BUILD UP OF RIME WE HAD A VERY SLOW RATE OF CLB. WE WERE ABLE TO BREAK OUT AT AROUND 7400 FT MSL, BUT WERE UNABLE TO CLB TO 8000 FT. AT 7400 FT MSL DODGING THE TOPS OF CLOUDS WE STARTED TO DSND. I THEN ASKED FOR VECTORS TO THE NEAREST ARPT. AT THAT POINT I BELIEVE DUE TO MOUNTAIN WAVE WE HAD A MASSIVE DSCNT OF 2000 FT IN A MATTER OF SECONDS. I THEN DECLARED AN EMER TO THE CTLR. ONCE BREAKING OUT OF THE CLOUDS I WAS ABLE TO LEVEL THE PLANE OFF AND MAINTAIN ALT AT AROUND 4600 FT MSL. I THEN RECEIVED VECTOR AND WAS ABLE TO LAND SAFELY AT HOT SPRINGS ARPT 30 MI N OF ROANOKE. IT ALL HAPPENED EXTREMELY FAST. IF THERE ARE ANY QUESTIONS YOU HAVE, PLEASE CONTACT ME.

Synopsis :

A PA28 PLT, FLYING OVER THE MOUNTAINS OF VIRGINIA, ENCOUNTERED TURB AND A MOUNTAIN WAVE CONDITION, RENDERING HIM INCAPABLE OF MAINTAINING ASSIGNED ALT.

Time

Date : 200112

Day : Thu

Local Time Of Day : 1201 To 1800

Place

State Reference : NY

Altitude.MSL.Single Value : 5000

Aircraft / 1

Controlling Facilities.TRACON : N90.TRACON

Operator.General Aviation : Personal

Make Model : PA-31 Navajo Chieftan/Majave/Navajo

Mission : Pleasure

Flight Phase.Descent : Intermediate Altitude

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 668

Experience.Flight Time.Last 90 Days : 26

Experience.Flight Time.Type : 34

ASRS Report : 533885

Person / 2

Function.Controller : Local

Events

Anomaly.Altitude Deviation : Excursion From Assigned Altitude

Anomaly.Altitude Deviation : Overshoot

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.ControllerA : 2

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Declared Emergency

Resolatory Action.Flight Crew : Landed In Emergency Condition

Resolatory Action.Flight Crew : Returned To Assigned Altitude

Resolatory Action.Controller : Issued New Clearance

Resolatory Action.Controller : Provided Flight Assist

Supplementary

Problem Areas : Aircraft

Problem Areas : Flight Crew Human Performance

Problem Areas : Weather

Narrative :

I WAS ON AN IFR FLT PLAN FROM TTN TO OWD. DURING THE FLT ON V139 FROM MANTA INTXN TO THE HTO VOR, I ENCOUNTERED ICING AT 7000 FT. I CALLED ATC TO RPT THE ICING AND HE ASKED FOR THE TYPE AND TEMP. IT WAS LIGHT RIME ICE AND IT WAS -12 DEGS C. HE CAME BACK AND SAID THAT WE WERE CLRED TO DSND TO 5000 FT. I BEGAN TO DSND TO 5000 FT AND WE WERE NOW IN SNOW CONDITIONS. I WAS KEEPING A CHK ON THE LEADING EDGE OF MY WING AND ATC INFORMED ME THAT I WAS AT 4000 FT. I CONFIRMED THAT I WAS AT 4000 FT AND TOLD HIM THAT WE WOULD CLB TO 5000 FT AND IMMEDIATELY DID SO. DURING THIS TIME, MY ATTITUDE INDICATOR WAS SHOWING ME IN A R TURN. HOWEVER, THE OTHER INSTS SHOWED THAT I WAS STRAIGHT AND LEVEL AT 5000 FT. ZNY ASKED THAT I CONTACT PROVIDENCE ATC AND AFTER CALLING PROVIDENCE ATC I RPTED THAT I WAS HAVING TROUBLE WITH AN INST, I WOULD LIKE TO DECLARE AN EMER AND HAVE A HEADING TO THE NEAREST ARPT. SHE GAVE ME A HEADING AND PERMISSION TO DSND. UPON REACHING 3500 FT, WE HAD VISUAL CONDITIONS AND LANDED AT GROTON NEW LONDON ARPT. AFTER LNDG IN GROTON, CT, I WAS MET BY A FIREMAN TO FILL OUT A RPT. I GAVE HIM MY PLT'S LICENSE TO COPY, BUT DID NOT HAVE MY MEDICAL CERTIFICATE WITH ME. THE NEXT DAY, I MET WITH A MECH AND WE WENT OVER THE PROBABLE CAUSES. I WAS ABLE TO CONTINUE MY FLT VFR AND NO PROBS OCCURRED.

Synopsis :

PA31 PLT WAS OPERATING IN ICING CONDITIONS AND HAD ATTITUDE INST PROBS. HE DID NOT HAVE A MEDICAL CERTIFICATE IN HIS POSSESSION.

Time

Date : 200112

Day : Fri

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : ALN.Airport

State Reference : OR

Environment

Flight Conditions : VMC

Aircraft / 1

Operator.General Aviation : Personal

Make Model : J3 Cub

Mission : Pleasure

Flight Phase.Cruise : Level

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 1460

Experience.Flight Time.Last 90 Days : 100

Experience.Flight Time.Type : 910

ASRS Report : 533906

Events

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Landed In Emergency Condition

Supplementary

Problem Areas : Aircraft

Problem Areas : Flight Crew Human Performance

Narrative :

I WAS FLYING MY J3 CUB AROUND THE FOOTHILLS OF SOME MOUNTAINS AT ABOUT 500 FT AGL. I HAD JUST TURNED N WHEN I LOST ENG PWR. THE ENG STILL RAN, BUT HAD NO PWR. I SELECTED A FIELD AND LANDED SUCCESSFULLY, NO INJURIES OR ACFT DAMAGE. I SUSPECTED CARB ICE, BUT LATER ON THE SAME DAY I ATTEMPTED TO RESTART THE ENG AND WAS UNSUCCESSFUL. ALSO THERE WAS SOME OIL ON THE L SIDE OF THE ACFT, OUTSIDE THE COWLING. THE ENG HAS 16 HRS SINCE MAJOR OVERHAUL AND HAS RUN FINE UP TO THIS POINT. AS SOON AS THE ENG LOST PWR, I APPLIED FULL CARB HEAT, BUT THIS WAS UNSUCCESSFUL. THE ENG RAN NORMALLY UNTIL SUDDENLY IT STOPPED MAKING PWR. I WAS SUCCESSFUL IN LNDG THE ACFT SAFELY IN A FIELD, WHERE I SECURED IT.

Synopsis :

A J3 CUB PLT EXPERIENCED A LOSS OF ENG PWR, MAKING AN EMER LNDG IN A FIELD.

ACN: 534348

Time

Date : 200112

Day : Fri

Local Time Of Day : 0001 To 0600

Place

State Reference : FL

Altitude.MSL.Single Value : 42500

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.ARTCC : ZMA.ARTCC

Operator.Common Carrier : Air Taxi

Make Model : Learjet 35

Mission : Ambulance

Flight Phase.Cruise : Enroute Altitude Change

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 8000

Experience.Flight Time.Last 90 Days : 180

Experience.Flight Time.Type : 1500

ASRS Report : 534348

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Radar

Events

Independent Detector.Aircraft Equipment.Other Aircraft Equipment : ENGINE TACHOMETER

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Declared Emergency

Resolatory Action.Flight Crew : Diverted To Another Airport

Resolatory Action.Flight Crew : Landed In Emergency Condition

Resolatory Action.Controller : Issued New Clearance

Resolatory Action.Controller : Provided Flight Assist

Resolatory Action.None Taken : Detected After The Fact

Supplementary

Problem Areas : Aircraft

Problem Areas : FAA

Narrative :

WHILE DSNding FROM FL430 TO FL410, I RETARDED THE PWR LEVERS TO REDUCE AIRSPD. AT APPROX FL425 THE R ENG REVERSED COMMAND OF MY INPUT AND HEADED TOWARDS AN OVERSPD TREND. I SHUT OFF THE ENG USING THE PWR LEVER IDLE/CUTOFF DETENT AND THE PROB WAS RESOLVED. TOLD ZMA IMMEDIATELY AFTER SHUTDOWN THAT WE HAD TO SHUT DOWN THE R ENG AND NEEDED TO DSNd TO FL250 IN ORDER TO MAINTAIN AN ALT WHICH PROVIDES SAFE SINGLE ENG OP SPD AS WELL AS AN ALT WHICH IS WARMER AND CAPABLE OF AIR START. AT FL250 WE ENCOUNTERED CLOUDS AND ICING SO WE IMMEDIATELY GOT APPROVAL FOR FL210 WHICH WAS VMC. WE WERE ABLE TO START THE R ENG BUT SHOWED ANOTHER TREND TOWARDS UNCLTABLE PWR LEVER INPUTS. BY NOW WE WERE 100 NM FROM OUR DEST WHICH WAS ZZZ. DECIDED WE WOULD FLY SINGLE ENG TO ZZZ WHERE I HAD OUR DISPATCHER SET UP CUSTOMS. WE WERE COMING FROM ZZZ1, DID ALL APPROPRIATE CHKLISTS, AND REHEARSED PROCS FOR OTHER EMER OCCURRENCES WHICH COULD HAPPEN WHILE FLYING SINGLE ENG. I NEVER ACTUALLY DECLARED AN EMER BUT ZMA KNEW OUR SIT AFTER SHUTDOWN AND LET US CONTINUE DSNding. LANDED UNEVENTFULLY AND FOUND OUT THAT A FUEL COMPUTER PROBE MUST HAVE HAD MOISTURE IN IT BEFORE WE TOOK OFF AND FROZE AT THE HIGH ALT WHICH CONFUSED THE FUEL COMPUTER. WAS CLEANED OUT AND HAS BEEN FLYING FINE SINCE THE INCIDENT.

Synopsis :

LJ35 CREW HAD A RUNAWAY ENG THAT REQUIRED AN INFLT ENG SHUTDOWN IN CARIBBEAN EXTENDED OVERWATER OP.

Time

Date : 200201
Day : Wed
Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : TEB.Airport
State Reference : NJ

Environment

Flight Conditions : Marginal
Ceiling.Single Value : 1000

Aircraft / 1

Controlling Facilities.TRACON : N90.TRACON
Controlling Facilities.Tower : TEB.Tower
Operator.General Aviation : Corporate
Make Model : Challenger C1601
Mission : Business
Route In Use.Approach : Traffic Pattern

Person / 1

Function.Oversight : PIC
Function.Flight Crew : Captain
Experience.Flight Time.Total : 800
Experience.Flight Time.Last 90 Days : 100
Experience.Flight Time.Type : 50
ASRS Report : 536055

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Departure

Person / 4

Function.Controller : Local

Events

Independent Detector.Aircraft Equipment.Other Aircraft Equipment : LNDG GEAR POSITION LEVER
Independent Detector.Other.Flight CrewA : 1
Resolutory Action.Flight Crew : Landed As Precaution

Supplementary

Problem Areas : Aircraft
Problem Areas : Environmental Factor
Problem Areas : Weather

Narrative :

ON JAN/WED/02 (XA30) I MADE A TKOF AT TEB ARPT ON A CHALLENGER 601. AFTER TKOF, GEAR HANDLE WAS LOCKED AND WE COULD NOT RAISE THE GEAR UP. WE ELECTED TO RETURN TO TEB ARPT WITH THE GEAR DOWN. THE APCH AND LNDG WAS NORMAL. AFTER LNDG AND TAXIING TO THE RAMP, WE INVESTIGATED LNDG GEAR SYS. EVERYTHING WAS NORMAL -- ONLY EVIDENCE OF A LITTLE ICE BTWN L-HAND WT ON WHEEL PROX SWITCH. WE CLEANED OFF THE ICE AND RAN A COCKPIT FUNCTIONING CHK. EVERYTHING INDICATED NORMAL. THERE WAS NO MECHANICAL PARTS BROKEN, NO PART WAS REPLACED AND NO REPAIR WAS MADE AND FLT MADE IT TO DEST THAT NIGHT. NEXT TIME IF ACFT IS PARKED OUTSIDE WHEN IT IS COLD AND RAINING/SNOWING, WE WILL PAY A LOT MORE ATTN TO THIS AREA ON PREFLT.

Synopsis :

EXECUTIVE JET FLC WERE UNABLE TO RAISE THE LNDG GEAR AFTER TKOF AND RETURN LAND FOR INVESTIGATING THE CAUSE.

Time

Date : 200201
Day : Thu
Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : CAK.Airport
State Reference : OH
Altitude.MSL.Single Value : 3000

Environment

Flight Conditions : IMC
Ceiling.Single Value : 900

Aircraft / 1

Controlling Facilities.TRACON : CAK.TRACON
Operator.General Aviation : Personal
Make Model : King Air 100 A/B
Mission : Pleasure
Flight Phase.Descent : Approach

Person / 1

Function.Flight Crew : Single Pilot
Experience.Flight Time.Total : 2742.7
Experience.Flight Time.Last 90 Days : 36.3
Experience.Flight Time.Type : 603.6
ASRS Report : 536145

Person / 2

Function.Controller : Approach

Events

Anomaly.Altitude Deviation : Excursion From Assigned Altitude
Anomaly.Non Adherence : Clearance
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Landed In Emergency Condition
Resolatory Action.Flight Crew : Regained Aircraft Control

Supplementary

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

Narrative :

RETURNING FROM BKL ARPT, AND BEFORE THE FINAL TURN-ON FOR THE ILS-1 APCH TO CAK, WITH ALL DEICING EQUIP ON, THE R ENG SEEMED TO STUTTER. I AM JUDGING THIS FROM THE DIRECTION THAT THE PLANE WAS SUDDENLY GOING. I CORRECTED WITH L AILERON AND RUDDER. I DID NOT SEE A DECREASE IN TORQUE WITH EITHER ENG WHEN I LOOKED AT THE GAUGES TO IDENT. THE ENG THEN RESTARTED WITH VIGOR. THE RESTART PUSHED THE PLANE HARD L AND INTO A FAST DSCNT. I WAS ABLE TO CTL THIS JUST AS I BROKE OUT OF THE CLOUDS. I CLBED TO 3000 FT, STABILIZED THE PLANE AND MADE THE APCH INTO CAK WITHOUT FURTHER INCIDENT. AFTER LNDG, I OBSERVED THAT THE INLET TO THE R ENG WAS CLR OF ICE. THE INLET TO THE L ENG WAS SIGNIFICANTLY REDUCED BY ICE BUILDUP. I SUSPECT THAT THE R ENG FLAMED OUT, CAUSED BY ICE BREAKING LOOSE, ENTERING THE ENG AND FLOODING IT OUT. THE IGNITERS WERE ARMED, RESTARTING THE ENG. A POSSIBLE CAUSE IS THAT I DID NOT HAVE THE ENG INLET HEAT SYS ON SOON ENOUGH TO AVOID ICE BUILD-UP. I WAS WATCHING THE WINGS DURING FLT AND TURNED ON THE ENG INLET HEAT SYS WHEN I OBSERVED ICE ON THE WINGS. THE ICING WAS ENCOUNTERED AT 5000 FT ALT ENRTE. THERE WAS NO ICING IN THE IMMEDIATE VICINITY OF CAK.

Synopsis :

BEECH KING AIR 100 PVT PLT EXPERIENCES AN ENG FLAMEOUT DURING TURN TO FINAL FOR AN ILS APCH. THE ENG AUTO-STARTED DUE TO THE IGNITERS LEFT ON IN CASE OF ICING.

Time

Date : 200201
Day : Mon
Local Time Of Day : 0601 To 1200

Place

State Reference : WY

Environment

Flight Conditions : IMC

Aircraft / 1

Controlling Facilities.TRACON : ZZZ.TRACON
Operator.Common Carrier : Air Taxi
Make Model : Airliner C99
Mission : Passenger
Flight Phase.Cruise : Level
Route In Use.Approach.Other : No Gyro

Person / 1

Function.Flight Crew : Single Pilot
Experience.Flight Time.Total : 2500
Experience.Flight Time.Last 90 Days : 300
Experience.Flight Time.Type : 120
ASRS Report : 536378

Person / 2

Function.Controller : Radar

Events

Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Controller : Issued New Clearance
Resolatory Action.Controller : Provided Flight Assist
Resolatory Action.None Taken : Detected After The Fact

Supplementary

Problem Areas : Aircraft
Problem Areas : Weather

Narrative :

PARTIAL LOSS OF NAV EQUIP (AND LOSS OF AIRSPD INDICATOR) DUE TO MODERATE ICING 50 MI S OF JAC VOR, WY. I REQUESTED A NO GYRO APCH INTO IDAHO FALLS ARPT. I ADVISED THE CTLR OF THE PROB.

Synopsis :

BE99 PLT HAD THE PITOT PROBE ICE OVER AND A DIRECTIONAL GYRO MALFUNCTION THAT REQUIRED A 'NO GYRO' APCH.

Time

Date : 200201

Day : Tue

Local Time Of Day : 1201 To 1800

Place

State Reference : NY

Environment

Flight Conditions : Mixed

Aircraft / 1

Controlling Facilities.ARTCC : ZBW.ARTCC

Operator.General Aviation : Instructional

Make Model : Skyhawk 172/Cutlass 172

Mission : Training

Flight Phase.Cruise : Level

Person / 1

Experience.Flight Time.Total : 10000

Experience.Flight Time.Last 90 Days : 160

Experience.Flight Time.Type : 5000

ASRS Report : 536837

Person / 3

Function.Controller : Radar

Events

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Controller : Issued New Clearance

Resolatory Action.None Taken : Anomaly Accepted

Supplementary

Problem Areas : ATC Human Performance

Problem Areas : Flight Crew Human Performance

Problem Areas : Weather

Narrative :

I WAS GIVING INST TRAINING TO A STUDENT. WE HAD BEEN IN AND OUT OF IMC/VMC AT ALTS OF 6000 FT AND BELOW FOR APPROX 3 HRS PRIOR, DURING THE MORNING'S PREVIOUS FLTS. TEMPS STAYED POSITIVE THE ENTIRE TIME WITH NO ICING OBSERVED. SAME CONDITIONS EXISTED ENRTE TO THE IAF AT 6000 FT. SINCE WE WERE GPS EQUIPPED, AND THE MINIMUM IFR ALT FOR THE REMAINDER OF THE FLT WAS 6000 FT, I EXPECTED NO ICING PROBS. CTR CTLR CLRED THE ACFT UP TO 6800 FT AND STATED THAT THIS WAS HIS MINIMUM VECTORING ALT. TEMP AT 6000 FT WAS NOW +1 DEG C. I ADVISED CTLR THAT IT WOULD BE A SLOW CLB AND THAT I WOULD RATHER STAY AT 6000 FT AND AVOID ANY POSSIBLE ICING CONDITIONS. ALTHOUGH NOT SPECIFICALLY CLRED TO REMAIN AT 6000 FT THE CTR CTLR STATED THAT I WAS ABOVE THE MINIMUM IFR ALT AND WELL CLR OF OBSTACLES. WE WERE LATER CLRED TO 5000 FT AND CLRED APCH. WE BROKE OUT INTO VMC AT 5000 FT AND PROCEEDED TO THE ARPT VISUALLY. THE PHRASEOLOGY GIVEN BY CTR LEFT SOME DOUBT IN MY MIND WHETHER AN ALTDEV ACTUALLY OCCURRED. IN RETROSPECT, IT SEEMED PRUDENT TO DECLINE THE CLB INTO POSSIBLE ICING CONDITIONS. TERRAIN AND TFC CLRNC WAS NOT AN ISSUE.

Synopsis :

C172 INSTRUCTOR AND STUDENT DECLINED TO CLB TO HIGHER ALT BECAUSE OF POSSIBLE ICING AT A COLDER TEMP IN ZBW CLASS E.

ACN: 537113

Time

Date : 200202

Day : Fri

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : RST.Airport

State Reference : MN

Altitude.MSL.Single Value : 8000

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.TRACON : RST.TRACON

Operator.General Aviation : Personal

Make Model : PA-28 Cherokee/Archer Ii/Dakota/Pillan/Warrior

Mission : Pleasure

Flight Phase.Cruise : Level

Person / 1

Function.Flight Crew : Single Pilot

ASRS Report : 537113

Person / 2

Function.Controller : Approach

Events

Independent Detector.Aircraft Equipment.Other Aircraft Equipment : ENGINE QUIT

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Overcame Equipment Problem

Supplementary

Problem Areas : Aircraft

Problem Areas : Environmental Factor

Problem Areas : Flight Crew Human Performance

Narrative :

I WOKE UP THAT FRIDAY MORNING AND NOTICED IT WAS STILL SNOWING AND HAVING ICING. THE WX STATED IT'D CLR UP AFTER NOON. I DECIDED TO DEPART AT XA00 PM EASTERN TIME. I DID A FLT PLAN AND IT SAID I'D HAVE ENOUGH FUEL TO GET TO MY DEST PLUS 1 HR LEFT OF FUEL REMAINING IN THE TANKS. I DECIDED TO FILE IT AND IF I NEEDED TO LAND SOMEWHERE TO FUEL, I WOULD DO SO. I DEPARTED AND WAS TIMING EVERYTHING FOR THE FUEL, SWITCHING TANKS AS NEEDED. THE TEMP WAS -20 TO -30 DEGS C BTWN 8000 FT AND 9000 FT. I GET 45 NM OUT FROM ROCHESTER AND ACCORDING TO MY WATCH I STILL HAD 45 MINS REMAINING IN THE R TANK AND ABOUT 1 HR AND 45 MINS IN THE L TANK. I WAS JUST OVER THE MISSISSIPPI RIVER AND THE ENG FAILED. I REACTED CALMLY AND EVERYTHING THAT CAME IN TRAINING WAS AUTOMATICALLY DONE. I IMMEDIATELY PITCHED FOR 80 MPH AND PUT THE FUEL PUMP ON THE SWITCHED TANKS. I ONLY DROPPED I BELIEVE 300-400 FT IN THAT AMOUNT OF TIME AND THE ENG STARTED. I CALLED ROCHESTER APCH AND LET THEM KNOW WHAT HAPPENED. THEY HELPED ME OUT AND FOUND A NEARBY ARPT AND I DECIDED TO LAND THERE. AT FIRST I THOUGHT THE R TANK HAD WATER OR MAYBE SOMETHING HAPPENED WITH THE FUEL LINE GETTING CLOGGED. I THOUGHT THIS BECAUSE THE GAUGES WERE STILL READING 14 GALS ON THE R SIDE AND ABOUT 16 GALS ON THE L SIDE. I ALSO ACCORDING TO MY WATCH SHOULD'VE HAD MORE TIME IN THAT TANK. SO, I LANDED AT THE WINONA ARPT AND FUELED UP. THE R TANK WAS COMPLETELY EMPTY AND THE L TANK HAD MAYBE JUST 15 MINS REMAINING. I KNOW DURING THE FLT I HAD THE MIXTURE LEANED AS BEST AS I COULD TOO. I COULDN'T UNDERSTAND WHY THE TIMING AND EVERYTHING WASN'T LOOKING RIGHT. I DID A PREFLT CHK ON THE PLANE BEFORE TAKING OFF AND NOTICED THAT THE LOWEST FUEL TANK SUMP WAS LEAKING PRETTY FAST. IT WAS A CONSTANT DRIP. I FIGURED DURING MY FLT THAT THIS MIGHT HAVE HAPPENED AND IT BEING SO COLD THAT IT MIGHT HAVE FROZEN THE GAUGES AS WELL. I AM NOT SURE WHAT WAS WRONG. BUT I GOT IT FUELED UP AND FLEW TO MY FINAL DEST WHERE I LANDED SAFELY. DURING THE ENTIRE TIME THIS INCIDENT HAPPENED, I DID NOT FEEL SCARED AND I KNEW THAT ALL I HAD TO DO WAS FLY THE PLANE. I WASN'T NERVOUS, DIDN'T TENSE UP OR ANYTHING. I DON'T THINK ANYTHING BOTHERED ME ABOUT WHAT HAPPENED UNTIL I GOT HOME AND HAD TIME TO SIT AND THINK WHAT COULD'VE REALLY HAPPENED. IT WAS PITCH BLACK OUT AND I WAS UNFAMILIAR WITH THE AREA. HAVING SNOW ON THE GND DOESN'T HELP FOR THE LNDGS EITHER. BUT THAT IS HOW MY FLT WENT AND I AM GLAD TO BE SAFELY HOME.

Synopsis :

PIPER PA28-180 PLT DIVERTED TO LAND FOR FUEL AFTER THE ENG QUIT DURING CRUISE DUE TO FUEL STARVATION. ENG RESTARTED AFTER SWITCHING TANKS.

ACN: 537521

Time

Date : 200202

Day : Thu

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : EVV.Airport

State Reference : IN

Environment

Flight Conditions : IMC

Aircraft / 1

Controlling Facilities.TRACON : EVV.TRACON

Operator.General Aviation : Personal

Make Model : Skylane 182/Rg Turbo Skylane/Rg

Mission : Training

Flight Phase.Cruise : Enroute Altitude Change

Flight Phase.Cruise : Level

Person / 1

Experience.Flight Time.Total : 1480

Experience.Flight Time.Last 90 Days : 110

Experience.Flight Time.Type : 350

ASRS Report : 537521

Person / 3

Function.Controller : Approach

Events

Anomaly.Altitude Deviation : Excursion From Assigned Altitude

Anomaly.Altitude Deviation : Undershoot

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.ControllerA : 3

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Exited Adverse Environment

Resolatory Action.Flight Crew : Took Precautionary Avoidance Action

Resolatory Action.Controller : Issued New Clearance

Supplementary

Problem Areas : ATC Human Performance

Problem Areas : Environmental Factor

Problem Areas : Flight Crew Human Performance

Problem Areas : Weather

Narrative :

IN IMC, INSTRUCTING A STUDENT, I REQUESTED A CHANGE IN ALT FROM 6000 FT TO 4000 FT. DURING THE DSCNT, WE STARTED TO PICK UP ICE. I REQUESTED A CHANGE IN ALT BACK TO 6000 FT. ATC WAS UNABLE TO UNDERSTAND MY REQUEST. I CONTINUED TO STATE OUR PROB AND FINALLY CHANGED TO ANOTHER FREQ. DURING MY EXCHANGE WITH ATC, THE STUDENT HAD STOPPED THE DSCNT AND STARTED A CLB BACK TO 6000 FT WITHOUT ATC APPROVAL. THE CAUSE OF THE PROB WAS ME BEING DISTR AND NOT NOTICING THE STUDENT STARTING HIS CLB. HOWEVER, I ALSO BELIEVE ATC SHOULD HAVE CHANGED OUR FREQ BEFORE WE REACHED THAT POINT IN OUR COURSE SO AS TO ALLOW BETTER COMS WITH OUR POS.

Synopsis :

A CFI'S RPT ON A TRAINING FLT AND AN ALTDEV STEMMING FROM POOR LEVELS OF COM AND WX RELATED FACTORS E OF EVV, IN.

Time

Date : 200202

Day : Thu

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : EKY.Airport

State Reference : AL

Environment

Flight Conditions : IMC

Aircraft / 1

Controlling Facilities.TRACON : BHM.TRACON

Operator.Common Carrier : Air Taxi

Make Model : Centurion/Turbo Centurion 210c

Mission : Passenger

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Single Pilot

ASRS Report : 537809

Person / 2

Function.Controller : Departure

Events

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Exited Adverse Environment

Resolatory Action.Controller : Issued New Clearance

Resolatory Action.Controller : Provided Flight Assist

Supplementary

Problem Areas : Flight Crew Human Performance

Problem Areas : Weather

Narrative :

TOOK OFF FROM EKY AT XA05. PENETRATED CLOUDS AT APPROX 1800 FT MSL SBOUND. WHILE IN CLOUDS, ACCUMULATED ABOUT 1/8 INCH OF ICE ON WING. LEVELED OFF AT 5000 FT MSL, IN BTWN CLOUD LAYERS. ICE FAILED TO COME OFF. TEMP WAS 25 DEGS F. I DECIDED TO RETURN TO EKY. ONCE IN THE CLOUDS ON DSCNT, TEMP INCREASED TO ABOUT 30 DEGS F AND WINGS CONTINUED TO ACCUMULATE ICE TO ABOUT 1/4 - 1/2 INCH. WHILE BEING VECTORED, I ASKED TO DSND LOWER TO WHERE THE CLOUD BASES WERE RPTED. AT 1100 FT MSL I WAS JUST AT BASES WITH GND CONTACT. TEMP INCREASED TO ABOVE FREEZING AND ICE BROKE OFF. 20 MINS BEFORE DEP, WX FORECASTER RPTED FREEZING LEVELS AT 8000 FT IN AREA. I DECIDED TO LEVEL OFF AT 5000 FT TO STAY OUT OF ICING CONDITIONS, BUT THAT DIDN'T HAPPEN.

Synopsis :

A C210 PLT HAS AN ICING ENCOUNTER WITH A SUCCESSFUL RESULT.

Time

Date : 200201

Day : Wed

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : MGY.Airport

State Reference : OH

Environment

Flight Conditions : IMC

Ceiling.Single Value : 800

Aircraft / 1

Controlling Facilities.Tower : DAY.Tower

Operator.General Aviation : Personal

Make Model : Small Aircraft, Low Wing, 1 Eng, Retractable Gear

Mission : Business

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 1300

Experience.Flight Time.Last 90 Days : 60

ASRS Report : 538200

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 : Company

Problem Areas : Flight Crew Human Performance

Problem Areas : Weather

Narrative :

THE SCHEDULED FLT WAS TO ENTER THE UNITED STATES AT SKY, OH, AT XC00. THE SANDUSKY CUSTOMS OFFICER WAS NOTIFIED THE MORNING OF JAN/MON/02 TO SCHEDULE THE CLRNC. INSPECTOR MR X WAS ON DUTY. TORONTO WX ON THE EVENING OF JAN/TUE/02 PRODUCED AN ICE STORM WITH FREEZING RAIN. AN OPTION TO CLR CUSTOMS IN DAY WAS THE ALTERNATIVE IF THE WX IN THE TOLEDO, SANDUSKY AREA DEGRADED. ON ARRIVING AT CNC3, THE RADAR SHOWED A BAND OF ICE AND FREEZING RAIN APCHING TOLEDO AND SANDUSKY AT THE PROPOSED TIME OF FLT. TOLEDO WAS RPTING FREEZING RAIN. AT THAT POINT, THE DECISION WAS MADE TO FLY STRAIGHT TO DAY. AT XA00, A CALL WAS MADE TO INSPECTOR MR X AND HE WAS NOTIFIED THAT DUE TO THE DEGRADING WX, THE FLT TO CLR IN SANDUSKY WOULD BE ABORTED TO FLY STRAIGHT TO DAY. INSPECTOR MR X WAS IN AGREEMENT. WAS THEN ASKED AT THAT TIME IF IN THE CASE THAT THE FLT PRODUCED ICE COLLECTION BEYOND THE CAPABILITY OF THE ACFT, WHAT WOULD BE THE PROC TO CLR CUSTOMS IN THE EVENT A FORCED LNDG WOULD BE REQUIRED DUE TO THE WX CONDITIONS. INSPECTOR MR X STATED 'SAFETY OF THE PLT AND ACFT WAS FIRST AND FOREMOST. CUSTOMS WOULD WORK OUT THE DETAILS LATER.' I RPTED THE FLT FROM TORONTO TO DAY WOULD CLR UNITED STATES CUSTOMS AT XD30. THE CUSTOMS AGENT ON DUTY REQUESTED THE FINAL DEST. I REPLIED 'HOME BASE IS MGY.' THE CUSTOMS AGENT REPLIED 'WE CAN CLR YOU DOWN THERE.' I RESPONDED, 'YOU WILL COME DOWN TO DAYTON WRIGHT BROTHERS TO CLR ME?' THE AGENT RESPONDED BY SAYING 'PLUS OR MINUS 15 MINS.' I THEN ASKED THE DAYTON UNITED STATES CUSTOMS AGENT 'IN THE CASE THIS FLT PRODUCED WX CONDITIONS BEYOND THE CAPABILITIES OF THE ACFT, I WOULD BE LNDG AT THE NEAREST ARPT. WHAT WOULD BE THE PROC TO CLR CUSTOMS IN THIS CASE?' THE AGENT REPLIED TO NOTIFY FSS AND THE DETAILS WOULD BE 'WORKED OUT.' THE FLT WAS CONDUCTED ON JAN/WED/02 DEPARTING CNC3, TORONTO. THE IFR FLT WAS IN ALMOST 100% IMC. AS I PASSED THROUGH THE RPTED 800 FT CEILING, I WAS STILL IMC AT 1400 FT. AT 1360 FT THE APCH LIGHTS BECAME VISIBLE. THE LNDG WAS MADE WITHOUT INCIDENT. I TAXIED TO THE LCL FBO AT MGY AND RADIOED FOR CUSTOM CLRNC. THE REPLY WAS THAT NO INSPECTOR HAD BEEN AT THE FIELD. THE TIME WAS XD35. I CALLED UNITED STATES CUSTOMS, DAY. AN INSPECTOR MR Y ANSWERED. I STATED THIS WAS MOONEY X ON THE GND AT MGY, LANDED AT XD35 AT DAYTON AND WAS AWAITING CUSTOMS CLRNC. INSPECTOR MR Y PROMPTLY TOLD ME I HAD SCHEDULED AN XD30 CLRNC AT DAY. I TOLD HIM I WAS TOLD I 'COULD BE CLRED' AT MGY. INSPECTOR MR Y TOLD ME I WAS 'WRONG,' I HAD SCHEDULED AT DAY. I TOLD INSPECTOR MR Y THAT IT WAS HIS AGENT THAT SUGGESTED CLRING AT MGY. INSPECTOR MR Y SAID 'IMPOSSIBLE,' THAT NONE OF HIS AGENTS WOULD SAY THAT. I TOLD INSPECTOR MR Y HE WAS WRONG, THAT I WOULD HAVE NEVER HAVE FLOWN TO MGY IF HIS AGENT HAD NOT RECOMMENDED IT AND ON TOP OF THAT, I HAD NO IDEA WHERE COMPANY Y WAS! INSPECTOR MR Y EMPHATICALLY STATED 'IF YOU ARE NOT AT COMPANY IN 1 HR, I WILL PLACE A \$10000 FINE.' I STATED TO INSPECTOR MR Y THAT THE WX CONDITIONS HAD DETERIORATED TO A POINT WHERE IT COULD BE ILLEGAL TO TAKE OFF AND LAND. I ALSO STATED MY ACFT WAS NOT ICING EQUIPPED. INSPECTOR MR Y AGAIN STATED, 'THAT'S YOUR PROB, IF YOU'RE NOT HERE IN 1 HR, THERE WILL BE A \$10000 FINE.' I AGAIN STATED IT WAS NOT SAFE AND ASKED IF HE, INSPECTOR Y, WAS WILLING TO TAKE ON THE RESPONSIBILITY OF A PIC. INSPECTOR MR Y WAS EITHER UNAWARE OF OR UNCONCERNED WITH WX CONDITIONS/FLT REGS, STATING 'THAT'S YOUR PROB, IF YOU'RE NOT HERE IN 1 HR, THERE WILL BE A \$10000 FINE ASSESSED.' NOW WITH THE ADDED PRESSURE OF A \$10000 FINE, PLT FATIGUE, WX CONDITIONS AT A MINIMAL AND NIGHT, RAIN, SINGLE ENG, SINGLE PLT, NON-ICE RATED CRAFT, I WAS DIRECTED TO FLY TO DAY. BEING COERCED BEYOND MY BEST JUDGEMENT, I LAUNCHED OFF OF MGY. THE APCH INTO DAY'S RWY 6L WAS AT MINIMUMS. THE APCH LIGHTS DID NOT COME INTO VIEW UNTIL 200 FT AGL. GND CTL GAVE PROGRESSIVE TAXI INSTRUCTIONS TO COMPANY Y TO CLR CUSTOMS. CONCLUSION: 1) UNITED STATES CUSTOMS PUT A UNITED STATES CITIZEN IN PERIL. 2) UNITED STATES CUSTOMS, DAYTON, EVIDENTLY DOES NOT KNOW THE ARPT SYS AND LAYOUTS, IE, THE DIFFERENCE BTWN MGY AND DAY OR DAYTON WRIGHT BROTHERS ARPT AND COMPANY Y. RECOMMENDATIONS: 1) REPRIMAND OF INSPECTOR MR Y SHOULD BE MADE FOR COERCION. 2) REQUIRE DAY COMPANY TO CHANGE NAME. 3) TRAINING TO HELP CUSTOMS OFFICIALS UNDERSTAND SUCH A MISTAKE AND BE ABLE TO SOLVE IT WITHOUT THREATS AND COERCION. A LESSER EXPERIENCED PLT, ACTING UNDER THREATS OF FEDERAL PROSECUTION AND INTIMIDATION BY A FEDERAL OFFICIAL, MIGHT HAVE MADE A DECISION WE ALL WOULD HAVE REGRETTED.

Synopsis :

AN APPARENT MISUNDERSTANDING OF WHERE CUSTOMS CLRNC WAS TO BE DONE LEADS TO THREATS OF A FINE FROM A CUSTOMS INSPECTOR AND A FLT IN MINIMUM WX AND ICING CONDITIONS BY AN ILL-EQUIPPED ACFT.

Time

Date : 200202
Day : Mon
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : SBN.Airport
State Reference : IN

Environment

Flight Conditions : Marginal
Ceiling.Single Value : 1000

Aircraft / 1

Controlling Facilities.Tower : SBN.Tower
Operator.General Aviation : Instructional
Make Model : Skyhawk 172/Cutlass 172
Mission : Training
Flight Phase.Cruise : Level
Flight Phase.Descent : Approach
Route In Use.Approach : Instrument Precision

Person / 1

Experience.Flight Time.Total : 910
Experience.Flight Time.Last 90 Days : 30
Experience.Flight Time.Type : 700
ASRS Report : 539020

Person / 3

Function.Controller : Local

Events

Independent Detector.Other.Flight CrewA : 1

Supplementary

Problem Areas : Flight Crew Human Performance
Problem Areas : Weather

Narrative :

A LCL IFR FLT WAS PLANNED TO DEMONSTRATE 'ACTUAL' CONDITIONS TO STUDENT. AIRMET FOR IFR COVERED THE AREA, BUT NONE FOR ICING. PIREPS CONTAINED NO RPTS OF ICING IN AREA. A PHONE CALL TO APCH CTL (ON OUR FIELD) RPTED NO ONE PICKING UP ICE AROUND OUR ARPT. DEPARTED FIELD, ENTERED CLOUDS AT 1000 FT AGL. AT AROUND 1800 FT AGL, TRACES OF RIME ICE BEGAN TO APPEAR. IMMEDIATELY REQUESTED LOWER ALT AND RETURN TO FIELD FOR ILS APCH. APPROX 1/4 INCH ICE ACCUMULATED ON LEADING EDGES, STRUTS AND TIRES DURING VECTORING FOR APCH. BROKE OUT ON APCH AT 1000 FT AGL. ICE BEGAN MELTING AND BLOWING OFF AIRPLANE. STUDENT CONTINUED APCH TO LNDG. WIND WAS QUARTERING HEADWIND FROM R, SO STUDENT SET UP FOR XWIND LNDG. DURING FLARE, THE L WING DROPPED WELL ABOVE STALL SPD AND THE AIRPLANE BEGAN A CORRESPONDING TURN TO THE L. I CALLED FOR PWR FOR A GAR BEFORE WE DEPARTED THE RWY, BUT AIRPLANE WOULD NOT CLB. AIRPLANE DEPARTED RWY TO THE L. I PULLED OFF THE PWR AND STOPPED THE ACFT. NO DAMAGE WAS DONE TO THE PLANE OR FIELD (LIGHTS, ETC). IN RETROSPECT, I MISJUDGED THE PERFORMANCE DEGRADATION FROM THE REMAINING ICE ON THE AIRFRAME. I KNEW FROM PAST READING THAT A HIGHER THAN NORMAL LNDG SPD, WITHOUT THE USE OF FLAPS, WAS THE PROPER APCH WITH AN ICED-UP AIRPLANE, AND I DID HALT MY STUDENT FROM EXTENDING THEM, BUT I WAS UNDER THE FALSE ASSUMPTION THAT THE ICE HAD EXITED THE PLANE, WHEN IN FACT IT HAD NOT ENTIRELY. I BELIEVE THAT A COMBINATION OF A HIGHER THAN NORMAL STALL SPD, COUPLED WITH A SMALL BLANKETING OF THE L WING DUE TO THE XWIND SIDESLIP, CAUSED THE L WING TO STALL. I HAVE LEARNED FROM THIS INCIDENT AN EVEN MORE HEALTHY RESPECT FOR ICE AND THE DEGRADED PERFORMANCE THAT IT CAN CAUSE. I HAVE LEARNED TO LAND WITH PLENTY OF EXTRA SPD SHOULD I EVER ENCOUNTER UNFORECAST ICE AGAIN, AND TO FLARE AS LOW AS POSSIBLE. I HAVE OFTEN READ, AND NOW SEEN, THAT ANY ICE -- EVEN A 'SMALL' ACCUMULATION -- CAN CAUSE COMPLETELY UNPREDICTABLE AERODYNAMIC CONSEQUENCES.

Synopsis :

C172 INSTRUCTOR TAKES STUDENT UP FOR AN ACTUAL INST CONDITIONS FLT RESULTING IN PICKING UP ACFT ICING AND LOSING CTL OF THE ACFT DURING A XWIND LNDG.

Time

Date : 200202
Day : Sun
Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : SMO.Airport
State Reference : CA
Altitude.MSL.Single Value : 9000

Environment

Flight Conditions : IMC

Aircraft / 1

Controlling Facilities.TRACON : SCT.TRACON
Controlling Facilities.Tower : WJF.Tower
Operator.General Aviation : Personal
Make Model : PA-32 Cherokee Six/Lance/Saratoga
Mission : Passenger
Flight Phase.Descent : Intermediate Altitude

Person / 1

Function.Flight Crew : Single Pilot
Experience.Flight Time.Total : 400
Experience.Flight Time.Last 90 Days : 60
Experience.Flight Time.Type : 125
ASRS Report : 539048

Person / 3

Function.Controller : Approach

Events

Independent Detector.Aircraft Equipment.Other Aircraft Equipment : ALTIMETER AND AIRSPEED
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Diverted To Another Airport
Resolatory Action.Flight Crew : Exited Adverse Environment
Resolatory Action.Flight Crew : Regained Aircraft Control
Resolatory Action.Controller : Provided Flight Assist

Supplementary

Problem Areas : Aircraft
Problem Areas : Environmental Factor
Problem Areas : Weather

Narrative :

WHILE FLYING A CHEROKEE 6 ON AN IFR FLT PLAN AT NIGHT AND OVER MOUNTAINS, WITH 6 PAX, I WAS GIVEN A CTLED DSCNT ON APCH TO SMO THAT WENT DIRECTLY INTO SEVERE ICING CONDITIONS. THE RESULT WAS COMPLETE LOSS OF AIRSPD INDICATOR, ALTIMETER, AND VSI. THE WINDSCREEN HAD ICED OVER AS WELL AND THERE WAS NO FORWARD VISION AT 9000 FT MSL. AT THIS POINT THE ACFT BEGAN TO SINK UNDER THE WT OF THE ICE AND THE LOSS OF LIFT FROM THE DRAG/LEADING EDGE DISRUPTION. I ATTEMPTED SEVERAL TIMES TO CONTACT APCH, BUT RECEIVED NO RESPONSE AND FINALLY AFTER I STATED THAT I WOULD NEED ASSISTANCE OR HAVE TO DECLARE AN EMER WOULD THEY RESPOND, THE CTLR DIVERTED ME TO FOX FIELD AFTER HE REALIZED I COULD NOT MAINTAIN MY ALT. THE DSCNT AND LNDG AT FOX WAS UNEVENTFUL. I THINK THIS COULD HAVE BEEN PREVENTED BY A BETTER PREFLT WX BRIEFING AND BY BETTER HANDLING OF THE CTLRS BY NOT PLACING THIS ACFT INTO SEVERE ICING CONDITIONS.

Synopsis :

PIPER CHEROKEE 6 INST RATED PVT PLT FLEW INTO UNFORECASTED WX CAUSING A LOSS OF HIS ALTIMETER ACCURACY AND AIRSPD INDICATOR, AS WELL AS LOSING ALT DUE TO ACFT ICING. HE REQUESTED HELP FROM ARTCC CTLR IN DIVERTING TO LAND.

ACN: 539340

Time

Date : 200202

Day : Mon

Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : LIT.Airport

State Reference : AR

Environment

Ceiling.Single Value : 2000

Aircraft / 1

Controlling Facilities.TRACON : LIT.TRACON

Controlling Facilities.Tower : LIT.Tower

Operator.General Aviation : Corporate

Make Model : Skylane 182/Rg Turbo Skylane/Rg

Mission : Business

Flight Phase.Descent : Intermediate Altitude

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 10000

Experience.Flight Time.Last 90 Days : 250

Experience.Flight Time.Type : 2000

ASRS Report : 539340

Person / 3

Function.Controller : Approach

Events

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Controller : Provided Flight Assist

Supplementary

Problem Areas : FAA

Problem Areas : Weather

Narrative :

CLRED FOR NDB-A AT 3400 FT MSL. TEMP AT RUSSELLVILLE ASOS WAS +5 DEGS C. ABOUT 9 MI FROM NDB, LIGHT CLR ICE NOTED ON STRUTS AND ATC WAS INFORMED. AT 5 MI FROM NDB, ICE TURNED TO MIXED AND AN EVASIVE 180 DEG TURN INITIATED. I INFORMED ATC OF THE TURN, THE ICING CONDITIONS, AND MY DECAY OF AIRSPD DUE TO ICING. ATC AND SUBSEQUENTLY LIT APCH HANDLED ME WELL AND THE ICE WAS GONE UPON ARR AT LIT. I ELECTED NOT TO LAND AT INTERMEDIATE ARPTS. I CALLED FSS ABOUT 2000 FT AND DISCOVERED THEY DID NOT HAVE THE PIREP OR KNEW OF THE ICING! SUGGEST ATC COMMUNICATE SAFETY OF FLT ITEMS WITH FSS REGARDLESS OF HOW BUSY THEY ARE! I CALLED FSS SUPVR WHO STATED HE WOULD TALK TO ATC ENRTE (MEMPHIS) AND SUGGEST SAME.

Synopsis :

A C182 PLT ENCOUNTERS ICING AND SUBMITS THE REQUIRED PIREP TO ATC. ON THE GND, HE FINDS HIS PIREP HAS NOT BEEN DISTRIBUTED TO FSS.

Time

Date : 200202
Day : Mon
Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : DVN.Airport
State Reference : IA

Environment

Flight Conditions : IMC
Ceiling.Single Value : 1200

Aircraft / 1

Controlling Facilities.TRACON : CID.TRACON
Controlling Facilities.TRACON : MLI.TRACON
Operator.General Aviation : Personal
Make Model : Skyhawk 172/Cutlass 172
Mission : Pleasure
Flight Phase.Cruise : Level
Flight Phase.Descent : Approach
Route In Use.Approach : Instrument Non Precision

Person / 1

Experience.Flight Time.Total : 190
Experience.Flight Time.Last 90 Days : 49
Experience.Flight Time.Type : 1
ASRS Report : 539346

Person / 2

Function.Flight Crew : Single Pilot

Person / 6

Function.Controller : Approach

Person / 5

Function.Controller : Departure

Events

Anomaly.Non Adherence : FAR
Independent Detector.Other.Flight CrewA : 2
Resolatory Action.Flight Crew : Diverted To Another Airport
Resolatory Action.Flight Crew : Exited Adverse Environment
Resolatory Action.Flight Crew : Landed As Precaution
Resolatory Action.Controller : Issued Advisory
Resolatory Action.Controller : Issued New Clearance
Resolatory Action.Controller : Provided Flight Assist

Supplementary

Problem Areas : Aircraft
Problem Areas : Airspace Structure
Problem Areas : ATC Facility
Problem Areas : ATC Human Performance
Problem Areas : Flight Crew Human Performance
Problem Areas : Weather

Narrative :

THE INCIDENT OCCURRED ON A FLT DEPARTING FOR RFD. I WAS NOT THE PIC, BUT RATHER ACCOMPANIED ANOTHER PLT IN THE CAPACITY AS A PAX (NOT RATED IN THE COMPLEX ACFT WHICH WE FLEW). PRIOR TO MY ARR AT THE ARPT, THE PIC HAD FILED AN IFR FLT PLAN WITH FSS, AND OBTAINED A FULL WX BRIEFING. BASED ON THE WX CONDITIONS PRIOR TO DEP (31 DEGS F, OVCST 1200 FT, TOPS AT 7000+ FT), I BECAME CONCERNED ABOUT THE POSSIBILITY OF ICING. THE PIC AGAIN CALLED FSS FOR AN UPDATED WX BRIEFING. BASED ON THE INFO THAT HE RECEIVED, HE FELT CONFIDENT THAT WE WOULD SAFELY MAKE THE FLT BY OUR CRUISING AT AN ALT ABOVE THE CURRENT RPTD TOPS. ANOTHER PLT PRESENT CONCURRED WITH THIS DECISION. WE DEPARTED WITH A CLRNC FROM CID ATC FOR CLBING TO AND MAINTAIN 7000 FT. ENRTE TO 7000 FT, WE PICKED UP ICE ON BOTH THE WINDSHIELD AND THE STRUCTURE. THE TOPS WERE HIGHER THAN 7000 FT, ALTHOUGH IT APPEARED THEY WERE NOT TOO MUCH HIGHER. HOPING TO BURN OFF THE ICE, THE PIC ASCENDED SEVERAL HUNDRED FT, YET FOR ONLY A MOMENT WE BROKE OUT AND THE CLOUD LAYER AGAIN ROSE ABOVE US. HE QUICKLY DSND TO 7000 FT AND REQUESTED OF ATC THAT WE DSND TO A LOWER ALT. AT THAT POINT, CID ATC HANDED US OFF TO MLI ATC, AND THE PIC AGAIN MADE THE REQUEST FOR LOWER ALT. ATC FIRST OBTAINED A PIREP FROM ANOTHER SMALL PLANE IN THE AREA WHO RPTD HAVING PICKED UP ICE AT 4000 FT, BUT THAT THIS ICE CAME OFF AT 3000 FT. ATC THEN CLRED US TO 3000 FT. THROUGHOUT THIS TIME, THE PIC MAINTAINED OUR HDG ON V172. DURING THE DSCNT WE ACCUMULATED MORE ICE. AFTER A SHORT WHILE AT 3000 FT, THE ICE WAS NOT DISINTEGRATING, AND HE REQUESTED THAT WE DSND TO A LOWER ALT. ATC CLRED US TO 2400 FT, THE LOWEST ENRTE ALT POSSIBLE. IT WAS APPARENT, AFTER A SHORT WHILE, THAT THE CONDITION OF THE ICE ON THE STRUCTURE WAS NOT IMPROVING, AND MAY HAVE BEEN DETERIORATING. FURTHER, THE NAV EQUIP (VOR) WAS NOT MAINTAINING INTEGRITY AT THIS LOW ALT. ATC THEN OFFERED FOR US TO LAND AT A SMALL ARPT NEARBY (CLINTON, IA). THEY OFFERED A VARIETY OF APCHS. THE PIC WAS HAVING DIFFICULTY IN FINDING THE PAGE FOR THE ILS APCH, SO HE ACCEPTED AN NDB APCH. THE APCH WAS UNSUCCESSFUL. ATC INSTRUCTED US TO ASCEND TO 2700 FT AND PROVIDED A HDG. THEY THEN OFFERED A VOR APCH INTO ANOTHER LCL ARPT (DAVENPORT, IA), WHICH THE PIC ACCEPTED. THE APCH WAS MADE WITHOUT INCIDENT, AND WE LANDED SAFELY. HOWEVER, BASED ON THIS EXPERIENCE, I HAVE A FEW RECOMMENDATIONS FOR OTHERS FACED WITH THESE SAME CONDITIONS AND DECISIONS. I WOULD FIRST LIKE TO DISCOURAGE FLT INTO POTENTIAL ICING CONDITIONS. IN ADDITION TO INFO OBTAINED FROM WX BRIEFINGS, UTILIZE COMMON SENSE IN DETERMINING WHETHER OR NOT THE CONDITIONS ARE APPROPRIATE FOR A SAFE FLT. WHEN IN DOUBT, ERR ON THE CONSERVATIVE SIDE. SECOND, ALTHOUGH YOU MAY ONLY BE A PAX, UTILIZE YOUR KNOWLEDGE AS A PLT TO HELP GUIDE YOUR DECISIONS. DON'T GO IF YOU ARE UNCOMFORTABLE! DON'T LET THE OPINIONS OF OTHERS REPLACE COMMON SENSE! ALTHOUGH IN OUR SIT THE PLANE MAINTAINED ITS ABILITY TO FUNCTION PROPERLY, IT COULD HAVE BEEN WORSE. FINALLY, UPON RECOGNIZING THE BUILD-UP OF ICE, IT WOULD HAVE BEEN MOST PRUDENT TO TURN AROUND IMMEDIATELY AND RETURN TO THE DEP ARPT. DON'T CONTINUE HOPING THAT THE CONDITION WILL IMPROVE.

Synopsis :

INFLT ENCOUNTER OF LIGHT TO MODERATE ICING BY A C172RG PLT AND PAX ON V172 NEAR MLI LEADS TO A DIVERSION TO DVN, IA.

Time

Date : 200203
Day : Tue
Local Time Of Day : 1201 To 1800

Place

State Reference : AK
Altitude.MSL.Single Value : 5000

Environment

Flight Conditions : VMC
Ceiling : CLR

Aircraft / 1

Controlling Facilities.TRACON : FAI.TRACON
Operator.Common Carrier : Air Taxi
Make Model : PA-32 Cherokee Six/Lance/Saratoga
Mission : Passenger

Person / 1

Function.Flight Crew : Single Pilot
Experience.Flight Time.Total : 4500
Experience.Flight Time.Last 90 Days : 300
Experience.Flight Time.Type : 1800
ASRS Report : 540916

Person / 2

Function.Controller : Departure

Events

Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Diverted To Another Airport
Resolatory Action.Flight Crew : Landed As Precaution
Resolatory Action.Flight Crew : Overcame Equipment Problem
Resolatory Action.Flight Crew : Regained Aircraft Control
Resolatory Action.Controller : Issued New Clearance

Supplementary

Problem Areas : Aircraft
Problem Areas : Company
Problem Areas : Weather

Narrative :

DURING INITIAL CLBOUT AT APPROX 5000 FT MSL AND 15 MINS FROM START-UP, I EXPERIENCED SYMPTOMS OF FUEL STARVATION, EVEN THOUGH BOTH FUEL TANKS HAD BEEN TOPPED OFF PRIOR TO FLT. I IMMEDIATELY SWITCHED TANKS AND TURNED THE ELECTRIC BOOST PUMP ON. AFTER A DELAY OF 15-30 SECONDS, PWR WAS RESTORED AND THE ENG RAN NORMALLY. I CONTACTED APCH CTL, REQUESTED CLRNC AND RETURNED TO THE ARPT WITHOUT FURTHER DIFFICULTY. EXAMINATION OF THE FUEL STRAINERS AFTER RETURNING TO THE RAMP REVEALED AN ACCUMULATION OF ICE CRYSTALS AROUND THE SCREEN. I DETECTED NO CONTAMINATION DURING MY PREFLT TESTS. I HAD FLOWN THE ACFT FOR 3 HRS ALREADY THAT DAY WITHOUT ANY INDICATION OF PROB. THE ACFT HAD BEEN REFUELED WITH APPROX 50 GALS OF 100 OCTANE BTWN FLTS.

Synopsis :

PA32 PLT HAD ENG PWR LOSS BECAUSE OF FUEL STARVATION CAUSED BY ICE CRYSTALS IN CONTAMINATED FUEL.

Time

Date : 200203
Day : Thu
Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : APA.Airport
State Reference : CO

Environment

Flight Conditions : IMC
Ceiling.Bound Lower : 700
Ceiling.Bound Upper : 1000

Aircraft / 1

Controlling Facilities.TRACON : D01.TRACON
Controlling Facilities.Tower : APA.Tower
Operator.Common Carrier : Air Taxi
Make Model : Learjet 35
Mission : Freight

Person / 1

Function.Oversight : PIC
Function.Flight Crew : Captain
Experience.Flight Time.Total : 29700
Experience.Flight Time.Last 90 Days : 250
Experience.Flight Time.Type : 17000
ASRS Report : 540953

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Departure

Events

Anomaly.Non Adherence : Published Procedure
Independent Detector.Aircraft Equipment.Other Aircraft Equipment : COCKPIT WINDSHIELD
Independent Detector.Other.Flight CrewA : 1
Resolutory Action.None Taken : Anomaly Accepted

Supplementary

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

Narrative :

DEICE FLUID CAUSING NEAR ZERO VISIBILITY DURING TKOF. DURING THE EARLY MORNING HRS OF MAR/THU/02, WE ARRIVED AT THE APA ARPT AT XA00, ABOUT 10 MINS AHEAD OF SCHEDULE. IT WAS MY FO'S LEG TO FLY AND AS WE CAME OVER THE THRESHOLD OF RWY 35R, THE WX WAS: WINDS OUT OF THE N AT 6 KTS, 1 1/2 MI VISIBILITY IN SNOW WITH AN OVCST CEILING OF BTWN 700-1000 FT. ONCE STOPPED AT THE RAMP, I GOT OUT AND NOTICED THAT IN ADDITION TO THE 'RUN BACK ICE' CREATED ON THE WING AS A BYPRODUCT OF THE ACFT'S ICE PROTECTION SYS, SNOW WAS FALLING AND STICKING TO THE UPPER SURFACE OF THE WING AND OTHER EXPOSED SURFACES OF THE ACFT. I THEN NOTIFIED THE PERSON FUELING OUR ACFT THAT WE WOULD BE USING DEICING SVC AT THEIR DESIGNATED PAD PRIOR TO OUR DEP. BY THE TIME WE MADE IT TO THE DEICE PAD, THE SNOWFALL HAD GONE FROM LIGHTLY FALLING TO A MODERATE TO HVY SNOW. THE VISIBILITY WAS AT 1 MI OR LESS. I DIRECTED THE DEICE EQUIP OPERATOR TO SPRAY THE TOP SURFACE OF THE WINGS, HORIZ STABILIZER/ELEVATORS AND THE OUTBOARD GEAR DOORS. WHEN COMPLETE, I NOTICED THAT THE WINDSHIELD WAS COVERED WITH SNOW. I DIRECTED THE OPERATOR TO APPLY AND LIGHT SPRAY TO BOTH SIDES OF THE WINDSHIELD -- JUST ENOUGH TO GET THE SNOW OFF AND PROVIDE ACCUMULATION PROTECTION UNTIL OUR DEP. THE TYPE OF FLUID BEING USED WAS TYPE I ETHYLENE GLYCOL WHICH IS APPROVED BY OUR COMPANY OPS SPECS. AS WE DEPARTED THE DEICE PAD FOR RWY 35R, THE SNOWFALL HAD GONE TO LIGHT TO VERY LIGHT. DURING THE TAXI, VISIBILITY OUT THE WINDSHIELD WAS FAIR. WE WERE THEN CLRED FOR TKOF. THE TIME WAS ABOUT XA45. THE VISIBILITY DOWN THE 10000 FT RWY WAS GREATER THAN 1 MI. IT WAS MY LEG. AS WE ACCELERATED DOWN THE RWY, THE WINDSHIELD VISIBILITY BEGAN TO DETERIORATE. BY THE TIME I DETERMINED THAT RIPPLING GLYCOL ON THE WINDSHIELD WAS TOO MUCH, I DECIDED THAT THE FORWARD VISIBILITY WAS TOO POOR TO SAFELY ABORT. I CONTINUED AS AN INST TKOF. AT ROTATION, THE RIPPLING GLYCOL HAD RENDERED THE WINDSHIELD COMPLETELY OPAQUE. IT WASN'T UNTIL WE WERE PASSING 15000-20000 FT THAT A REASONABLE GOOD VIEW OF THE WORLD WAS AGAIN AVAILABLE TO US. IN THE FUTURE, DURING GND DEICING, THERE WILL BE NO APPLICATION OF DEICE FLUID ON MY WINDSHIELD. OTHER WAYS OF WINDSHIELD SNOW/CONTAMINATION REMOVAL WOULD INCLUDE: WIPING IT CLR WITH A GLOVED HAND OR RAG. DURING TAXI AND PRIOR TO TKOF, THE CREW WILL QUITE READILY SEE IF THEIR WINDSHIELD IS IN COMPLIANCE WITH THE APPLICABLE REGS.

Synopsis :

LEAR 35 CAPT HAS THE WINDSHIELD SPRAYED WITH DEICE FLUID WHILE DEICING THE WINGS AND TAIL SECTIONS, RESULTING IN DETERIORATION OF VISIBILITY THROUGH THE WINDSHIELD DURING TKOF TO THE POINT THAT IT WAS SAFER TO TAKE OFF THAN TO TRY AN ABORT.

Time

Date : 200202

Day : Sun

Local Time Of Day : 1201 To 1800

Place

State Reference : WA

Environment

Flight Conditions : VMC

Ceiling.Single Value : 2000

Aircraft / 1

Make Model : AS 350 Astar/Ecureuil

Mission : Passenger

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 14000

Experience.Flight Time.Last 90 Days : 80

Experience.Flight Time.Type : 700

ASRS Report : 540975

Events

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Exited Adverse Environment

Supplementary

Problem Areas : Aircraft

Problem Areas : Environmental Factor

Problem Areas : Flight Crew Human Performance

Narrative :

LANDED ON RIDGE SIDE OF CORNICE WITH BEAR PAWS ON SKIDS ALLOWING NOSE TO SINK IN DEEP NEW SNOW. SKIERS CHKED AVALANCHE HAZARD AND SKIED TO BOTTOM PICK-UP (ABOUT 30 MINS). AT TKOF, COULD NOT MOVE CYCLIC (ACFT ROTOR PITCH CTL) FORWARD. FELT LIKE SOLID CTL LOCK. COLLECTIVE PITCH (BLADE PITCH CTL) GAVE LIMITED CTL OF PITCH ATTITUDE OF HELI SO I HEADED FOR LOST RIVER AIRSTRIP TO ATTEMPT RUN ON LNDG. AFTER 10 MINS, THE LOCK DISAPPEARED AND I WAS ABLE TO LAND NORMALLY. MAINT CHANGED FORE AND AFT SERVO (MIXING UNITS) TO BE SURE BUT MY THEORY MAY HAVE MERIT, IE: LNDG WARM A-STAR IN DEEP SNOW WITH NOSE WAY DOWN ALLOWED SNOW TO SLIDE INTO BELLY PAN AND BEGIN TO MELT. SHUTTING DOWN ALLOWED SNOW TO REFREEZE WHERE IT INTERFERED WITH BELL CRANK, CTL LINKAGE OR WHATEVER. FLYING TOWARD AIRSTRIP ALLOWED ACFT TO WARM, MELTED ICE/SNOW WHICH DROPPED OUT OF HARMS WAY. WHILE BEAR PAWS HAVE LOTS OF FANS, THIS MAY BE AN ARGUMENT FOR FULL LENGTH SKIES. OTHERWISE, BE AWARE OF SNOW GETTING INTO BELLY PAN AND LAUNCH CAREFULLY. CHIEF PLT HANDED RPT TO NTSB.

Synopsis :

PARTIAL CTL CAPABILITY WITH A JAMMED CYCLIC IN AN AS350 ROTARY WINGED ACFT CREATES THE NEED FOR A DIFFERENT APCH LNDG PROC DURING COLD WX OPS NEAR W12, WA.

Time

Date : 200203
Day : Tue
Local Time Of Day : 1201 To 1800

Place

State Reference : MO
Altitude.MSL.Single Value : 4000

Environment

Flight Conditions : IMC

Aircraft / 1

Controlling Facilities.ARTCC : ZKC.ARTCC
Operator.General Aviation : Personal
Make Model : Small Aircraft
Mission : Business
Flight Phase.Cruise : Level

Person / 1

Function.Flight Crew : Single Pilot
Experience.Flight Time.Total : 7000
Experience.Flight Time.Last 90 Days : 100
Experience.Flight Time.Type : 600
ASRS Report : 541317

Person / 2

Function.Controller : Radar

Events

Anomaly.Non Adherence : Clearance
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Diverted To Another Airport
Resolatory Action.Flight Crew : Exited Adverse Environment
Resolatory Action.Flight Crew : Landed As Precaution
Resolatory Action.Controller : Issued New Clearance
Resolatory Action.Controller : Provided Flight Assist

Supplementary

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

Narrative :

DEPARTED KC61 ON AN IFR FLT PLAN WITH DEST OF ICT. RECEIVED WX BRIEF FOR PLANNED RTE FROM DTN AND PLANNED FLT AT 4000 FT MSL (FREEZING LEVEL FORECAST AT 6000 FT AND ABOVE). WHILE ENRTE AT 4000 FT MSL, 15-20 NM W OF THE FAM VOR, OUTSIDE AIR TEMP DROPPED TO 0 DEGS C AND PRECIP TURNED FROM RAIN TO ICE PELLETS. REQUESTED LOWER TO 3000 FT MSL AND WAS APPROVED TO DSND. AFTER LEVELING TO 3000 FT MSL, OUTSIDE AIR TEMP DECREASED TO -3 DEGS C. ACFT BEGAN ACCUMULATING ICE (LIGHT TO MODERATE). ATTEMPTED CONTACT WITH ATC BUT DUE TO OTHER TFC, NO CONTACT WAS POSSIBLE. I BEGAN A 180 DEG ESCAPE MANEUVER TO GET OUT OF THE ICING CONDITION. PASSING 90 DEGS OF TURN, I WAS ABLE TO COMMUNICATE WITH ATC AND INFORM HIM OF MY ACTIONS. THE CTLR INFORMED ME THAT WHILE IFR, I MUST ALWAYS INFORM HIM FIRST BEFORE TAKING ANY ACTION OR DEVIATING FROM A CLRNC. THIS WAS JUST PREACHING TO THE CHOIR. I HAD TO MAKE THE TURN IMMEDIATELY TO PREVENT A DANGEROUS SIT FROM DEVELOPING. I AM NOT SURE WHAT OTHER ACTION COULD HAVE BEEN TAKEN AS PIC UNDER THESE CIRCUMSTANCES. I LANDED AT THE NEAREST AVAILABLE ARPT (FAM) AND WENT HOME THE NEXT DAY.

Synopsis :

HDG TRACK DEV WHEN A GA PLT MAKES A 180 DEG TURN TO ESCAPE THE ICE FORMATIONS BUILDING ON HIS ACFT NEAR FAM, MO.

Time

Date : 200203
Day : Tue
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : FWA.Airport
State Reference : IN
Altitude.MSL.Single Value : 9000

Environment

Flight Conditions : IMC
Ceiling.Single Value : 8000

Aircraft / 1

Controlling Facilities.ARTCC : ZAU.ARTCC
Operator.General Aviation : Corporate
Make Model : Caravan 1 208A
Mission : Freight
Flight Phase.Cruise : Level

Person / 1

Function.Flight Crew : Single Pilot
Experience.Flight Time.Total : 5917
Experience.Flight Time.Last 90 Days : 210
Experience.Flight Time.Type : 1155
ASRS Report : 541639

Person / 2

Function.Oversight : Supervisor

Events

Anomaly.Altitude Deviation : Excursion From Assigned Altitude
Resolatory Action.Flight Crew : Regained Aircraft Control

Supplementary

Problem Areas : Aircraft
Problem Areas : Chart Or Publication
Problem Areas : Weather

Narrative :

ACFT WAS IN LIGHT RIME ICE AT 9000 FT MSL, THE WINGS AND WINDSHIELD WERE SHOWING LIGHT RIME ICE ACCUMULATION, BUT NOT ENOUGH TO WARRANT TURNING THE BOOTS ON, THE PITOT STATIC AND PROP HEAT WERE ALREADY ON. THE ACFT YOKE STARTED TO FLUTTER AND ALMOST IMMEDIATELY THE ACFT STALLED AND PITCHED OVER L INTO A DIVE. THE ACFT WOULD NOT RESPOND TO ANY ELEVATOR INPUT ONLY RUDDER AND AILERON INPUT. I TURNED THE PNEUMATIC BOOTS ON WHILE IN THE DIVE AND REGAINED ELEVATOR CTL AT APPROX 4800 FT MSL. I REGAINED LEVEL FLT AT APPROX 4000 FT MSL. I THEN PROCEEDED TO CLB UP TO 7000 FT MSL WHERE I REMAINED FOR THE REST OF THE FLT AT A TEMP OF +2 DEGS C. THE MAIN REASON I WANTED TO RPT THIS IS THAT A SIMILAR CIRCUMSTANCE OCCURRED TO ME APPROX 14 MONTHS AGO. IT WOULD APPEAR THAT THE TAIL IS ACCUMULATING MORE ICE OR IS UNABLE TO CARRY AS MUCH ICE AS THE MAIN WING. ALSO, THERE WAS AN ICE CREATED FATAL ACCIDENT ON MAR/FRI/02 IN WISCONSIN THAT ALSO INVOLVED A C208B. DO YOU THINK THIS SHOULD RAISE SOME QUESTIONS ABOUT FLT CHARACTERISTICS OF CARAVANS (C208B) IN ICING CONDITIONS? CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: THE RPTR STATED THIS WAS THE SECOND INCIDENT OF LOSS OF ELEVATOR CTL DUE TO RIME ICE BUILDUP ON THE HORIZ STABILIZER. THE RPTR SAID AT 9000 FT A SMALL AMOUNT OF RIME ICE WAS BUILDING UP ON THE LOWER WINDSHIELD AND WINGS BUT NOT ENOUGH TO SWITCH ON THE PNEUMATIC DE-ICER BOOTS. THE RPTR STATED COMPANY PROC IS TO ALLOW BUILDUP TO 1/2 INCH BEFORE TURNING ON THE PNEUMATIC BOOTS. THE RPTR SAID THE AIRPLANE PITCHED OVER TO THE L WITH COMPLETE LOSS OF ELEVATOR CTL UNTIL 5000 FT WHERE CTL WAS REGAINED AFTER SWITCHING ON PNEUMATIC BOOTS. THE RPTR SAID A COMPANY PLT ALSO EXPERIENCED THIS SAME TYPE INCIDENT WITH LOSS OF ELEVATOR CTL IN LIGHT RIME ICING. THE RPTR STATED THE INTERESTING THING ABOUT THE 3 EVENTS IS THAT ALL OCCURRED IN RIME ICE AND NOT CLR ICE CONDITIONS. THE RPTR SAID THE COMPANY CHIEF PLT CALLED CESSNA ENGINEERING AND RELATED THE 3 EVENTS AND WAS TOLD BY CESSNA IT WAS AN 'UPSET.'

Synopsis :

A C208B IN CRUISE AT 9000 FT WITH WINDSHIELD SHOWING ONLY LIGHT RIME ICE HAD THE ACFT PITCH OVER L INTO A DIVE WITH NO ELEVATOR CTL.

Time

Date : 200203
Day : Sun
Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : ILG.Airport
State Reference : DE
Altitude.MSL.Single Value : 3000

Environment

Flight Conditions : IMC
Ceiling.Single Value : 200

Aircraft / 1

Controlling Facilities.TRACON : PHL.TRACON
Operator.General Aviation : Corporate
Make Model : Gates Learjet Corp Undifferentiated or Other Model
Mission : Training

Person / 1

Function.Oversight : PIC
Function.Flight Crew : Captain
Experience.Flight Time.Total : 7800
Experience.Flight Time.Last 90 Days : 35
Experience.Flight Time.Type : 12.5
ASRS Report : 542630

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Departure

Events

Anomaly.Altitude Deviation : Overshoot
Anomaly.Non Adherence : Clearance
Independent Detector.Aircraft Equipment.Other Aircraft Equipment : ACFT CTL 2 ALTIMETER
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Declared Emergency
Resolatory Action.Flight Crew : Overcame Equipment Problem
Resolatory Action.Flight Crew : Overrode Automation
Resolatory Action.Flight Crew : Regained Aircraft Control

Supplementary

Problem Areas : Flight Crew Human Performance
Problem Areas : Weather

Narrative :

ON DEP FROM ILG JUST AFTER TKOF, ENTERED IMC WITH COPLT WITH LESS THAN 5 HRS IN MAKE AND MODEL. COPLT DID NOT GET GEAR ALL THE WAY UP. ALSO COMMANDED AUTOPLT WHILE I WAS FLYING IMC INSTEAD OF YAW DAMPER, CAUSED ACFT TO CLB PAST ASSIGNED ALT. I WAS NOT SURE WHAT WAS GOING ON AND WAS AVIATING THE ACFT TRYING TO GAIN CTL OF PROPER ALT. I TOLD COPLT TO DECLARE AN EMER WITH PHL DEP AND REQUEST CLB ON TOP DIRECT TO SALISBURY. COPLT FROZE AND WAS USELESS. I ASSUMED I HAD A PITCH TRIM RUNAWAY. I WAS ABLE TO GET ACFT UNDER CTL WHILE IMC IN SEVERE TURB AND ICING CONDITIONS. I THEN NOTIFIED ATC THAT THE ONLY PROB I HAD LEFT WAS A GEAR PROB AND I NEEDED A CLB TO AN ALT ON TOP OR BTWN LAYERS WHERE I COULD CYCLE THE GEAR BELOW 200 KTS. I DID THIS, RESOLVED THE PROB. DID NOT WANT TO RETURN TO ILS DUE TO THE WX THERE AND SEVERE TURB UP AND DOWN THE EAST COAST. THE NEAREST SUITABLE ARPT THAT WAS VFR WAS MY DEST AT OPF. SINCE THE EMER WAS CAUSED BY COPLT ERROR AND FOUND NO MECHANICAL DEFICIENCIES WITH ACFT, I CONTINUED ON TO OPF. I DEVIATED FROM CLRNC EXERCISING MY EMER AUTH AS PIC PART 91. HUMAN FACTORS AND CONTRIBUTING FACTORS: WRONG ACTION OF COPLT. COPLT WAS INCOMPETENT, INACTION OF COPLT. CORRECTIVE ACTIONS: AVIATE THE ACFT, DIAGNOSIS AND CORRECT SIT. PROB DISCOVERED: BY TROUBLESHOOTING USING EMER AND ABNORMAL CHKLIST. FACTORS AFFECTING QUALITY OF HUMAN PERFORMANCE: COPLT HAD POOR COMMAND OF ENGLISH AND IMC EXPERIENCE, NO PRIOR JET EXPERIENCE, BEHIND ACFT, COULD NOT KEEP UP AND FUNCTION AS SIC.

Synopsis :

LEARJET 31 CAPT OVERSHOT INTERMEDIATE ALT DURING CLB DUE TO FO INADVERTENTLY ENGAGING THE AUTOPLT INSTEAD OF THE YAW DAMPER AND NOT FULLY RETRACTING GEAR.

Time

Date : 200203
Day : Tue
Local Time Of Day : 1201 To 1800

Place

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

Environment

Flight Conditions : Mixed

Aircraft / 1

Controlling Facilities.ARTCC : ZID.ARTCC
Controlling Facilities.TRACON : CVG.TRACON
Controlling Facilities.Tower : LUK.Tower
Operator.General Aviation : Corporate
Make Model : PA-31 Navajo Chieftan/Majave/Navajo
Mission : Business
Flight Phase.Cruise : Level
Flight Phase.Descent : Approach
Route In Use.Approach : Instrument Precision

Person / 1

Function.Flight Crew : Single Pilot
Experience.Flight Time.Total : 3000
Experience.Flight Time.Last 90 Days : 10
Experience.Flight Time.Type : 250
ASRS Report : 542862

Person / 2

Function.Controller : Radar

Person / 3

Function.Controller : Approach

Person / 4

Function.Controller : Local

Events

Anomaly.Altitude Deviation : Excursion From Assigned Altitude
Anomaly.Non Adherence : Clearance
Anomaly.Non Adherence : Published Procedure
Independent Detector.Aircraft Equipment.Other Aircraft Equipment : Land Gear Indicator
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Declared Emergency
Resolatory Action.Flight Crew : Diverted To Another Airport
Resolatory Action.Flight Crew : Executed Missed Approach
Resolatory Action.Flight Crew : Landed In Emergency Condition
Resolatory Action.Flight Crew : Overcame Equipment Problem
Resolatory Action.Controller : Issued Advisory
Resolatory Action.Controller : Issued New Clearance
Resolatory Action.Controller : Provided Flight Assist

Supplementary

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

Narrative :

TOP OF CLB AT 7000 FT MSL. WE HAD BROKEN OUT AT 5300 FT MSL AND WERE IN VMC. I USED THE STANDARD CLB PWR SETTING OF 40 INCHES AND 2400 RPM. WHEN I REDUCED THE PWR SETTINGS AND THE RPM FOR CRUISE FLT, I NOTICED THE L EGT RISING ABNORMALLY WITH A CORRESPONDINGLY LOW FUEL FLOW. I HAD NOT LEANED THE MIXTURES YET AND SO THEY WERE AT FULL RICH. I FOUND THAT BY PULLING THE THROTTLE BACK TO 21 INCHES, I COULD MAINTAIN A NORMAL EGT. I ELECTED AT THAT POINT TO RETURN TO LUK AND ZID CLRED ME TO PROCEED DIRECT TO LUK. ZID HANDED ME OFF TO CINCINNATI APCH CTL AND I WAS CLRED DIRECT TO MDE NDB. DURING THE DSCNT I ATTEMPTED TO ADJUST THE L ENG MIXTURE TO SEE IF LEANING WOULD EFFECT ENG OP. NO CHANGES IN EGT WERE APPARENT FROM FULL RICH TO ENG SPUTTERING LEAN. I ALSO CHKED THE MAGNETOS WITH NO ABNORMAL INDICATIONS. SHORTLY AFTER LEVELING OFF AT 3000 FT I WAS GIVEN VECTORS TO INTERCEPT THE RWY 21L ILS WITH THE INTENTIONS OF CIRCLING TO LAND RWY 25. THE AIRFRAME BEGAN TO ICE OVER AT AN ACCELERATED RATE AT 3000 FT MSL. I ATTEMPTED TO ACTIVATE THE BOOTS AND ADJUST THE CABIN HEATER TO COMPENSATE. THE ADDED DISTRACTIONS CAUSED ME TO FLY THROUGH THE LOC AND LOSE APPROX 300 FT. APCH CTL BROUGHT THIS TO MY ATTN AND VECTORED ME AROUND FOR ANOTHER INTERCEPT. I THEN SELECTED THE AUTOPLT TO DOWNLOAD MYSELF AND CONCENTRATED ON THE APCH. THE SECOND INTERCEPT WORKED WELL AND ONCE CAPTURED, I RAN THROUGH MY BEFORE LNDG CHKLIST. I ELECTED TO MAKE IT A 0 DEG FLAP APCH DUE TO THE ICING, ENG TROUBLE, AND USE OF THE AUTOPLT. UPON CAPTURING THE GS, I SELECTED GEAR DOWN. THE L MAIN GREEN LIGHT DID NOT ILLUMINATE AND THE GEAR UNSAFE LIGHT REMAINED ILLUMINATED. I CYCLED THE GEAR 2 TIMES WITH THE SAME RESULT. I ALSO PUMPED THE AUX GEAR DOWN PUMP A NUMBER OF TIMES WITH NO IMPROVEMENT. I THEN DECLARED AN EMER, ADVISED LUNKEN TWR OF MY SIT AND CONTINUED THE APCH. AFTER BREAKING OUT, I MANEUVERED TO LAND ON RWY 25. UPON TOUCHDOWN, THE L MAIN GEAR GREEN LIGHT ILLUMINATED AND I TAXIED TO PARKING WITHOUT FURTHER INCIDENT. MAINT FINDINGS: L ENG FUEL CTL NEEDED ADJUSTMENT WITH REGARDS TO MIXTURE. L GEAR MECHANICAL DOWN-LOCK NEEDED LUBRICATION. HYD PRESSURE DID POSITIVELY EXTEND THE GEAR OVER CTR LOCKS PROPERLY.

Synopsis :

L ENG EGT ABNORMAL. PLT ELECTS TO RETURN TO DEP ARPT. DURING ILS APCH L MAIN GEAR INDICATES UNSAFE. EMER DECLARED. LNDG UNEVENTFUL.

Time

Date : 200204
Day : Tue
Local Time Of Day : 1201 To 1800

Place

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

Environment

Flight Conditions : IMC

Aircraft / 1

Controlling Facilities.ARTCC : ZZZ1.ARTCC
Controlling Facilities.ARTCC : ZZZ2.ARTCC
Operator.General Aviation : Personal
Make Model : Small Aircraft, Low Wing, 2 Eng, Retractable Gear
Mission : Business
Flight Phase.Cruise : Level

Person / 1

Function.Flight Crew : Single Pilot
Experience.Flight Time.Total : 805
Experience.Flight Time.Last 90 Days : 61
Experience.Flight Time.Type : 234
ASRS Report : 545919

Person / 2

Function.Controller : Radar

Person / 3

Function.Controller : Radar

Events

Anomaly.Altitude Deviation : Excursion From Assigned Altitude
Anomaly.Non Adherence : Clearance
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Became Reoriented
Resolatory Action.Flight Crew : Declared Emergency
Resolatory Action.Flight Crew : Diverted To Another Airport
Resolatory Action.Flight Crew : Exited Adverse Environment
Resolatory Action.Flight Crew : Regained Aircraft Control
Resolatory Action.Controller : Issued New Clearance
Resolatory Action.Controller : Provided Flight Assist

Supplementary

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

Narrative :

SUBJECT ACFT IS CERTIFIED FOR FLT INTO KNOWN ICING CONDITIONS WITH HOT PROPS, WING/TAIL BOOTS, HOT PLATE ON WINDSHIELD. TWIN ENG WITH PLENTY OF FUEL. ENCOUNTERED INCREASING ICING CONDITIONS. REQUESTED, THEN DEMANDED CLRNC TO CLB. UNABLE TO CLB SUCCESSFULLY, EXPERIENCED ACFT CTL PROBS. FINALLY DECLARED EMER AND DIVERTED TO ZZZ. YESTERDAY, I DECLARED MY FIRST INFLT EMER. SIMPLY PUT, WX AND CIRCUMSTANCES EXCEEDED THE SKILL AND JUDGEMENT OF THE PLT. THE MISSION WAS SIMPLE. I AGREED TO FLY THE ACFT FOR A QUICK INSPECTION AND DEMO FLT BY A POTENTIAL PURCHASER. THE TRIP DOWN AND THE DEMO FLT WERE UNEVENTFUL. LOOKING AT THE WX MONDAY NIGHT AND TUESDAY MORNING, I REALIZED THAT THE RETURN TRIP WOULD BE THE MORE CHALLENGING. I SPECIFIED A DEP TIME ON THE RETURN FLT PLAN, AND WAS AWARE THAT MY FLT PLAN MIGHT 'TIME OUT.' I EXAMINED THE RADAR IMAGES AND TEXTUAL RPTS ON THE TERMINAL AT THE FBO. AS FORECAST, RAIN WAS MOVING INTO MY RTE OF FLT. FOR SOME REASON, I WAS MUCH MORE CONCERNED ABOUT TSTMS THAN ICING. THE DEST TERMINAL INDICATED RAIN SHOWERS, BUT DID NOT SEEM TO INCLUDE ANY OF MY MAIN WORRIES: TSTMS, LOW CEILINGS OR LOW VISIBILITY. I HAD AT LEAST 4 HRS OF FUEL. I DID NOT ACTUALLY SPEAK WITH AN FSS BRIEFER, BUT HIS COMMENTS MIGHT HAVE LED ME TO GIVE MORE THOUGHT/CONCERN TO ICING ISSUES. IN THE PAST, MY GENERAL PLAN WAS TO USE THE TURBOS AND DEICE EQUIP TO CLB ABOVE ANY ICING CONDITIONS AND TO NOT FLY WHENEVER FREEZING RAIN OR ICE PELLETS ARE FORECAST. USING THE ABOVE RATIONALE, I DECIDED TO LAUNCH AND ATTEMPT THE RETURN FLT, REASONABLE TO AT LEAST START OUT AND EVALUATE CONDITIONS AS I WENT. I NOTICED THAT I HAD PICKED UP A 'TRACE' OF ICE ON MY TEMP PROBE. I ASKED CTR TO OBTAIN A TOPS RPT. HE RPTED THAT CLOUDS WERE LAYERED OR SOLID ABOVE ME. IT SHOULD HAVE DAWNED ON ME THAT ICING MAY BE A SIGNIFICANT ISSUE IN THIS FLT. THE ICE ON THE TEMP PROBE IS NO LONGER A TRACE BUT IS NOW A 'LAYER.' TIME TO TURN ON THE HOT PROPS. I SEE A TRACE OUT ON THE WING BOOTS. POP THE BOOTS ONCE. I GET XFERRED TO ZZZ2 CTR AND MENTION THAT I'M PICKING UP A LITTLE ICE. THE CTLR RESPONDS 'LET ME KNOW IF YOU NEED A DIFFERENT ALT.' THIS GIVES ME AN UNWARRANTED SENSE OF CONFIDENCE. MY PLAN TO CLB TO A HIGHER ALT IS 'VALIDATED' BY THE CTLR. A FEW MORE MINS GO BY. THE WINDSHIELD IS TURNING OPAQUE -- TURN ON THE WINDSHIELD PLATE. NOW I'VE GOT SOME REAL ICE BUILDING, AT LAST 1/4 INCH ON THE TEMP PROBE AND GROWING. 'CTR, ACFT X REQUEST 11000 FT,' AND THE RESPONSE COMES BACK 'ON REQUEST.' MY MENTAL STATE HAS MOVED TO ONE OF HEIGHTENED CONCERN. I QUICKLY DON OXYGEN CANNULA AND GLASSES, AND TURN ON THE OXYGEN. THE ICE IS NOW BUILDING RAPIDLY. POP THE BOOTS AGAIN. 'CTR, I NEED HIGHER, NOW.' 'CLB AND MAINTAIN 9000 FT.' MY MENTAL STATE HAS MOVED FROM HEIGHTENED CONCERN TO ONE OF SIGNIFICANT WORRY, AND IT STARTS TO TAKE A SERIOUS TOLL ON MY FLYING. I TURN OFF THE AUTOPLT AND SET UP THE CLB CONFIG. IN RETROSPECT, WHAT I NEEDED HERE WAS TKOF PWR, NOT A GENTLE CRUISE CLB. I WAS RUNNING LEAN-OF-PEAK AND SIMPLY ADDED A LITTLE MANIFOLD PRESSURE. FOR WHATEVER REASON, I'VE BEEN RELUCTANT (AND NEVER PRACTICED) GOING FROM LEAN-OF-PEAK TO FULL RICH FOR SOME TYPE OF EMER. I HAVEN'T HAD ENOUGH RECENT TRAINING THAT JAMMING THE MIXTURE FORWARD WAS AN AUTOMATIC BEHAVIOR. THE TEMP PROBE HAS AT LEAST 1/2 INCH ON IT AND IS GROWING RAPIDLY. I LOOK DOWN AT THE (UNPROTECTED) PORTION OF THE WING NEXT TO THE FUSELAGE AND IT NOW LOOKS TRULY MENACING. AND WORST OF ALL, I'M BARELY CLBING. CHUNKS OF ICE ARE LEAVING THE AIRFRAME AND BANGING INTO THE TAIL. I'M POPPING THE BOOTS NOW EVERY 20 SECONDS. SOMETIMES THE VSI IS GOING UP, SOMETIMES IT'S GOING DOWN. FINALLY CHK THE ATTITUDE INDICATOR -- WE'VE GOT A 30 DEG TURN GOING. NOW THE STATIC INSTS ARE JUMPING UP AND DOWN. OPEN UP THE ALTERNATE STATIC PORT. DARN, I'M DSNDRG AGAIN! ADD MORE MANIFOLD PRESSURE. CHK THE ICE AGAIN -- TRULY UGLY -- POP THE BOOTS. CHK THE ATTITUDE INDICATOR AGAIN -- NOW WE'RE IN A 45 DEG TURN. GLANCE AT THE HSI -- WE'RE NOW PERPENDICULAR TO OUR INTENDED COURSE. MAYBE I SHOULD ENGAGE THE AUTOPLT. I WORRY THAT THE AUTOPLT MIGHT MASK AERODYNAMIC PROBS. MY MENTAL STATE IS NOW SIMPLY ONE OF PANIC. THE ALTIMETER AND VSI ARE BOUNCING ALL OVER THE PLACE. I ADD MORE MANIFOLD PRESSURE, BUT THE OVERBOOST WARNING LIGHT COMES ON. I'M NOT PAYING ENOUGH ATTN TO THE ATTITUDE INDICATOR. ONCE AGAIN, WE'RE IN AN 'UNUSUAL ATTITUDE.' I WOULD GUESS THAT MY IMMEDIATE PROBS DURING THIS CLB ATTEMPT WERE ROUGHLY: 25% DUE TO LACK OF PWR (LEAN-OF-PEAK), 25% DUE TO AIRFRAME ICING, AND 50% DUE TO DREADFUL INST FLYING TECHNIQUE. THE RECOGNITION SLOWLY GROWS ON ME THAT THE LIKELY OUTCOME OF THIS MESS IS EITHER THAT THE ICE WILL GROW TO THE POINT THAT I FALL OUT OF THE SKY OR THAT I WILL SIMPLY SPIRAL THE PLANE INTO THE GND. I HADN'T ANTICIPATED THIS AND DON'T HAVE A WELL-REHEARSED ESCAPE PLAN. AT THIS POINT, FOR WHATEVER REASON, THE VSI GOES TO A 50 FPM DSCNT. THAT PUT ME OVER THE 'EDGE.' 'CTR, THIS JUST ISN'T WORKING. I NEED VECTORS TO THE NEAREST FIELD WITH AN INST APCH.' CTR ASKS, 'ARE YOU DECLARING AN EMER?' LOTS OF ARTICLES I'VE READ STRESS THAT ONE SHOULD NOT HESITATE TO DECLARE AN EMER. 'AFFIRMATIVE, I AM DECLARING AN EMER.' I REMEMBER THE CTLR REPEATING DESCEND AND MAINTAIN 6000 FT SEVERAL TIMES. I MUST NOT HAVE BEEN ACKNOWLEDGING. THE AIRPLANE SEEMED TO HANDLE BETTER IN THE DSCNT AND I SLOWLY BEGAN TO FEEL THAT I WAS IN CTL OF THE AIRPLANE'S ATTITUDE AND DIRECTION. CTR ASKED IF I WOULD LIKE THE RWY 36 APCH. I'M FEELING A LITTLE MORE COMFORTABLE -- THE PLANE IS GOING WHERE I POINT IT AND THE ATTITUDE INDICATOR SEEMS RIGHT SIDE UP. I'VE NEVER DONE A REAL EMER DIVERSION TO AN ARPT. I PRACTICED IT IN MY LAST INSTRUMENT PROFICIENCY CHECK, BUT THAT'S WHEN MY MIND WAS FUNCTIONING. I PULL UP THE GPS NEAREST ARPT PAGE (FORTUNATELY, I'M VERY PROFICIENT WITH THE GPS AND ZIPPED

Time

Date : 200205
Day : Wed
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : APA.Airport
State Reference : CO

Environment

Flight Conditions : IMC

Aircraft / 1

Controlling Facilities.TRACON : D01.TRACON
Controlling Facilities.Tower : APA.Tower
Operator.General Aviation : Instructional
Make Model : Skyhawk 172/Cutlass 172
Mission : Training
Flight Phase.Descent : Approach
Route In Use.Approach : Instrument Precision

Person / 1

Function.Flight Crew : Single Pilot
Experience.Flight Time.Total : 1400
Experience.Flight Time.Last 90 Days : 250
Experience.Flight Time.Type : 200
ASRS Report : 545950

Person / 2

Experience.Flight Time.Total : 209
Experience.Flight Time.Last 90 Days : 35
Experience.Flight Time.Type : 63
ASRS Report : 545946

Person / 3

Function.Controller : Approach

Person / 4

Function.Controller : Local

Events

Anomaly.Altitude Deviation : Crossing Restriction Not Met
Anomaly.Altitude Deviation : Excursion From Assigned Altitude
Anomaly.Non Adherence : Clearance
Independent Detector.Other.ControllerA : 3
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Diverted To Another Airport
Resolatory Action.Flight Crew : Exited Adverse Environment
Resolatory Action.Flight Crew : Landed In Emergency Condition
Resolatory Action.Flight Crew : Regained Aircraft Control
Resolatory Action.Controller : Issued New Clearance
Resolatory Action.Controller : Provided Flight Assist

Supplementary

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

Narrative :

AIRPLANE BEGAN TO ACCUMULATE LIGHT RIME ICE IN CRUISE AT 10000 FT ON VICTOR 81 SBOUND FROM BJC VOR. WX WAS FORECAST TO IMPROVE THE FARTHER S WE WENT. ABOUT 30 DME S OF BJC ICING BECAME INCREASINGLY HEAVIER, UNTIL AT APPROX H0HUM INTXN WE WERE HAVING DIFFICULTY MAINTAINING ALT. DEN DEP RADIOED HE NEEDED US TO MAINTAIN 10000 FT. I TOLD HIM WE WERE PICKING UP ICE AND REQUESTED VECTORS ILS RWY 35R AT APA. HE INFORMED ME THE GS WAS OTS. I REPLIED I KNEW THAT. HE THEN OFFERED ME VECTORS TO DEN WHERE THE WX WAS HIGHER. I REPLIED WE'D PROBABLY HAVE TO STICK WITH APA. HE VECTORED US TO THE E, AT WHICH TIME I ASKED FOR VECTORS TO GET US THERE AS QUICKLY AS POSSIBLE. HE INFORMED ME WE WERE ABOUT 2 MI FROM THE APCH, AND GAVE US AN INTERCEPT TO THE LOC AND OVER TO CENTENNIAL TWR. WE CHKED IN WITH TWR, SHE CLRED US TO LAND. ICING WAS MODERATE AT THAT POINT. WE HAD FULL THROTTLE AT 70 KIAS AND DSNDING 400 FPM. WE WERE UNABLE TO MAINTAIN APCH MINIMUMS, AND AT ONE POINT TWR SAID 'YOU PROBABLY KNOW THIS, BUT I'M GETTING AN ALT ALERT.' I SAID WE WERE DOING THE BEST WE COULD. WE (MY STUDENT AND I) BRIEFED THE APCH AND KNEW WE WERE GOING TO HAVE TO FIND THE RWY REGARDLESS OF THE WX. THOUGH THE GS WAS OTS, IT APPEARED TO BE WORKING AS WE CROSSED CASSE INTXN. IT SHOWED FULL DEFLECTION TO THE TOP. WE SAW THE APCH LIGHTS ABOUT 400 FT AGL, ALMOST 500 FT BELOW THE LOC APCH MINIMUMS. WE LANDED WITHOUT INCIDENT (WITH 2 INCHES OF ICE). CAUSES: WE TOOK OFF INTO FORECAST ICING CONDITIONS, BUT WE HAD JUST COME THROUGH AND WE HAD RPTED TRACE RIME. I THOUGHT IF WE COULD GET UP HIGH ENOUGH (10000 FT) WE COULD FLY OVER THE ICING LAYER. BUT THE CONDITIONS HAD CHANGED. ONCE AT 10000 FT, I WAS RELUCTANT TO DSND BECAUSE I ASSUMED (CORRECTLY!) THE ICING WAS WORSE BELOW US. PREVENTION: I WILL NOT TAKE OFF INTO POSSIBLE ICING CONDITIONS, EVEN IF I HAVE JUST COME THROUGH AND I THINK I KNOW HOW THE CONDITIONS ARE. SUPPLEMENTAL INFO FROM ACN 545946: FROM OUR PREVIOUS FLT, WE KNEW THERE WAS A TEMP INVERSION AND DECIDED IF WE GOT TO THE WARM AIR AT 10000 FT THERE WOULD BE NO PROB AND IF WE PICKED UP ICE IN THE CLB WE COULD RETURN TO BJC WHERE THERE WAS A 1500 FT CEILING (VFR CONDITIONS). DURING THE CLB WE PICKED UP A TRACE OF ICE AND WERE THANKFUL TO BE AT 10000 FT AND AT THE TOPS OF THE CLOUDS WITH OCCASIONAL BLUE SKY. THEN THE CLOUD GOT DARKER AND WE STARTED PICKING UP A LITTLE MORE ICE UNTIL I COULD NO LONGER HOLD ALT AT 80 KIAS. MY INSTRUCTOR ASKED TO DIVERT TO APA. ATIS RPTED CEILING 500 FT AND VISIBILITY 2 MI. OUR DECISION TO TAKE OFF FROM BJC IN THE FIRST PLACE WAS FLAWED, BUT FELT SAFE BECAUSE WE HAD JUST FLOWN INTO THERE. POOR DECISION MAKING LED TO THIS PROB. I AM GRATEFUL THAT MY FIRST TIME IN IMC WAS WITH A COMPETENT INSTRUCTOR WHO KEPT HIS HEAD AND GOT US OUT OF A BAD SIT. DEN APCH AND APA TWR WERE EXTREMELY HELPFUL.

Synopsis :

PARTIAL LOSS OF ACFT CTL AND LNDG MINIMUMS VIOLATED WHEN CFI AND STUDENT PLT ARE UNABLE TO MAINTAIN ALT IN A C172 WHEN PICKING UP HVY ICING S OF APA, CO.

Time

Date : 200204
Day : Sun
Local Time Of Day : 0601 To 1200

Place

State Reference : WI
Altitude.MSL.Single Value : 4000

Environment

Flight Conditions : IMC
Ceiling.Single Value : 900

Aircraft / 1

Controlling Facilities.ARTCC : ZAU.ARTCC
Controlling Facilities.TRACON : MKE.TRACON
Controlling Facilities.TRACON : MSN.TRACON
Operator.General Aviation : Personal
Make Model : Skyhawk 172/Cutlass 172
Mission : Pleasure
Flight Phase.Cruise : Level

Person / 1

Function.Flight Crew : Single Pilot
Experience.Flight Time.Total : 395
Experience.Flight Time.Last 90 Days : 5
Experience.Flight Time.Type : 300
ASRS Report : 546122

Person / 3

Function.Controller : Departure

Person / 6

Function.Controller : Approach

Person / 5

Function.Controller : Radar

Events

Anomaly.Altitude Deviation : Excursion From Assigned Altitude
Anomaly.Non Adherence : Clearance
Independent Detector.Other.ControllerA : 3
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Returned To Assigned Altitude
Resolatory Action.Flight Crew : Returned To Intended or Assigned Course

Supplementary

Problem Areas : Flight Crew Human Performance
Problem Areas : Weather

Narrative :

CALLED BACK ABOUT XA30Z TO FILE A FLT PLAN. FSS MENTIONED THAT THEY WERE GETTING RPTS OF TOPS IN THE 7000 FT AREA (STILL ABOVE FREEZING LEVEL) AND THAT THE 6000 FT FREEZING LEVEL MAY BE OPTIMISTIC WITH UES RPTING 5C, BUT IT WOULD PROBABLY BE OK TO FILE AT 4000 FT. ASKED PAX TO MONITOR OUTSIDE TEMP GAUGE AND WATCH FOR ANY SIGNS OF ICE. WX WAS NORTHERLY WINDS IN THE TENS WITH GUSTS TO LOW 20'S, 900 FT AND 10 MI. BOTH VORS TUNED TO BAE AT APPROX EXPECTED HDG (333 DEGS). DEP CTL GAVE US A DIRECT TO BAE AND UP TO 4000 FT ON INITIAL CALL. BRIEFLY CTRED BOTH VOR RECEIVERS FOR COMPARISON THEN SET HDG OF #2 TO 270 DEGS AND CONTINUED TO TRACK #1. UPON REACHING CLOUD BASES, THERE WAS VISIBLE MOISTURE FLOWING UP THE WINDSHIELD. IN WHAT SEEMED TO BE ABOUT THE AMOUNT OF TIME THAT IT SHOULD TAKE TO GET TO BADGER, PAX MOVED CELL PHONE FROM TOP OF INST PANEL TO HIS LAP, AND RPTED OUTSIDE AIR SHOWING 32F DEGS AND ICE ACCUMULATION ON WING STRUTS. TURB WAS GREATER THAN EXPECTED OR PREVIOUSLY EXPERIENCED IFR. I SAW A RAPID MOVEMENT OF THE NEEDLE ON #1 VOR TO THE R PEG, ASSUMED I WAS NEAR BADGER AND TURNED TO ABOUT 300 DEGS FOR AN INTERCEPT OF THE 270 DEG HDG FOR VICTOR 2 TO MSN. WANTED TO GET LEVEL AND STABLE ON COURSE SO I COULD TALK TO ATC TO GET OUR OF THE ICE, CONSIDERING VARIOUS COURSES OF ACTION. #2 VOR RECEIVER STILL PEGGED TO R, SO KEPT TURNING R TO HASTEN INTERCEPT. INDICATED AIRSPD WAS ERRATIC, BUT SEEMED TO JUMP TO REASONABLE READINGS AT TIMES. AS I WAS TRYING TO FIGURE OUT WHAT WAS WORKING AND WHAT WAS NOT, WAS DSNDRG TO MAINTAIN ABOUT 80 KIAS, CHKNG FREQS, ETC, I NOTICED ARTIFICIAL HORIZON WAS SHOWING A STEEP BANK TO THE R. UNFORTUNATELY, AT FIRST I DIDN'T BELIEVE IT. HAD TURNED TO ABOUT A 90 DEG HDG AND I BELIEVE I LOST ABOUT 700 FT. DECIDED TO CLB BACK RELYING ON THE ARTIFICIAL HORIZON AND TURN TO A HDG OF 270 DEGS TOWARD BETTER WX AND GAIN TRY TO GET STABLE TO WORK ON THE PROBS. DEP CTL CALLED AND QUESTIONED WHETHER I KNEW I WAS SUPPOSED TO BE FOLLOWING VECTOR 2. STILL RELUCTANT TO DECLARE AN EMER UNTIL I COULD FIGURE OUT EXACTLY WHAT WAS WRONG, I TOLD HER I TURNED THE WRONG WAY BUT WAS NOW RESUMING HDG AND ALT. WHY I SAID THAT I'M NOT SURE. EVENTUALLY, LEVELED AT 4000 FT AND 270 DEG HDG. WAS SWITCHED TO EITHER ZAU OR MADISON APCH. WARNED ATC THAT MY VOR RECEIVERS WERE NOT WORKING, TOLD OF ICE, ASKED FOR LOWER IN THE HOPES THAT 3000 FT WOULD BE ABOVE FREEZING AND HOPED VOR RECEPTION WOULD COME BACK. ICE NOW ABOUT 1/2 INCH ON WING STRUTS AND LEADING EDGE. ATC ADVISED THAT OTHER PLTS HAD FOUND WARMER WX ON TOP, BUT I REALLY DID NOT WANT TO CONTINUE IFR WITHOUT VOR RECEIVERS, AND KNEW I WOULD EVENTUALLY HAVE TO COME BACK DOWN THROUGH ICE. ICE SEEMED TO STOP BUILDING AT 3000 FT, BUT WAS NOT MELTING. TRIED TO TUNE 1 VOR TO MSN VOR, AND FINALLY NOTICED BOTH VORS WERE FLAGGED. I ASKED ATC FOR A DSCNT TO VFR. SHE REPLIED THAT THE LOWEST I COULD GO WAS 2700 FT WITHOUT A PUBLISHED DSCNT TO AN ARPT. WE DECIDED ON AN APCH TO MSN AND WAS GIVEN VECTORS FOR SETTING UP THE APCH. ENRTE TO MSN, WHILE TRYING TO MAINTAIN 2700 FT, I ENCOUNTERED AN AREA OF VFR CONDITIONS LARGE ENOUGH TO MAKE A DSCNT. DSNDED, CALLED CTLR, TOLD OF DSCNT, CANCELED IFR AND ASKED FOR A DEP FROM MSN AIRSPACE TO THE N. ICE QUICKLY MELTED AND I MADE A NORMAL LNDG AT A NEARBY FAMILIAR AND CONVENIENT SMALL ARPT WHICH WAS RPTING 1100 FT AND 10 MI. WAITED FOR VFR CONDITIONS AT UES, RETURNED VFR BUT FOUND THAT THE VORS THEN WORKED NORMALLY. TEMPS AND CEILINGS NEVER DID REACH THE FORECAST ON THAT DAY. ONCE PROBS WERE ENCOUNTERED, I GOT SCARED. FEAR AFFECTED MY ABILITY TO THINK, PERFORM MULTIPLE TASKS AND THEREFORE MAINTAIN COMPLETE CTL OF THE AIRPLANE. BE ASSURED, I'LL GET WITH AN INSTRUCTOR AND GET MORE PRACTICE, ESPECIALLY ON EMER PROCS, HOWEVER, I DON'T KNOW HOW TO SAFELY PRACTICE WHILE SCARED. I SHOULD HAVE BETTER INFORMED ATC OF MY PROB WHEN FIRST ENCOUNTERED.

Synopsis :

A C172 PLT DURING AN IFR FLT ENCOUNTERED ICING CONDITIONS, CAUSING VARIOUS DEPS FROM ALT AND HDG.

Time

Date : 200205
Day : Tue
Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : HLN.Airport
State Reference : MT
Altitude.MSL.Single Value : 1500

Environment

Flight Conditions : IMC

Aircraft / 1

Operator.Common Carrier : Air Taxi
Make Model : Caravan 1 208A
Mission : Freight
Flight Phase.Descent : Approach
Flight Phase.Descent.Other : DME ARC
Route In Use.Approach : Instrument Non Precision

Person / 1

Function.Oversight : PIC
Function.Flight Crew : Single Pilot
Experience.Flight Time.Total : 6000
Experience.Flight Time.Last 90 Days : 90
Experience.Flight Time.Type : 1000
ASRS Report : 546724

Person / 2

Function.Controller : Non Radar

Person / 3

Function.Controller : Radar

Events

Anomaly.Non Adherence : Clearance
Anomaly.Non Adherence : FAR
Independent Detector.Other.ControllerA : 2
Resolutory Action.Flight Crew : Became Reoriented
Resolutory Action.Flight Crew : Exited Adverse Environment

Supplementary

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

Narrative :

STARTED OUT WITH HVY SNOWFALL AND LOW VISIBILITIES ACROSS THE STATE OF MONTANA. MY FIRST FLT WAS CANCELLED DUE TO LOW VISIBILITY AT MY DEST. SECOND FLT DELAYED DUE TO LOW VIS AT MY DEP ARPT. I WAS DEICED 3 TIMES BEFORE I GOT OFF THE GND THE FIRST TIME. AFTER MAKING MY FIRST FLT TO KALISPELL, I WAITED ON THE GROUND FOR CONDITIONS TO IMPROVE FOR MY NEXT FLT TO HELENA. WHEN I FINALLY TOOK OFF, VISIBILITY IN HELENA HAD COME UP TO 1 1/2 MI AND I PLANNED ON SHOOTING THE ILS TO RWY 27, WHICH WOULD BE THE SAFEST AND EASIEST APCH. MY NEAREST ALTERNATE THAT DAY WAS SPOKANE, WA. ENRTE, I WAS EXPERIENCING MODERATE RIME ICING AND NEEDED TO INFLATE THE BOOTS PERIODICALLY, NOT A FUN DAY. HELENA ATIS SAID TO EXPECT THE ILS RWY 27 APCH, WHICH WAS WHAT I HAD PLANNED ON AND WHAT I HAD PREPARED FOR. MY INTENT WAS TO FLY DIRECT TO THE VOR, THEN FOLLOW THE LOC 'BACK COURSE' OUT, DO THE PROC TURN AND INTERCEPT THE LOC INBOUND TO RWY 27. AT 22 DME, SALT LAKE CTR HANDED ME OVER TO HELENA APCH. WHEN I CONTACTED HELENA, I REQUESTED THE 'ILS RWY 27' APCH. THIS IS WHERE THE MISUNDERSTANDING TOOK PLACE. HELENA APCH SAID 'HOW ABOUT THE LOC BACK COURSE CIRCLE TO LAND RWY 27?' MY BRAIN HEARD WHAT IT EXPECTED TO HEAR, NAMELY 'BACK COURSE' AND '27.' I REPLIED BACK 'CLRED FOR THE ILS RWY 27 APCH' AT WHICH TIME THE CTLR'S BRAIN HEARD WHAT HE EXPECTED TO HEAR. NEXT, HE CLRED ME TO 9500 FT AND TOLD ME TO INTERCEPT THE 13 DME ARC. NOW THIS PART HAD ME CURIOUS, BUT THE ILS RWY 27 DOES HAPPEN TO HAVE A 15 MI ARC, SO I ASSUMED HE WAS CHANGING MY APCH TO FLY THE ARC AROUND TO THE LOC AND HAD CHANGED TO 13 DME DUE TO MY NEAR PROX BY THIS TIME (MY APCH WAS FROM THE N WEST). I ALSO STARTED EXPERIENCING MODERATE TURB AND MOD MIXED ICING, SO MY HANDS WERE FULL, PLUS I NEEDED TO CONCENTRATE ON FLYING A GOOD ARC AND MAKING SURE I WAS READY FOR THE APCH. NEITHER HE NOR I REALIZED THERE WAS A PROB UNTIL HE ASKED ME WHERE I WAS ON THE ARC. I REPLIED THAT I WAS ON THE 20 DEG RADIAL. HE SAID, 'SO YOU ARE OUT TO THE NW?' I SAID, 'NO, TO THE NE.' HE THEN CLRED ME FOR THE ILS TO RWY 27, BUT I SIGHTED THE ARPT AND FINISHED UP WITH A VISUAL. THE ONLY OTHER ACFT IN THE AREA AT THE TIME WAS AN ACR ACFT, WHICH WAS COMING IN FROM THE E AND WAS TOLD TO HOLD WHILE I FINISHED THE APCH I WAS ON, BUT WAS ABLE TO PROCEED DIRECTLY IN AFTER I HEADED STRAIGHT TO THE RWY. I HAVE NO EXCUSES OTHER THAN BEING TIRED AFTER 8 HRS OF DEALING WITH INCLEMENT WX. FUNNY THING IS THAT IF I HAD UNDERSTOOD THE CLRNC CORRECTLY, I WOULD HAVE HAD TO DECLINE DUE TO THE FACT THAT I WAS TOO CLOSE IN TO MAKE THE CHANGE. ALSO, THAT PARTICULAR APCH WOULD HAVE ONLY GOTTEN ME DOWN TO 1246 FT AGL AND WOULDN'T HAVE BEEN MY FIRST CHOICE ON THAT PARTICULAR DAY.

Synopsis :

CESSNA 208 CARGO PLT MISTAKENLY MADE THE ASSIGNED DME ARC ON GOING AROUND TO THE ILS INSTEAD OF THE BACK COURSE TO WHICH HE WAS ASSIGNED.

Time

Date : 200205
Day : Wed
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.MSL.Single Value : 15000

Environment

Flight Conditions : IMC
Ceiling.Single Value : 300

Aircraft / 1

Controlling Facilities.TRACON : PIT.TRACON
Operator.General Aviation : Corporate
Make Model : Learjet 54
Mission : Business

Person / 1

Function.Oversight : PIC
Function.Flight Crew : Captain
Experience.Flight Time.Total : 9000
Experience.Flight Time.Last 90 Days : 180
Experience.Flight Time.Type : 300
ASRS Report : 547318

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Departure

Events

Independent Detector.Aircraft Equipment.Other Aircraft Equipment : RT ENG OVERHEAT WARNING
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Diverted To Another Airport
Resolatory Action.Flight Crew : Landed As Precaution

Supplementary

Problem Areas : Aircraft

Narrative :

DURING CLBOUT IN IMC, WE RECEIVED RED WARNING LIGHTS, CAS, TRIPLE CHIME WARNING, INDICATING R ENG PYLON OVERHEAT. I, AS PF, RETARDED THE R ENG TO FLT IDLE, AND CALLED FOR THE QRH AND HAD THE COPLT RUN THE APPROPRIATE PROC. WHILE PROC IN PROGRESS, I INFORMED ATC OF INTENT TO RETURN TO DEP ARPT (ZZZ1). THE PROB WAS CLRED, AND ONCE AGAIN, WE TURNED S TO CONTINUE TO ORIGINAL DEST OF FLL. 2 OR 3 MINS LATER, PROB RECURRED. THEN I ASKED FOR WX AT COMPANY MAINT FACILITY LOCATED NEARBY AT ZZZ, AND WAS CLRED DIRECT. THE R ENG NACELLE HEAT HAD TO REMAIN OFF, BUT THE R ENG WORKED NORMALLY, WITH THE R PYLON OVERHEAT WARNING AGAIN EXTINGUISHED. WE MONITORED THE ENG PARAMETERS, WATCHED FOR SIGNS OF ICING, AND DIVERTED TO ZZZ WITHOUT FURTHER INCIDENT. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: THE RPTR STATED THE NACELLE OVERHEAT WARNING IS A RECURRING PROB ON THE LEAR 45 AND HAS HAPPENED 3 TIMES TO THE RPTR WITH 2 SEPARATE AIRPLANES. THE RPTR SAID A PICCOLO TUBE DISTRIBUTES THE HOT PNEUMATIC AIR INTO THE PYLON AND IT IS BELIEVED A COMBINATION OF OVERLY SENSITIVE HEAT SENSORS AND INADEQUATE INSULATION IS CAUSING THE PROB. THE RPTR STATED THIS IS JUST WHAT MAINT SUSPECTS AND IS JUST THEORY.

Synopsis :

LEAR 45 AT 15000 FT DIVERTED DUE TO REPEATED R ENG NACELLE OVERHEAT. RECURRING PROB CAUSED BY OVER SENSITIVE SENSORS AND INADEQUATE INSULATION.

Time

Date : 200205
Day : Thu
Local Time Of Day : 1201 To 1800

Place

State Reference : MT

Environment

Flight Conditions : IMC
Ceiling.Single Value : 2000

Aircraft / 1

Controlling Facilities.ARTCC : ZLC.ARTCC
Controlling Facilities.ARTCC : ZMP.ARTCC
Operator.General Aviation : Personal
Make Model : Skylane 182/Rg Turbo Skylane/Rg
Mission : Pleasure
Flight Phase.Cruise : Level

Person / 1

Function.Oversight : PIC
Function.Flight Crew : Single Pilot
Experience.Flight Time.Total : 650
Experience.Flight Time.Last 90 Days : 60
Experience.Flight Time.Type : 250
ASRS Report : 548605

Person / 2

Function.Flight Crew : Single Pilot

Person / 3

Function.Controller : Radar

Person / 4

Function.Controller : Local

Events

Anomaly.Altitude Deviation : Excursion From Assigned Altitude
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Declared Emergency
Resolatory Action.Flight Crew : Exited Adverse Environment
Resolatory Action.Controller : Provided Flight Assist

Supplementary

Problem Areas : Aircraft
Problem Areas : Airspace Structure
Problem Areas : Weather

Narrative :

I WAS ENRTE FROM MADISON, WI, TO ENNIS, MT, AND STOPPED FOR FUEL AT PIERRE, SD. RECEIVED A WX BRIEFING FROM FSS AND ALSO USED COMPUTER AT PIERRE FLT PLANNING CTR. ALTHOUGH THERE WAS A GENERAL AIRMET FOR ICING IN THE AREA, I NOTED 2 PIREPS IN THE AREA WITH TOPS AT 10000 FT AND NEGATIVE ICING. A THIRD PIREP WAS RECEIVED BY AN ARRIVING C310 PLT IN THE LOUNGE WHO SAID TOPS WERE 8000 FT, NEGATIVE ICE. WE DEPARTED PIR AROUND XA00 LCL AND WITH OUR CLRNC CLBED TO 10000 FT ON V2. WE WERE STILL IN THE CLOUDS AT 10000 FT, BUT NEGATIVE ICE. I NOTICED AFTER DUPREE VOR (DPR) THE SKY ABOVE SEEMED BRIGHT SUGGESTING WE WERE FLYING IN THE CLOUD TOPS. ABOUT THAT TIME WE WERE INSTRUCTED BY ZMP TO CONTACT ZLC WHEN 80 MI FROM MLS VOR. WE WERE 98 MI FROM MLS. AT 90 MI FROM MLS, I NOTICED WE WERE GETTING ICE ACCUMULATION ON THE LEADING EDGE AND STRUTS. I TRIED TO CONTACT ZLC SEVERAL TIMES AND ALSO WENT BACK TO ZMP FREQ WITH NO RESPONSE. AT 83 MI E OF MLS, WE HAD LOST 25 KTS OF AIRSPD AND HAD 1 INCH OF MIXED ICE ON ALL LEADING EDGE, STRUT, AND TAIL EDGE SURFACES. I ANNOUNCED MY INTENTIONS TO ZLC FREQ AND SET 7700 IN XPONDER AND BEGAN A DSCNT TO THE MOCA ON THE AIRWAY OF 6600 FT. I CONTINUED MY ATTEMPTS TO CONTACT ZLC DURING DSCNT. AT 7000 FT, ANOTHER AIRPLANE BEGAN RELAYING OUR RADIO CALLS TO ZLC CTLR. WE WERE IMC, BUT NEGATIVE ICE AT 6600 FT AND FOLLOWED ATC INSTRUCTION TO MLS. AFTER FLYING THE 17 DME ARC TO VOR APCH TO MLS, WE LANDED WITHOUT INCIDENT. THE ZLC CTLR DID AN EXCELLENT JOB VERIFYING OUR POS AND MAINTAINING A CALM AND HELPFUL AND VERY PROFESSIONAL APCH. THE LESSONS LEARNED: 1) PROB AROSE BY MAINTAINING AN ALT AT THE TOP OF THE CLOUDS. THIS IS AN AREA KNOWN FOR ICING AND I KNEW THAT, ALTHOUGH THE PIREPS SUGGESTED NOT. 2) THE SIT WAS MADE WORSE BY LOSING RADIO CONTACT WITH ZMP. I SHOULD HAVE ADVISED THEM OF THE POTENTIAL ICING AND NEED FOR A CLB OR DSCNT. A CRUISE CLRNC TO 14000 FT MIGHT HAVE ALSO GIVEN US MORE FLEXIBILITY. I SHOULD HAVE MAINTAINED COM UNTIL OUT OF IMC. 3) I THINK A 180 DEG TURN MIGHT HAVE BEEN ANOTHER OPTION IF ACTION WOULD HAVE BEEN TAKEN IMMEDIATELY. THE ICE ACCUMULATED QUICKLY AND I DID NOT FEEL A 180 DEG TURN WAS THE SAFEST RTE GIVEN OUR LOSS OF AIRSPD. 4) SINCE I HAD AN IFR CERTIFIED GPS ON BOARD, I WAS NOT CONCERNED ABOUT THE NAV SIGNAL RECEPTION ISSUES ASSOCIATED WITH THE MOCA OR TERRAIN CLRNC ALT. I ALSO FELT THAT THE RISK OF OTHER AIRPLANES BEING BELOW THE MEA OF 10000 FT WAS REMOTE FROM A RISK MGMNT PERSPECTIVE. 5) I BELIEVE THAT I PERFORMED QUALITY DECISION MAKING AFTER DISCOVERING WE WERE GETTING ICE. I BELIEVE THE FACT THAT I WAS ON PORTABLE OXYGEN AIDED MY CLR THINKING AT THAT TIME. 6) I HAD THE PERCEPTION THAT DECLARING AN EMER WAS A BAD THING AND DELAYED MY RESPONSE TO A SERIOUS ICING INCIDENT. I ALSO WAS RELUCTANT TO LEAVE MY ASSIGNED ALT AND THIS MAGNIFIED THE AMOUNT OF ICE I TOLERATED PRIOR TO DSCNT. I FEEL IN THE FUTURE I WOULD TAKE QUICKER ACTION TO ASSURE THE SAFETY OF THE FLT. 7) IN THE FUTURE, I WILL MAKE CERTAIN THAT IF I NEED TO CHANGE ALT OR RTE DUE TO WX OR ICING CONDITIONS, I WILL DO SO PRIOR TO LOSING OR ACCEPTING A LOSS OF COM. I WILL EITHER MAINTAIN COM UNTIL SIT IS RESOLVED OR CONTINGENCIES ARE ARRANGED.

Synopsis :

C182RG PLT ON IFR FLT PLAN ENCOUNTERED ICING AND LOSS OF CONTACT WITH ARTCC.

ACN: 551363

Time

Date : 200206

Day : Mon

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : GSO.Airport

State Reference : NC

Altitude.MSL.Single Value : 39000

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.ARTCC : ZTL.ARTCC

Operator.General Aviation : Corporate

Make Model : Citation III

Mission : Passenger

Flight Phase.Cruise : Level

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 7700

Experience.Flight Time.Last 90 Days : 200

Experience.Flight Time.Type : 1000

ASRS Report : 551363

Person / 2

Function.Flight Crew : First Officer

Person / 4

Function.Controller : Radar

Events

Independent Detector.Aircraft Equipment.Other Aircraft Equipment : FAILED DOOR SEAL ANNUNCIATOR LIGH

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Declared Emergency

Resolatory Action.Flight Crew : Diverted To Another Airport

Resolatory Action.Flight Crew : Landed In Emergency Condition

Resolatory Action.Controller : Issued New Clearance

Resolatory Action.Controller : Provided Flight Assist

Supplementary

Problem Areas : Aircraft

Narrative :

FLT FROM MDW-SOP. HAD AN ANNUNCIATOR LIGHT ILLUMINATE INDICATING A FAILED CABIN DOOR SEAL. ABOUT 1 MIN LATER (AFTER COMPLETING CHKLST ITEMS), HEARD A LOUD 'POP' AND THE SOUND OF AIR BLOWING AT THE DOOR. ADVISED CTR THAT WE HAD A DOOR SEAL FAIL AND THAT WE NEEDED TO DSND. STARTED A PRECAUTIONARY EMER DSCNT TO 15000 FT. CTR GAVE US AN ALT OF FL350 AND WE AGAIN ADVISED WE NEEDED TO GET DOWN. THEY ASKED HOW LOW, WE SAID 15000 FT. THEY CLRED US DOWN TO 15000 FT AND WE OPTED TO LAND AT GSO WHICH WAS NEAREST SUITABLE ARPT INSTEAD OF CONTINUING TO SOP. CABIN DID NOT LOSE PRESSURE RAPIDLY, NO FURTHER SVCS WERE REQUESTED FROM ATC OR CFR PEOPLE ON THE GND. LNDG UNEVENTFUL. PLANE WAS PUT INTO THE SVC CTR FOR REPAIR. OUTCOME UNKNOWN AT THIS TIME. HOW PROB AROSE: UNKNOWN (POSSIBLY INADEQUATE SEAL. HIGH HUMIDITY AT DEP 90 DEGS F TO -60 DEGS C AT ALT MAY HAVE CAUSED ICE ON SEAL). CORRECTIVE ACTIONS: CHKLST AND PRECAUTIONARY EMER DSCNT. DECISION: TOOK THE MOST SAFE OPTION OF PRECAUTIONARY DSCNT AND LNDG AT NEAREST SUITABLE ARPT. ACTIONS: PLTS ALREADY WERE WEARING OXYGEN DUE TO CHKLST FOR 'DOOR SEAL' ANNUNCIATOR. OPTED TO ALSO DROP THE PAX MASKS AS A PRECAUTION. ALSO KEPT PAX INFORMED ALONG THE WAY TO EASE THEIR ANXIETY. FACTORS AFFECTING HUMAN PERFORMANCE: 1) INADEQUATE CHKLISTS THAT LEAVE LOTS OF GRAY AREAS IN DEALING WITH POTENTIAL EMERS. 2) DIFFICULTY IN CREW COM WITH OXYGEN MASKS ON.

Synopsis :

C560 CREW WAS REQUIRED TO MAKE AN EMER DSCNT BECAUSE OF A CABIN DOOR SEAL FAILURE.

Time

Date : 200207
Day : Mon
Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : ERV.Airport
State Reference : TX
Altitude.MSL.Single Value : 14000

Environment

Flight Conditions : IMC
Ceiling.Single Value : 1000

Aircraft / 1

Controlling Facilities.ARTCC : ZHU.ARTCC
Operator.General Aviation : Corporate
Make Model : Baron 58/58tc
Mission : Business
Flight Phase.Cruise : Level

Person / 1

Function.Flight Crew : Single Pilot
Experience.Flight Time.Total : 1600
Experience.Flight Time.Last 90 Days : 75
Experience.Flight Time.Type : 800
ASRS Report : 553789

Person / 2

Function.Controller : Radar

Events

Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Declared Emergency
Resolatory Action.Flight Crew : Diverted To Another Airport
Resolatory Action.Flight Crew : Landed In Emergency Condition
Resolatory Action.Controller : Issued New Clearance
Resolatory Action.Controller : Provided Flight Assist
Resolatory Action.None Taken : Detected After The Fact

Supplementary

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

Narrative :

THE FLT WAS IN AND OUT OF NUMEROUS RAIN SHOWERS AND TEMP AT 14000 FT WAS ZERO TO -2 DEGS C. I WAS TRAINED TO TURN ON ANTI-ICE FROM BELOW 10 DEGS C. THE FLOWING ITEMS WERE ON: ALL RADIOS, NAVS, RADAR, STRIKE FINDER, ARGUS, ADF, XPONDER, RNAV, GPS, INTERCOM. IN ADDITION, THE FOLLOWING ITEMS WERE ON: STALL WARNING HEAT, FUEL VENT HEAT, PITOT HEAT AND WHEN IN RAIN I WOULD PUT THE PROP HEAT ON. AT APPROX 1.45 MINS INTO MY FLT, I WAS AT 14000 FT WITH DISCRETION TO 7000 FT AND APPROX 65 MI TO MY DEST, I SMELLED SOMETHING. I IMMEDIATELY LOOKED DOWN AND SAW SMOKE COMING INTO THE CABIN FROM UNDER MY YOKE BELOW MY SWITCHES. I IMMEDIATELY TOLD ATC AND WAS CLRED TO 4000 FT. I BEGAN AN EMER DSCNT, DUMPED THE CABIN PRESSURE AND TURNED ALL THE SWITCHES AND AVIONICS OFF EXCEPT THE RADIO AND GPS. SMOKE CONTINUED FOR APPROX 30 SECONDS AND I REMOVED THE FIRE EXTINGUISHER AND OPENED MY SIDE WINDOW AS I LEVELED AT 4000 FT. I REQUESTED THE CLOSEST ARPT AND THEY VECTORED ME TO KERRVILLE AND CLRED ME FOR THE APCH. THE SMOKE HAD STOPPED AT THIS TIME AND BROKE OUT INTO VFR APPROX 5 MI TO THE ARPT AND LANDED IMMEDIATELY. UPON LNDG, I SHUT EVERYTHING DOWN AND WENT TO THE FBO AND CALLED TO CANCEL AND LET ZHU KNOW I WAS ON THE GND WITHOUT INCIDENT.

Synopsis :

BE58 PLT HAD SMOKE IN THE COCKPIT IN ZHU CLASS E AIRSPACE.

Time

Date : 200208

Day : Sat

Local Time Of Day : 1801 To 2400

Place

State Reference : WA

Environment

Flight Conditions : VMC

Aircraft / 1

Operator.General Aviation : Personal

Make Model : Skylane 182/Rg Turbo Skylane/Rg

Mission : Pleasure

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 2500

Experience.Flight Time.Last 90 Days : 20

Experience.Flight Time.Type : 100

ASRS Report : 558169

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 :

I WAS ASKED TO FLY ANOTHER PERSON'S AIRPLANE ON A FLT BTWN 2 UNCTLED GA ARPTS, ABOUT 45 MINS APART, UNDER DAY VFR CONDITIONS. I CHKED WITH FSS AND RECEIVED A WX RPT, MEASURED THE ROUND-TRIP DISTANCE ON A CURRENT SECTIONAL CHART, COMPUTED FLT TIME, AND USED THE MANUFACTURER'S POH TO CALCULATE FUEL NEEDED. TO THIS, I ADDED ADDITIONAL FUEL FOR A PART 91 DAY VFR FUEL RESERVE. THE OWNER FUELED THE AIRPLANE, CHKING THE AMOUNT OF FUEL WITH A HOME MADE DIPSTICK, WHICH SHOWED SLIGHTLY MORE FUEL ON BOARD THAN MY FLT PLANNING SHOWED WAS NEEDED. I FILED A VFR FLT PLAN, TOOK OFF, ACTIVATED WITH FSS, AND FLEW THE FIRST SEGMENT WITHOUT TROUBLE (WINDS WERE LIGHT AND VARIABLE AND FLT TIME WAS WITHIN 5 MINS OF THAT PLANNED). ON THE RETURN FLT, JUST BEFORE ENTERING THE TFC PATTERN, THE ENG BEGAN RUNNING ROUGH. I THOUGHT IT WAS CARB ICE, AND APPLIED CARB HEAT, WITHOUT EFFECT. (ONE FUEL TANK SHOWED ALMOST EMPTY, THE OTHER MORE THAN 1/2 FULL.) I ADVISED ATC OF A POSSIBLE CARB ICE PROB, AND LANDED ON THE RWY AT THE DEST ARPT WITHOUT DAMAGE, AND WITHOUT NEEDING EMER SVCS. I CONDUCTED A POSTFLT AND WAS SURPRISED TO FIND THE FUEL TANKS ALMOST EMPTY, AND BELIEVE THAT THE PROB WAS PENDING FUEL EXHAUSTION RATHER THAN CARB ICE. (THE OWNER LATER TOLD ME THAT THE ENG WAS SEVERAL HUNDRED HRS OVER TBO, HAD A FUEL BURN MUCH HIGHER THAN THE POH SAID, AND THAT THE FUEL GAUGES DIDN'T WORK RIGHT.) FROM THIS, I HAVE LEARNED A LESSON ABOUT FLYING XCOUNTRY IN OTHER PEOPLE'S ELDERLY AIRPLANES THAT BURN MORE GAS THAN THE PUBLISHED FIGURES!

Synopsis :

C182 PLT, AFTER FLYING A ROUND ROBIN TO AN ARPT 45 MINS AWAY, LANDED ON THE VERGE OF FUEL STARVATION, AT THE DEST.

Time

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

Place

Locale Reference.Airport : IDA.Airport
State Reference : ID
Altitude.MSL.Single Value : 43000

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.ARTCC : ZLC.ARTCC
Operator.Common Carrier : Air Taxi
Make Model : Learjet 35
Mission : Freight
Flight Phase.Cruise : Level

Person / 1

Function.Oversight : PIC
Function.Flight Crew : Captain
Experience.Flight Time.Total : 4900
Experience.Flight Time.Last 90 Days : 45
Experience.Flight Time.Type : 1100
ASRS Report : 561274

Person / 2

Function.Flight Crew : First Officer
Experience.Flight Time.Total : 4300
Experience.Flight Time.Last 90 Days : 100
Experience.Flight Time.Type : 100
ASRS Report : 561273

Person / 4

Function.Controller : Radar

Events

Independent Detector.Aircraft Equipment.Other Aircraft Equipment : FUEL FILTER ICING LIGHT
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Diverted To Another Airport
Resolatory Action.Flight Crew : Landed As Precaution
Resolatory Action.Controller : Issued New Clearance

Supplementary

Problem Areas : Aircraft
Problem Areas : Company
Problem Areas : FAA

Narrative :

ON SEP/SAT/02 AT APPROX XA30, LEARJET 35 WAS ENRTE FROM MEMPHIS, TN, TO SPOKANE, WA, (GEG), WITH A PLANNED FUEL STOP IN BOISE, ID. AT FL430, APPROX 175 NM SE OF BOISE, ID, THE FUEL FILTER LIGHT CAME ON INDICATING FUEL WAS BYPASSING THE FUEL FILTER. ICE WAS SUSPECTED AS THE PROBABLE CAUSE IN THE FUEL FILTER AND THE STANDBY PUMPS WERE TURNED ON. FUEL FROM THE FUSELAGE TANK WAS ALSO XFERRED FROM THE FUSELAGE TANK TO THE WINGS AND THE FUEL FILTER LIGHT EXTINGUISHED. APPROX 10 MINS LATER THE FUEL FILTER LIGHT CAME ON AGAIN AND THE L ENG FLAMED OUT SHORTLY THEREAFTER. ZLC WAS CONTACTED IMMEDIATELY AND A REQUEST FOR A LOWER ALT WAS MADE. AN EMER WAS NOT DECLARED NOR WAS ZLC INFORMED OF THE ENG FLAMEOUT. ZLC GRANTED THE REQUEST FOR A LOWER ALT AND CLRED US TO DSND. A REQUEST FOR A RERTE FROM THE ORIGINAL DEST OF BOISE, ID, TO IDAHO FALLS APPROX 100 NM AWAY WAS MADE AND THE REQUEST WAS GRANTED. IN THE DSCNT TO IDA, THE FUEL FILTER LIGHT AGAIN EXTINGUISHED AND THE L ENG WAS RESTARTED AND OPERATED NORMALLY. UPON REFUELING AND INSURING PRIST WAS BEING ADDED TO THE FUEL IN IDA, BOTH ENGS WERE STARTED AND OPERATED NORMALLY. THE FUEL FILTER LIGHT WAS EXTINGUISHED. SINCE AN EMER WAS NOT DECLARED AND ALL SYS AND INDICATIONS APPEARED NORMAL, THE FLT WAS CONTINUED TO GEG WHERE AN INSPECTION OF THE FUEL FILTERS WERE PERFORMED BY MAINT PERSONNEL. NO OBSTRUCTIONS IN THE FILTERS WERE FOUND. THE FOLLOWING MORNING, THE ACFT WAS INSPECTED BY A CERTIFIED MECH IN GEG. THE ACFT RETURNED TO MEMPHIS ON SEP/SUN/02. ON SEP/MON/02, A MECHANICAL RELIABILITY RPT WAS SUBMITTED. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: THE ACFT DOES NOT HAVE A FUEL HEAT SYS. THE ACFT DOES NOT HAVE A FUEL TEMP INDICATING SYS. THE ACFT DOES NOT HAVE A STATIC AIR TEMP SYS. THE ACFT WAS OPERATING AT FL430 WITH A RAM AIR TEMP OF -60 DEGS C AND A MACH NUMBER OF .78. THIS WOULD BE APPROX -72 DEST SAT. THE ACFT WAS FUELED WITH A JET A-1 WITH A FREEZE POINT OF -54 DEGS C. THE ACFT MANUFACTURER SPECIFIES THAT A FUEL ANTI-ICE ADDITIVE BE ADDED TO THE FUEL. WHEN THE ACFT RETURNED TO ITS OPERATING BASE, THE COMPANY MAINT CHIEF REVIEWED THE CONTRACT REFUELING FACILITY. AT THAT TIME HE FOUND THE LINE THAT CONNECTS THE ANTI-ICING FUEL ADDITIVE LINE INTO THE FUEL WAS KINKED, AND NO FUEL ADDITIVE WAS BEING SUPPLIED TO THE FUEL.

Synopsis :

LJ35 CREW RPTED THAT THE FUEL ICING LIGHT ILLUMINATED AT FL430. THE #1 ENG FLAMED OUT ABOUT 10 MINS LATER.

Time

Date : 200210

Day : Thu

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : 2G9.Airport

State Reference : PA

Altitude.MSL.Single Value : 7500

Environment

Flight Conditions : Marginal

Ceiling.Single Value : 2500

Aircraft / 1

Controlling Facilities.ARTCC : ZOB.ARTCC

Operator.General Aviation : Personal

Make Model : Any Unknown or Unlisted Aircraft Manufacturer

Mission : Business

Flight Phase.Cruise : Level

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 1836

Experience.Flight Time.Last 90 Days : 108

Experience.Flight Time.Type : 600

ASRS Report : 563087

Person / 2

Function.Controller : Radar

Events

Independent Detector.Aircraft Equipment.Other Aircraft Equipment : AIRSPEED INDICATOR

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Diverted To Another Airport

Resolatory Action.Flight Crew : Landed As Precaution

Resolatory Action.Flight Crew : Landed In Emergency Condition

Resolatory Action.Controller : Provided Flight Assist

Supplementary

Problem Areas : Aircraft

Problem Areas : Flight Crew Human Performance

Narrative :

FLT OCCURRED INTO ICING CONDITION, PLT HEAT FAILED, LOST AIRSPD INDICATOR. IMMEDIATELY NOTIFIED ATC AND THEY VECTORED ME TO NEAREST ARPT. I WAS APPROX 5 MI FROM THE ARPT WHEN IT OCCURRED, 7500 FT ALT MSL. LANDED SAFELY. USED POOR JUDGEMENT ON TAKING OFF WITH LOW TEMPS.

Synopsis :

GA PLT HAS PITOT SYS ICE OVER, LOSES AIRSPD INDICATION AND DIVERTS TO NEAREST ARPT.

Time

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

Place

State Reference : GA

Environment

Flight Conditions : IMC

Aircraft / 1

Controlling Facilities.ARTCC : ZTL.ARTCC
Operator.General Aviation : Personal
Make Model : Citation II/SP
Mission : Ferry

Person / 1

Function.Flight Crew : Single Pilot
Experience.Flight Time.Total : 17800
Experience.Flight Time.Last 90 Days : 100
Experience.Flight Time.Type : 2500
ASRS Report : 563596

Person / 2

Function.Controller : Radar

Person / 3

Function.Controller : Radar

Events

Anomaly.Altitude Deviation : Excursion From Assigned Altitude
Anomaly.Non Adherence : Clearance
Anomaly.Non Adherence.Other : FLT PLAN REQUEST
Independent Detector.Other.ControllerA : 2
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Exited Adverse Environment
Resolatory Action.Flight Crew : Regained Aircraft Control
Resolatory Action.Flight Crew : Returned To Assigned Altitude
Resolatory Action.Controller : Issued New Clearance
Miss Distance.Vertical : 800
Miss Distance.Horizontal : 30000

Supplementary

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

Narrative :

I WAS CLRED TO CLB AND MAINTAIN FL190. AFTER REACHING SAID ALT, I ENCOUNTERED MODERATE ICE AND TURB. THE AUTOPLT DISENGAGED AND THE ACFT SUDDENLY ASCENDED RAPIDLY. I MANUALLY STOPPED THE CLB AND RECOVERED, NOT GAINING OVER 200 FT ACCORDING TO MY ALTIMETER. I CONTINUED TO EXPERIENCE ICE AND TURB WHILE STRUGGLING TO MAINTAIN ALT. ZTL WAS ASKED BY ME FOR A HIGHER ALT DUE TO ICE. AFTER 2 CTRLR CHANGES AND A PERIOD OF TIME, I WAS CLRED TO FL230 AND EVENTUALLY TO FL270. THE FLT WAS CONTINUED TO MY DEST OF GSO WITHOUT FURTHER INCIDENT. I CONTRIBUTED THE INCREASE IN ALT DUE TO TURB AND ICE IN THE AREA. HAD I BEEN CLRED TO CLB, THE INCIDENT WOULD HAVE NOT OCCURRED. I DID NOT KNOW OF AN ALT PROB UNTIL I CALLED ATC.

Synopsis :

AN ALTDEV CREATES A NEAR LOSS OF TFC SEPARATION BTWN A CE551 SINGLE PLT FERRY OP AND AN ACR FLT ON FREQ WITH ZTL, GA.

Time

Date : 200210

Day : Fri

Local Time Of Day : 1201 To 1800

Place

State Reference : FL

Environment

Flight Conditions : IMC

Ceiling.Single Value : 600

Aircraft / 1

Controlling Facilities.ARTCC : ZJX.ARTCC

Operator.General Aviation : Corporate

Make Model : Regional Jet C165

Mission : Passenger

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 4150

Experience.Flight Time.Last 90 Days : 80

Experience.Flight Time.Type : 1200

Person / 2

Function.Flight Crew : First Officer

Person / 4

Function.Controller : Radar

Events

Independent Detector.Aircraft Equipment.Other Aircraft Equipment : EICAS STAB CHCD

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Exited Adverse Environment

Resolatory Action.Flight Crew : Landed In Emergency Condition

Resolatory Action.Flight Crew : Overrode Automation

Resolatory Action.Flight Crew : Regained Aircraft Control

Resolatory Action.Controller : Provided Flight Assist

Supplementary

Problem Areas : Aircraft

Problem Areas : Flight Crew Human Performance

Problem Areas : Weather

Narrative :

ON THE START OF OUR TRIP, THE FO WAS GETTING THE COCKPIT SET UP AND I NOTICED THE 'V' NUMBERS ON MY PDF WERE A MAGENTA COLOR, WHICH MEANS THAT YOU HAVE INVALID DATA COMING FROM THE FMS. I SPOKE WITH MAINT CTL AND THEY THOUGHT THAT IF WE PWRED DOWN THE ACFT AND BROUGHT EVERYTHING BACK UP, IT WOULD HELP. I TRIED THAT AND THE 'V' NUMBERS CORRECTLY TURNED TO BLUE. THERE WAS HVY RAIN ALL DURING THIS PERIOD. WE DEPARTED CVG ON A REPOS LEG TO SRQ. THERE WAS RAIN/ICE ALL THE WAY UP TO FL220. WE DEPARTED SRQ WITH 2 PAX AND AFTER PASSING 5500 FT, WE LOST STABILIZER 'CHCD.' AFTER PASSING FL260 WE LOST MACH TRIM. I TRIED TO USE THE STABILIZER TRIM AND FOUND THEY WERE BOTH INOP -- EVEN THOUGH THERE WAS ONLY THE INDICATION OF STABILIZER 'CHCD' FAILURE. WE NOTIFIED ATC THAT WE NEEDED TO DIVERT INTO SAV AND SET UP THE FMS FOR RWY 9 ILS. WX WAS 7 MI AND OVCST AT 600 FT. THE TRIM SYS FAILED AT 0 DEGS FLAPS AND 320 KTS, SO WHEN WE STARTED TO SLOW DOWN, THERE WAS A LOT OF BACK PRESSURE NEEDED TO KEEP THE NOSE UP. WE PUT IN FLAPS 20 DEGS AND THEN PUT DOWN THE GEAR AND FLAPS 30 DEGS. THE BACK PRESSURE TO KEEP THE ACFT ON GS WAS TOO INTENSE EVEN FOR THE 2 OF US, SO I ELECTED TO GO BACK TO FLAPS 20 DEGS VREF +14 KTS. AS THE ACFT SLOWED ON APCH, MORE BACK PRESSURE WAS NEEDED, SO I ADDED MORE SPD TO GIVE OUR ARMS A REST. WE BROKE OUT AND SAW THE RWY AT 600 FT. WE WERE COMING IN PRETTY FAST, SO I PULLED PWR AT 100 FT. WE HAD 9300 FT X 150 FT RWY, SO SLOWING DOWN WASN'T A PROB. IN 20/20 HINDSIGHT, I SHOULD HAVE DECLARED AN EMER TO ATC. THEY KNEW I HAD A SIT AND HANDLED ME GREAT -- GIVING ME A STRAIGHT-IN TO RWY 9 ILS. I ALSO SHOULD HAVE TAKEN MORE TIME TO FIGURE OUT WHAT PROB I ACTUALLY HAD. THE EICAS SYS FAILED TO INFORM THAT 'BOTH' STABILIZER TRIM CHANNELS HAD FAILED -- NOT JUST ONE. SO WE HAD NO TRIMS, THE TRIM WAS FROZEN AT A 1.6 DEG NOSE DOWN TRIM (MAINT CONFIRMED AFTER PULLING THE COMPUTER BOX THAT BOTH CHANNELS HAD INDEED FAILED), NO MACH TRIM. NO AUTOPLT. I HAD THE CEO OF A FORTUNE 100 COMPANY IN THE CABIN ALSO. OVERALL GREAT CRM RULED THE DAY, AND WE MADE IT TO THE CHOCKS.

Synopsis :

CL60 CREW LOST STABILIZER TRIM CTL WITH THE STABILIZER TRIMMED FOR HIGH SPD FLT.

Time

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

Place

Locale Reference.Intersection : MIROK
State Reference : NV
Altitude.MSL.Single Value : 11000

Environment

Flight Conditions : IMC

Aircraft / 1

Controlling Facilities.ARTCC : ZLA.ARTCC
Controlling Facilities.TRACON : L30.TRACON
Operator.Common Carrier : Charter
Make Model : Citation III
Mission : Business
Flight Phase.Descent : Intermediate Altitude

Person / 1

Function.Oversight : PIC
Function.Flight Crew : Captain
Experience.Flight Time.Total : 9100
Experience.Flight Time.Last 90 Days : 85
Experience.Flight Time.Type : 650
ASRS Report : 564226

Person / 2

Function.Flight Crew : First Officer
Experience.Flight Time.Total : 18600
Experience.Flight Time.Last 90 Days : 108
Experience.Flight Time.Type : 1200
ASRS Report : 564225

Person / 3

Function.Controller : Approach

Events

Anomaly.Non Adherence : Clearance
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Returned To Intended or Assigned Course
Resolatory Action.Controller : Issued New Clearance

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

ENRTE TO LAS ON THE LYNSY 1 ARR, BTWN LYNSY AND MIROK WAYPOINTS. PRIOR TO RECEIVING RWY ASSIGNMENT, FMS WAS INADVERTENTLY PROGRAMMED FOR RWY 1L/R ARR VIA FIXLU WAYPOINT. AT THE TIME RWY 25L ASSIGNMENT WAS RECEIVED WE WERE CONTENDING WITH LIGHT TO MODERATE TURB AND ICING CONDITIONS. PRIOR TO REPROGRAMMING FMS, AUTOPLT INITIATED A TURN W TOWARD FIXLU VERSUS UTARE AS DESIRED. I ENGAGED HDG MODE AND INITIATED A TURN TOWARD UTARE. ATC CTLR QUERIED OUR DIRECTION OF TRAVEL TO WHICH WE REPLIED WE WERE 'TURNING BACK TOWARD UTARE.' CTLR ISSUED A HDG. REMAINDER OF ARR WAS UNEVENTFUL. AFTER LNDG. I CALLED THE CTLR AND EXPLAINED AS NOTED ABOVE. HE ADVISED THAT WAS ALL HE NEEDED. AFTER THE FACT, I SAW THE NOTE ON THE LYNSY 1 ARR ADVISING ACFT TO PROCEED VIA LNDG RWY 25L UNLESS OTHERWISE INSTRUCTED BY ATC. LESSONS LEARNED: PREPARE EARLY, AVOID DISTRS, AND CAREFULLY REVIEW PROCS TO INCLUDE ALL NOTES.

Synopsis :

A MINOR TRACK DEV ON THE LYNSY RNAV 1 ARR TO LAS, NV.

Time

Date : 200210
Day : Sat
Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : SAF.Airport
State Reference : NM
Altitude.MSL.Single Value : 13000

Environment

Flight Conditions : IMC
Ceiling.Single Value : 3000

Aircraft / 1

Controlling Facilities.ARTCC : ZAB.ARTCC
Operator.Common Carrier : Air Taxi
Make Model : Cessna 402/402c Businessliner/Utiliner
Mission : Freight
Flight Phase.Cruise : Level

Person / 1

Function.Flight Crew : Single Pilot
Experience.Flight Time.Total : 2000
Experience.Flight Time.Last 90 Days : 220
Experience.Flight Time.Type : 500
ASRS Report : 564503

Person / 2

Function.Controller : Radar

Events

Resolatory Action.Flight Crew : Declared Emergency
Resolatory Action.Flight Crew : Diverted To Another Airport
Resolatory Action.Flight Crew : Exited Adverse Environment
Resolatory Action.Flight Crew : Took Precautionary Avoidance Action
Resolatory Action.Controller : Provided Flight Assist

Supplementary

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

Narrative :

THE FLT WAS AN IFR PLANNED FLT FROM ABQ TO KMILL AT NIGHT. THERE WAS A LOW PRESSURE SYS IN SOUTHERN NEVADA, AND THOUGH SHOWERS AND TSTMS MOVED THROUGH THE AREA THROUGHOUT THE DAY, NO ICING WAS RPTED OR FORECASTED ON THE RTE. AFTER DEPARTING ABQ, VECTORS WERE GIVEN FOR THE CLB TO 13000 FT MSL FOR THE MEA TO THE LVS VORTAC. UPON REACHING 13000 FT MSL, AND PRIOR TO LVS, THE ACFT WAS FLYING IN AND OUT OF A SCATTERED LAYER OF CLOUDS WITH NO ACCUMULATION OF ICE. SOON, THE ACFT PENETRATED AN UNSTABLE AREA OF AIR WITH MODERATE TURB, THEN SOME LIGHT RIME. WITHIN 30 SECONDS, THE ICING TURNED TO CLR WITH SEVERE ACCUMULATIONS. ALL DEICING EQUIP WAS ACTIVATED, AND AN IMMEDIATE 180 DEG TURN WAS REQUESTED TO ATC. AFTER I RECEIVED THE CLRNC FOR THE 180 DEG TURN, ATC ASKED IF THE SIT WAS AN EMER, TO WHICH I RESPONDED 'NOT YET.' ABOUT 1/2 WAY THROUGH THE TURN, I DECLARED AN EMER AND AN ALT BLOCK BECAUSE OF THE TURB AND ICING. ALSO, I REQUESTED A LOWER ALT, BUT I WAS TOLD NO LOWER THAN 12500 FT MSL. SOON THEREAFTER, I WAS CLRED TO 11000 FT MSL, THEN 9000 FT MSL AS MEA'S PERMITTED. UPON REACHING 9000 FT MSL, CONDITIONS BECAME VMC WITH LIGHT RAIN AND ABOVE FREEZING TEMP. ATC WAS NOTIFIED THAT THE SIT WAS NO LONGER AN EMER AND AN UNEVENTFUL LNDG WAS ACCOMPLISHED AT SAF. NO REGS WERE BROKEN THROUGH THE FLT. THIS EVENT PORTRAYS THE IMPORTANCE OF APPLYING THE 1-2-3 STRIKES RULE PRIOR TO EACH FLT, IE, NIGHT FLT (STRIKE 1), IMC (STRIKE 2), MOUNTAINS (STRIKE 3). THE FLT SHOULD NOT HAVE COMMENCED.

Synopsis :

C402 PLT ENCOUNTERS SEVERE ICING CONDITIONS, DECLARES EMER, DIVERTS.

Time

Date : 200211
Day : Fri
Local Time Of Day : 1201 To 1800

Place

State Reference : CA

Environment

Flight Conditions : IMC

Aircraft / 1

Controlling Facilities.ARTCC : ZLA.ARTCC
Operator.General Aviation : Corporate
Make Model : Super King Air 200 Hdc
Mission : Passenger
Flight Phase.Cruise : Level

Person / 1

Function.Flight Crew : First Officer
Experience.Flight Time.Total : 4500
Experience.Flight Time.Last 90 Days : 50
Experience.Flight Time.Type : 500
ASRS Report : 565131

Person / 2

Function.Oversight : PIC
Function.Flight Crew : Captain

Person / 3

Function.Controller : Radar

Events

Anomaly.Altitude Deviation : Excursion From Assigned Altitude
Anomaly.Non Adherence : Clearance
Anomaly.Non Adherence : FAR
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Exited Adverse Environment
Resolatory Action.Flight Crew : Overrode Automation
Resolatory Action.Flight Crew : Regained Aircraft Control
Resolatory Action.Controller : Provided Flight Assist

Supplementary

Problem Areas : Aircraft
Problem Areas : Company
Problem Areas : Environmental Factor
Problem Areas : Flight Crew Human Performance
Problem Areas : Weather

Narrative :

BE20 AT 16000 FT IN LIGHT TO MODERATE ICING CONDITIONS, 15 MI E OF EHF ON THE 105 DEG RADIAL, HDG 265 DEGS, 285 GND TRACK. ACFT COMMANDED PF. FIRST PLT WAS PNF. PIC WAS TALKING ABOUT ICING MEMOS AND THE ACFT WAS ON AUTOPLT. I WAS HANDLING THE RADIOS, WATCHING THE WINGS AND XCHKING INSTS. I SAW THE AIRSPD DECAYING FROM 180 KIAS TO 160 KIAS THEN 150 KIAS OVER APPROX 2 MINS. I CHKED THE WINGS AGAIN. ICE WAS BUILDING SLOWLY. I LOOKED AT THE AIRSPD AND IT WAS HOVERING AROUND 143 KTS WITH A SLIGHT GROWING BUFFET/VIBRATION AND I THOUGHT I SHOULD INTERRUPT. I SAW THE TRIM WHEEL TRIMMING UP, LOOKED AT THE FLT DIRECTOR AND SAW THE COMMAND BARS ABOVE THE REF BAR AND I SAID TO ACFT, 'YOU SHOULD WATCH OUT, THE AUTOPLT IS GOING TO DISCONNECT.' HE MOVED HIS HANDS TO THE YOKE AND THE ACFT BUFFETING/VIBRATION INCREASED. I SAID 'BLOW THE BOOTS' AND I SAW HIM LOOK DOWN AND PUSH THE SWITCH UP. I LOOKED TO THE WINGS, BUT THERE WAS NOT ENOUGH ICE TO GET A GOOD RELEASE. I SAW THE ACFT YAW AND L WING DROP 10 DEGS. PIC ROLLED THE R WING DOWN AND WAS FIGHTING THE ACFT. I LOOKED AT THE WINGS AND DECIDED THAT MUCH ICE SHOULD NOT CAUSE THIS MUCH DRAG OR A STALL. AS I WAS LOOKING, I NOTICED HIS FEET WERE FLAT ON THE FLOOR AND WAS CAUSING A CROSS CTL STALL. I SAID, 'HAVE YOU GOT IT? YOU'RE CROSS CTING IT!' SOMETHING ON THE L SIDE OF THE ACFT WAS DRAGGING THE L WING BACK. I REALIZED IT MUST BE THAT THE PROPS WERE ICED UP AND CALLED OUT 'PROPS ARE ICED, UP PUSH THEM FORWARD!' I SAW HIS HANDS GRAB THE PROP LEVERS AND START TO MOVE THEM. ATC CALLED AND ASKED IF WE WANTED LOWER AS THE ACFT WAS PASSING THROUGH 15000 FT. PIC SAID 'YES.' AND I RESPONDED 'YES' TO ATC. ATC CAME BACK WITH 'MAINTAIN 14000 FT.' I RESPONDED '14 THOUSAND, WE ARE HAVING PROBS HERE.' I LOOKED AT THE ATTITUDE INDICATOR AND SAW THE ACFT 20 DEGS NOSE DOWN AND NOW R WING 30 DEGS LOW. PIC LOOKED PANICKED. I SAID 'EASY!' HIS FEET WERE STILL NOT ON THE RUDDERS. THE WHOLE TIME THE ACFT WAS BUFFETING AND AERODYNAMIC NOISE WAS RASPY. HE SAID 'PROPS FORWARD!' I SAW THAT THEY WEREN'T FORWARD AND PUSHED THEM UP TO MAX. AS THEY REACHED 2000 RPM, THE SOUND OF THE AIR SMOOTHED AND THE ACFT STOPPED BUFFETING. THE YAW TO THE L STOPPED AND THE WINGS WENT LEVEL. I RELAXED A LITTLE AND WATCHED TO SEE IF HE WAS NOW GAINING CTL. ALT WAS STABILIZING AT 14000 FT, BUT PIC WAS STILL FIGHTING THE ACFT. I CHKED THE WINGS AND THEY LOOKED THE SAME. I LOOKED FOR SOME KIND OF DRAG. THE GEAR HANDLE WAS UP AND LIGHTS OUT, NO HYD PUMP LIGHT, FLAPS POS INDICATED FLAPS UP. HE CALLED 'TRIM!' I TURNED THE ELECTRIC TRIM SWITCH TO THE 'OFF' POS AND LOOKED AT THE TRIM WHEEL. I SAW THAT IT WAS FULL NOSE UP. I ROLLED THE TRIM WHEEL FORWARD AND SAW THAT PIC WAS ABLE TO RELAX A LITTLE. I SAID 'YOU GOT IT?' HE SAID 'YES.' I SCANNED THE INSTS AND SAW THAT WE WERE HDG ALMOST S. I CALLED 'GET BACK ON HDG.' (HIS HDG BUG WAS SET TO 265 DEGS.) HE BEGAN TO TURN TO THE R AND WAS ABLE TO MAINTAIN CTL OF THE ACFT. ATC ASKED IF WE NEEDED ASSISTANCE. I WAITED FOR A RESPONSE FROM PIC -- NO RESPONSE. I SAID, 'WE'RE OK NOW,' AND ATC REPLIED, 'DSND AND MAINTAIN 10000 FT, CONTACT BAKERSFIELD APCH.' WE HAD A NORMAL DSCNT AND BROKE OUT AT 11000 FT. ALL ICE WAS GONE AND PIC SAID 'I GUESS WE CAN PULL THE PROPS BACK.' I BROUGHT THE PROPS BACK TO 1700 RPM. IT WAS QUITE SILENT IN THE COCKPIT FOR A WHILE. FROM MY INITIAL CALLOUT TO CTL OF ACFT MAY HAVE BEEN 30-45 SECONDS. THE ACTUAL TIME UNKNOWN. MY CONCLUSION: I BELIEVE THAT THERE WAS A CHAIN OF EVENTS THAT LED TO THE LOSS OF CTL OF THE ACFT AND RESULTED IN A 2000 FT LOSS OF ALT AND AROUND 90 DEGS LOSS OF HDG. I BELIEVE THAT ALLOWING THE LOWER AIRSPDS CAUSED THE PROP BLADES TO ICE UP MORE THAN BEFORE REDUCING THRUST THAT LED TO EVEN LOWER AIRSPD. THE L PROP MAY HAVE STALLED AND CAUSED THE ACFT TO YAW L, CAUSING THE L WING TO DROP. NOT USING THE RUDDER TO COUNTERACT THE YAW AND BY ONLY USING AILERON TO COUNTER ROLL INCREASED DRAG. WITH THE TRIM FULL NOSE UP, ACFT COULD NOT RELEASE THE YOKE WITH 1 HAND TO ROLL THE TRIM WHEEL FORWARD, HE WAS UNABLE TO USE ELECTRIC TRIM OR DID NOT THINK OF IT AT THE TIME. FLC. EGO, A 'WE ALWAYS GO ATTITUDE' IN FRONT OF OTHERS, DURING THIS FLT CONVERSATION INDICATED THAT A PLT QUESTIONED THE AFTERNOON FLT IN ICE. PAST DISCUSSIONS FROM SENIOR PLT INDICATED THAT 'PROFESSIONALISM' MEANT THAT PIC DOES NOT ASK FOR PROGRESSION, HELP, OR SOUND IN ANY WAY THAT WE DO NOT KNOW WHERE WE ARE GOING OR WHAT WE ARE DOING. OPEN CHARTS AND POSTING OF APCH PLATES ARE DISCOURAGED. A NEGATIVE AND CYNICAL ATTITUDE DISCOURAGE OPEN DISCUSSION. POOR CRM. I FELT FROM HIS BEHAVIOR THAT HE DIDN'T WANT ANY INFO OR DECISIONS FROM ME. PIC SHOULD HAVE PAID MORE ATTN TO FLYING THE ACFT, ATTENTIVE TO ACFT INSTS, FEET ON THE RUDDERS AND HANDS ON THE CTLS IN POOR WX, AND A SAFE ATTITUDE. PROPS SHOULD HAVE BEEN CYCLED TO MAX RPM TO ENSURE ICE WAS NOT BUILDING ON THE BLADES. PF SHOULD HAVE USED RUDDER TO CTL YAW, NOT AILERONS. I SHOULD HAVE BEEN MORE ASSERTIVE. I SHOULD HAVE DECLARED AN EMER AND SIT TO ATC WHEN LOSS OF CTL OF ACFT WAS EVIDENT. I SHOULD HAVE CALLED FOR MAX PWR AND ENSURED THAT THE PROPS WERE COMPLETELY FORWARD BY FOLLOWING UP BEHIND HIS HANDS ON THE PROP CTL LEVERS. TRIMMING AND VERIFYING MAX PWR ON ENG INSTS. I ASKED QUESTIONS IN THE PAST ABOUT MISSION MGMNT PROCS ON GO/NO-GO DECISIONS OR ICE LIMITATIONS. I WAS GIVEN AN ANGRY LOOK AND A RESPONSE OF 'WHAT DO YOU MEAN?' I SAID THAT THE LAST PLACE I WORKED WE COULD NOT FLY IN ANYTHING MORE THAN RPTED LIGHT ICING. I WAS TOLD THAT WE DON'T HAVE ANY LIMITATIONS. PROP DEICE BOOTS. AN AIR GAP BTWN ELEMENT AND ALUMINUM BLADE MAY RESULT I NO HEAT XFER TO THE ALUMINUM ALLOWING THE ICE TO FORM SOONER ON THE BLADE. I THINK THE SQUAT SWITCH/STALL VANE HEAT WORKS ON GND, BUT THE SECOND ELEMENT OR INCREASE HEAT DOESN'T WORK INFLT. THE INDG GEAR SQUAT SWITCH MUST BE RAISED TO CHK FOR INCREASED HEAT

Time

Date : 200211
Day : Tue
Local Time Of Day : 1801 To 2400

Place

State Reference : IN
Altitude.MSL.Single Value : 11000

Environment

Flight Conditions : IMC

Aircraft / 1

Operator.General Aviation : Personal
Make Model : Super Skywagon/Stationair/Turbo Stationair 6
Mission : Pleasure
Flight Phase.Cruise : Level

Person / 1

Function.Flight Crew : Single Pilot
Experience.Flight Time.Total : 26000
Experience.Flight Time.Last 90 Days : 30
Experience.Flight Time.Type : 700
ASRS Report : 565528

Person / 2

Function.Controller : Radar

Person / 3

Function.Controller : Approach

Person / 4

Function.Controller : Local

Events

Independent Detector.Other.ControllerA : 2
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Declared Emergency
Resolatory Action.Flight Crew : Landed In Emergency Condition
Resolatory Action.Controller : Issued New Clearance
Resolatory Action.Controller : Provided Flight Assist

Supplementary

Problem Areas : Aircraft
Problem Areas : Weather

Narrative :

I EXPERIENCED ELECTRICAL OUTPUT FAILURE OF THE ALTERNATOR AT 11000 FT ON TOP OF ALL CLOUDS AND IN THE CLEAR SOME 150 MI FROM DEST, WITH 4+ HRS FUEL ON BOARD. LIGHT ICING CONDITIONS EXISTED IN THE CLOUDS WITH LOW IFR EXISTING BELOW AND WITHIN A 100 MI RADIUS OF MY POSITION. I ADVISED THE ATC CTLR AT ZID, DECLARED AN EMER AND PRESENTED MY PLAN OF ACTION: 1) I REQUESTED OF ZID TO LOOK FOR VFR WX WITHIN RANGE OF MY 4+ HRS FUEL RANGE. 2) I ADVISED OF MY FLT CONDITIONS AND ANNOUNCED THAT I WOULD MAINTAIN PRESENT HDG AT 11000 FT AND GO OFF THE AIR FOR 20 MINS IN ORDER TO CONSERVE BATTERY PWR FOR COM. THIS TIME OFF THE AIR ALSO ENABLED ATC TO COORDINATE THEIR RESOURCES AND ENABLED ME TO SET THE COCKPIT UP FOR NO-ELECTRIC PARTIAL PANEL FLT WITH VACUUM DRIVEN ATTITUDE INDICATOR, MAGNETIC COMPASS, WRIST WATCH FASTENED TO THE CONTROL YOKE, 2 GOOD FLASHLIGHTS (1 2-BATTERY PEN LIGHT AND 1 'D' CELL LIGHT). 20 MINS LATER, WITH COMS BACK UP, ZID HAD INDEED LOCATED MVFR AT HUNTINGTON (HTS) AND SPECIAL WX VFR 4000 OVCST AT CHARLESTON, (CRW). BOTH STATIONS ADVISED IND BY TELEPHONE THAT THEY COULD PROVIDE ARPT SURVEILLANCE RADAR ASSISTANCE FOR DSCNT. I ELECTED CRW AND REQUESTED TO REMAIN AT ALT UNTIL OVER CRW'S AIRSPACE TO PLAN AN ELLIPTICAL DSCNT PATTERN IF NECESSARY AT CRW SO AS TO MAKE SURE OF THE VFR SUITABILITY OF THE CRW WX IN THE EVENT OF COMPLETE ELECTRICAL FAILURE AND LOSS OF COMS. ZID AGREED AND HANDED ME OFF EARLY TO CRW APCH SOME 60 MI OUT. CRW WAS ABLE TO LET ME GO OFF THE AIR AND CONSERVE 8 MORE MINS OF BATTERY PWR. COMS BACK UP WITH THE 1 COM RADIO ONLY 20 MI OUT, CRW APCH WAS ABLE TO GIVE ME RAPID DSCNT INTO THEIR AIRSPACE -- MAKING 2 ASR HDG CORRECTIONS TO HAVE ME BREAK FREE OF ALL CLOUDS ON A WIDE DOWNWIND LEG FOR CRW RWY 23 WELL CLR OF NORMAL TFC FLOW. THE ASR CTLR THERE AT CRW APCH ACCOMPLISHED THIS WITH ONLY THE PRIMARY TARGET OF MY AIRPLANE. ONCE ON TWR FREQ AND CLRED TO LAND, I WAS ABLE TO PROVIDE TFC WITH NAV AND ROTATING BEACON LIGHTS. LNDG WAS WITHOUT INCIDENT! EXCEPT THAT THE BATTERY PWR FAILED COMPLETELY ON CLRING THE RWY AND FOR TAXI TO THE RAMP. THIS RPT IS RESPECTFULLY SUBMITTED AS PROOF POSITIVE THAT CRM WORKS, AND CURRENT SAFETY TRAINING INITIATIVES IN CRM ARE PAYING OFF.

Synopsis :

C206 PLT ENCOUNTERED AN ELECTRICAL FAILURE WHILE FLYING IFR FROM ONA TO I43 ON TOP OF A CLOUD DECK AT 11000 FT.

Time

Date : 200212
Day : Tue
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : SFF.Airport
State Reference : WA
Altitude.MSL.Single Value : 5000

Environment

Flight Conditions : IMC
Ceiling.Single Value : 1100

Aircraft / 1

Controlling Facilities.TRACON : GEG.TRACON
Operator.General Aviation : Personal
Make Model : Skylane 182/Rg Turbo Skylane/Rg
Mission : Pleasure
Flight Phase.Descent : Approach
Route In Use.Approach : Instrument Precision

Person / 1

Function.Flight Crew : Single Pilot
Experience.Flight Time.Total : 309.1
Experience.Flight Time.Last 90 Days : 17.8
Experience.Flight Time.Type : 48.1
ASRS Report : 567356

Person / 3

Function.Controller : Approach

Events

Anomaly.Altitude Deviation : Excursion From Assigned Altitude
Anomaly.Non Adherence : Clearance
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 : Executed Missed Approach
Resolatory Action.Flight Crew : Exited Adverse Environment
Resolatory Action.Controller : Issued New Clearance
Resolatory Action.Controller : Provided Flight Assist

Supplementary

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

Narrative :

VECTORS WERE GIVEN TO INTERCEPT THE ILS/DME RWY 21R APCH FOR LNDG AT SPOKANE FELTS FIELD. UPON NEARING THE FINAL APCH COURSE, A FAILURE OF THE GS OCCURRED. I CALLED A MISSED APCH AND VECTORS AND ALTS WERE GIVEN BY APCH CTL. A SMALL AMOUNT OF RIME ICE HAD BUILT ON THE AIRFRAME AT THIS TIME. AFTER EXECUTING THE MISSED APCH AND VERIFYING THAT THE GS INDICATOR WAS INOP, THE VOR RWY 3L APCH WAS ATTEMPTED. THE CTLR GAVE VECTORS TO THE INBOUND VOR COURSE. DURING INTERCEPT OF THE FINAL APCH COURSE, ICE BUILT RAPIDLY ON THE AIRFRAME. AFTER THE REALIZATION OF MODERATE TO SEVERE MIXED ICING DISTRACTED AND ALLOWED THE ACFT TO DSND 400 FT BELOW THE MINIMUM SEGMENT ALT OF 3800 FT MSL. AS A RESULT OF THE ALT EXCURSION AND THE ACCUMULATION OF ICE. I CALLED A MISSED APCH AND REQUESTED VECTORS AND CLB CLRNC TO WARMER VFR CONDITIONS ABOVE 6500 FT TO MELT THE ICE. IT WAS MY IMPRESSION THAT THE ILS/DME RWY 21R APCH REQUIRED THE DME EQUIP ONLY IN THE EVENT THAT THE APCH WAS BEING FLOWN TO LOC MINIMUMS. THE FAILURE OF THE ON BOARD GS INST ULTIMATELY REQUIRED THE USE OF A DME. THE VECTORS AND ALTS GIVEN BY ATC TO INTERCEPT THE ILS WERE GIVEN IN A WAY THAT WAS NOT EXPECTED. I EXPECTED TO INTERCEPT THE ILS AT 6100 FT (AT AZTEM INTXN) AND PROCEED INBOUND. THE FAILED INST AND UNEXPECTED ILS INTERCEPT POS RESULTED IN POOR SITUATIONAL AWARENESS AND CONTRIBUTED GREATLY TO MY STRESS LEVEL. I RECEIVED A STANDARD WX BRIEFING 1 HR PRIOR TO DEP. THE FORECAST WX AT THE DEST INCLUDED AN AIRMET FOR LIGHT RIME ICE IN CLOUDS, TEMP OF +1 C AND AN OVCST LAYER OF 1500 FT AGL WITH TOPS AT 5000 FT MSL. THE TEMPS AT 6500 FT WERE APPROX +2 C. THE CLOUD LAYER WAS FORECAST TO BE 1500 FT THICK. I DETERMINED THAT SUCH WX COULD BE PENETRATED DURING THE APCH TO THE DEST WITH LITTLE ICE ACCUMULATION SINCE THE CLOUD LAYER WAS RELATIVELY THIN, THE TEMPS WERE SLIGHTLY ABOVE FREEZING, AND THE TIME SPENT IN THE CLOUDS WOULD BE MINIMAL. UPON ARR AT THE DEST, THE LAYER THICKNESS HAD INCREASED TO 5000 FT AND THE ICING SIT HAD DETERIORATED. THE FAILURE OF THE GS EQUIP RESULTED IN MORE TIME SPENT IN THE CLOUD LAYER THAN EXPECTED. THE DETERIORATION OF THE ICING CONDITIONS RESULTED IN MORE ICE ACCUMULATION THAN EXPECTED. THE SPOKANE APCH CTLR ADVISED ME OF REGIONAL WX AND PIREPS. BASED ON THAT INFO, I CHOSE TO ATTEMPT THE ILS/DME RWY 21R TO LOC MINIMUMS WITH THE DME INFO FROM BOTH THE APCH CTLR'S RADAR AND THE ONBOARD VFR GPS. THE APCH AND LNDG WERE SUCCESSFULLY EXECUTED. THERE WAS NO ACCUMULATION OF ICE ON THIS APCH. I PUT MYSELF AND MY PAX IN A DANGEROUS SIT, WHICH TESTED THE LIMITS OF MY ABILITY, EXPERIENCE, AND ACFT. I MADE A VERY POOR DECISION TO ATTEMPT THE APCH CONSIDERING THE WX SURROUNDING THE DEST. THE SINGLE BIGGEST FACTOR, FOR WHICH I WAS UNPREPARED, WAS AIRFRAME ICING. AS PLTS, WE ARE TRAINED FOR EQUIP FAILURES, HOWEVER, ICING PRESENTS A SIT FOR WHICH THERE IS LITTLE TRAINING, AND THE ONLY ALTERNATIVE IS AVOIDANCE AND/OR ESCAPE. I PRIDE MYSELF ON MY ABILITY TO ALWAYS 'STAY AHEAD' OF THE ACFT AND TO FLY WITH CONFIDENCE, KNOWLEDGE, AND AS MUCH PRECISION AS POSSIBLE. I AM ASHAMED AND HUMBLED AS A PLT DUE TO THESE RECENT EVENTS. THIS SCARED THE HELL OUT OF ME. IT WILL NEVER HAPPEN AGAIN.

Synopsis :

C182 PLT EXPERIENCES GS FAILURE, SEVERE ICING, AND EXCURSION BELOW MINIMUM ALT ON APCHS TO SFF.

Time

Date : 200212
Day : Thu
Local Time Of Day : 1201 To 1800

Place

State Reference : TN
Altitude.MSL.Single Value : 2500

Environment

Flight Conditions : IMC

Aircraft / 1

Controlling Facilities.TRACON : BNA.TRACON
Operator.General Aviation : Personal
Make Model : Cheetah Tiger Traveler
Mission : Training
Flight Phase.Descent : Approach

Person / 1

Function.Flight Crew : Single Pilot
Experience.Flight Time.Total : 500
Experience.Flight Time.Last 90 Days : 41
Experience.Flight Time.Type : 29
ASRS Report : 567787

Person / 2

Function.Controller : Approach

Events

Anomaly.Non Adherence : Clearance
Anomaly.Non Adherence : Published Procedure
Independent Detector.Aircraft Equipment.Other Aircraft Equipment : Attitude Indicator
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Executed Missed Approach
Resolatory Action.Flight Crew : Regained Aircraft Control
Resolatory Action.Controller : Issued New Clearance
Resolatory Action.Controller : Provided Flight Assist

Supplementary

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

Narrative :

WX BRIEFING INDICATED LIGHT RIME IN CLOUDS AT 1600 FT MSL AND PIREP OF TOPS 3200 FT MSL. ON DEP FROM M54, I QUICKLY CLBED THROUGH THE CLOUD LAYER TO ASSIGNED ALT OF 400 FT MSL. I DEPARTED RWY 1 AND FLEW A CLBING L TURN TO 230 DEG HDG. I HAD ENGAGED THE HDG MODE OF THE AUTOPLT SHORTLY AFTER DEP AND MONITORED IT AS IT PERFORMED A STANDARD RATE TURN DURING CLB AND ROLLED OUT ON 230 DEGS. I WAS ASSIGNED THE ILS FOR RWY 2C, WHICH I PUT INTO NAV #1, WHICH IS EQUIPPED WITH AN HSI AND COUPLED WITH AUTOPLT. I LEFT NAV #2 SET ON 114.1. I WAS GIVEN A 290 DEG VECTOR AND 2500 FT ALT ASSIGNMENT AND THEN 350 DEG VECTOR TO INTERCEPT THE LOC. THE AUTOPLT SEEMED TO BE CAUSING THE PLANE TO MAKE GOOD STANDARD RATE TURNS AS I CONTINUED TO MONITOR IT. THEN EVERYTHING SEEMED TO FALL APART AT ONCE. THE HSI AND LOC SIGNAL LOST COM AND FLAGGED -- I DIALED THE NAV #2 SETTING TO THE LOC SINCE IT ALSO HAS A GS. AT THE SAME TIME, I HAD JUST CHANGED OVER TO THE TWR FREQ WHEN I NOTICED MY ATTITUDE INDICATOR AND TURN COORDINATOR INDICATING A STEEP L TURN. I CALLED A MISSED APCH. UNUSUAL ATTITUDE RECOVERY TRAINING PAID OFF. THE CTLR TOLD ME TO ROLL R AND LEVEL, CONFIRMING THAT I WAS INTERPING THE ATTITUDE INDICATOR AND TURN COORDINATOR CORRECTLY. WHILE EVERYTHING HAPPENED SO FAST, THIS INCIDENT CONFIRMS THE IMPORTANCE OF THE SCAN AND THE DIFFERENCE BTWN SIMULATED IMC AND ACTUAL. WHEN I GOT THE ACFT BACK UNDER CTL, ATC ACCOMMODATED A NEEDED CLBOUT OF THE CLOUDS (AND ICING) TO WARMER CONDITIONS. WHILE ICING MIGHT HAVE CAUSED LOSS OF NAV #1 RECEPTION AT BNA, I RETURNED TO M54 VIA THE VOR DME APCH, AND TRACKED BOTH VOR'S INTO THE ARPT WITH CEILINGS HIGH ENOUGH TO CIRCLE TO LAND. I PLAN TO GET MORE 2 PLT ACTUAL IMC IN THIS ACFT BEFORE ATTEMPTING ACTUAL IMC APCHS AT A MULTI-RWY ARPT. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: RPTR STATED THAT HE WAS USING THE HDG SELECT FEATURE OF THE AUTOPLT, BUT DISENGAGED IT WHEN HE LOST NAV #1 RECEPTION. RPTR ADVISED THAT HIS SCAN BROKE DOWN WHEN HE WAS RETUNING THE COM AND NAV FREQS. WHEN THE CTLR ADVISED HIM TO 'ROLL R AND LEVEL,' RPTR STATED THAT HE HAD TURNED A FULL 360 DEGS TO THE L, BUT HADN'T LOST MUCH ALT. ACCORDING TO THE RPTR, THE #1 NAV RECEIVER HAD BEEN HAVING PROBS.

Synopsis :

AA-5B PLT EXPERIENCES SIGNAL LOSS AND SCAN BREAKDOWN ON ILS APCH.

Time

Date : 200212
Day : Sat
Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : SPB.Airport
State Reference : OR
Altitude.MSL.Single Value : 4000

Environment

Flight Conditions : IMC
Ceiling.Single Value : 2400

Aircraft / 1

Operator.General Aviation : Personal
Make Model : PA-30 Twin Commanche
Mission : Training
Flight Phase.Cruise : Level

Person / 1

Function.Flight Crew : Single Pilot
Experience.Flight Time.Total : 3719
Experience.Flight Time.Last 90 Days : 40
Experience.Flight Time.Type : 891
ASRS Report : 568895

Person / 2

Function.Controller : Radar

Person / 3

Function.Controller : Supervisor

Events

Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Became Reoriented
Resolatory Action.Flight Crew : Exited Adverse Environment
Resolatory Action.Flight Crew : Overcame Equipment Problem
Resolatory Action.Flight Crew : Returned To Intended or Assigned Course
Resolatory Action.Controller : Issued New Clearance

Supplementary

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

Narrative :

I WAS PRACTICING INST APCHS IN THE PORTLAND, OR, AREA IN MY PA30. I DEPARTED FROM SPB, VFR, AND PICKED UP AN INST CLRNC. THE FIRST 3 APCHS WENT WITHOUT INCIDENT. I SHOT AN ILS AT PDX AND 2 AT HIO, ALL TO MISSED APCHS. TFC HANDLING WAS BY RADAR VECTORS, SO I SPENT ABOUT 1 HR ON LONG VECTORS AROUND THE AREA. AFTER THE LAST APCH AT HIO, I'D REQUESTED BACK TO SPB AND A FULL STOP. THE MISSED APCH INSTRUCTIONS WERE ANOTHER LONG VECTOR, 110 DEGS TO INTERCEPT THE PDX 175 DEG RADIAL, AT 4000 FT. WHEN HIO TWR PASSED ME TO PORTLAND APCH, I CALLED, BUT GOT NO REPLY. I SPENT A LONG TIME ON THAT VECTOR LISTENING TO A CTLR GIVING CLRNCs TO A LONG STRING OF AIRLINERS APPARENTLY COMING INTO PDX. IT SEEMED LIKE THAT TOOK ABOUT 10 MINS, AND I WAS WAITING TO GET A WORD IN EDGEWISE. BEFORE I COULD CALL, CTLR CALLED ME. CTLR GAVE ME A VECTOR NBOUND, SAYING THAT I'D HAD A STUCK MIKE. THAT SEEMED ODD, GIVEN THAT I'D BEEN LISTENING TO BOTH SIDES OF THAT LONG STRING OF CLRNCs ON A VERY BUSY FREQ, BUT I DIDN'T COMMENT. AS I CROSSED OVER PDX, I WAS PASSED TO A DIFFERENT SECTOR, THE ONE FOR SCAPPOOSE, WHICH IS MUCH LESS BUSY. THE CTLR ASKED IF I WANTED THE LOC DME 15 TO A FULL STOP, AND I RESPONDED AFFIRMATIVELY. I WAS THEN GIVEN A NEW VECTOR, ABOUT 330 DEGS, AND TOLD TO EXPECT THAT APCH AND TO MAINTAIN 4000 FT. I ACKNOWLEDGED. THE NEW FREQ WAS QUIET, BUT THAT WAS NORMAL. I HAD MY GPS SET TO SPB. WE PASSED THE ARPT ON THE DOWNWIND, ABOUT 10 MI. IT WAS ANOTHER LONG VECTOR. I WAS HAND FLYING THE AIRPLANE, AND GETTING READY FOR THE APCH. WE WERE RIGHT AT THE FREEZING LEVEL AND STARTED GETTING LIGHT ICE, SO I ACTIVATED ANTI-ICE SYS, EXPECTING A LOWER ALT SOON. AT ABOUT 25 MI FROM THE ARPT, NOW PAST IT TO THE NE, I STARTED GETTING CONCERNED. I CALLED APCH AND DID NOT GET A REPLY. THE COM RADIOS TESTED NORMAL. I COULD HEAR STATIC WHILE IN TEST MODE, HENCE CONCLUDED THAT THERE WAS NO STUCK XMITTER. SEVERAL CALLS TO APCH GOT NO REPLY, I SWITCHED RADIOS AND TRIED AGAIN. NO LUCK. I DECIDED I'D LOST COM. (IN RETROSPECT, I WONDER IF MY RADIOS WERE WORKING NORMALLY AND PORTLAND APCH WAS BLOCKED FROM LINE-OF-SIGHT BY HIGH TERRAIN.) THERE ARE NO APCH RTEs TO THE SPB LOC, SO IT TOOK ME A MOMENT TO DECIDE WHAT TO DO. THERE IS AN INTXN ON THE SPB LOC CALLED 'XRAY,' AND IT TOOK ME A FEW MOMENTS OF FUMBLING AROUND AS I TRIED TO GET THAT SET. TURNS OUT, 'XRAY' STARTS WITH AN 'E' NOT AN 'X.' THE DESIGNATION IS 'EXRAY.' I PUNCHED THAT IN, TURNED DIRECT, AND AS WE CAME ON COURSE, SET CODE 7600. IN THINK MY MAX DISTANCE FROM SPB WAS ABOUT 35 MI. WHEN ESTABLISHED ON COURSE, I PUT THE PLANE ON AUTOPLT (DIRECT EXRAY) AND STARTED MESSING WITH PLUGS AND WIRES TRYING TO GET THE COMS GOING. I SUSPECTED THAT THE PUSH-TO-TALK SWITCH ON THE YOKE MIGHT HAVE BEEN MALFUNCTIONING INTERMITTENTLY, SO I UNPLUGGED ALL THAT AND GOT OUT A HANDHELD MIKE. I TRIED CALLING APCH. THEY CAME BACK ON THE SECOND OR THIRD CALL. (IN RETROSPECT, THIS MAY HAVE ALSO BEEN CONSISTENT WITH COM BLOCKED BY TERRAIN. APCH CAME IN LOUD AND CLR, BUT IN THE MIDDLE OF A XMISSION TO ME.) I TOLD THEM THAT WE'D LOST COM AND I WAS GOING DIRECT EXRAY. APCH ASKED IF I WAS 'EQUIPPED TO DO THAT.' I SAID YES, WE WERE /G AND GOING DIRECT. APCH SAID THAT THEY HAD 'A WHOLE ROOM FULL OF PEOPLE TEARING THEIR HAIR OUT,' THAT THEY'D PUT ME ON A VECTOR TO HIGH TERRAIN WITHOUT ANY LOST COM INSTRUCTIONS. I REPLIED THAT I DIDN'T MUCH LIKE IT EITHER, BUT THAT IT HAD TURNED OUT OK. THEY WANTED TO NOW WHY I'D CONTINUED SO FAR N. I TOLD THEM IT TOOK ME A WHILE TO REALIZE I'D LOST COM AND SORT THINGS OUT. THEY TOLD ME TO STOP SQUAWKING 7600 AND TO GO BACK TO MY CODE. THEY CLRED ME DIRECT EXRAY AT 4100 FT AND FOR THE APCH. THEY THEN GAVE ME A PHONE NUMBER TO CALL WHEN ON THE GND. I CANCELED IFR WHEN THE ARPT WAS IN SIGHT, LANDED, AND CALLED. I REPEATED WHAT I'D DONE WHEN I REALIZED I'D LOST COM AND ASKED IF I'D DONE ANYTHING WRONG. HE SAID THAT I'D DONE THE RIGHT THINGS, BUT THAT I SHOULD HAVE DONE THEM 'ABOUT 35 MI SOONER.' I ASKED HOW I COULD HAVE KNOWN THAT. HE SAID THAT ON A PAR APCH, ONE IS TO MAKE A MISSED APCH IF THERE IS NO COM FOR 1 MIN. WE AGREED THAT THERE ARE NO PAR APCHS IN THE PDX AREA. I ASKED AGAIN WHAT I SHOULD HAVE DONE. THE CTLR FINALLY SAID THAT 'DURING NORMAL TIMES,' (NOT DURING LATE NIGHT OR EARLY MORNING) I SHOULD HAVE GOT CONCERNED AND CALLED IF I DIDN'T HEAR ANYTHING ON A PORTLAND APCH FREQ FOR ABOUT 5 MINS. WHAT WOULD I DO DIFFERENTLY? I THINK I WOULD HAVE SET EXRAY IN MY GPS AND BEEN PREPARED TO BE CONCERNED IF I GOT MUCH N OF IT. I WILL, OF COURSE, GET MY PLANE COMS CHKED OUT AND REPAIRED IF NEEDED. I NOTE THAT I WAS VERY FORTUNATE TO HAVE HAD GPS. IF I'D NOT, THE ONLY OTHER APCH INTO SPB IS THE VOR DME, AND GOING DIRECT TO BTG VOR WOULD HAVE LED ME TOWARD HIGHER TERRAIN. GOING DIRECT TO EXRAY TOOK ME AWAY FROM THE HIGH TERRAIN AND OUT OVER THE COLUMBIA RIVER.

Synopsis :

PA30 LOST RADIO CONTACT WITH P80 ON VECTORS WITH NO LOST COM PROCS IN IMC, WAS LATE IN RECOGNIZING AND REACTING TO THE SIT.

Time

Date : 200212
Day : Wed
Local Time Of Day : 1801 To 2400

Place

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

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : ZZZ.Tower
Make Model : Falcon 20FJF/20C/20D/20E/20F
Mission : Freight
Flight Phase.Cruise : Level

Person / 1

Experience.Flight Time.Total : 4000
Experience.Flight Time.Last 90 Days : 90
Experience.Flight Time.Type : 90
ASRS Report : 568957

Person / 2

Function.Flight Crew : Captain
Experience.Flight Time.Total : 3596
Experience.Flight Time.Last 90 Days : 267
Experience.Flight Time.Type : 1735
ASRS Report : 568952

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 : Company
Problem Areas : Flight Crew Human Performance
Problem Areas : Maintenance Human Performance

Narrative :

I ARRIVED AT THE ARPT AT XA:30 DEC/WED/02. I WENT TO THE ACFT TO DO A PREFLT INSPECTION. IT HAD SNOWED ALL DAY AND THERE WAS ABOUT 2 IN OF SNOW ON THE ACFT. SINCE I WAS SUBSTITUTING FOR THE NORMAL FO AND NOT BEING FAMILIAR WITH NORMAL PROCS ON THIS SCHEDULE RUN I ASKED THE MECH WHAT THE NORMAL PROCS WERE. HE INFORMED ME THAT NORMAL PROTOCOL WAS TO LEAVE THE ENG PLUGS IN SO THE ENGS COULD BE PREHEATED. NORMALLY, I WOULD TAKE THE PLUGS OUT, PITOT COVERS OFF, CHECK THE GAS CAPS, CHECK THE OIL, ETC, AND DO A NORMAL PREFLT. THE MECH INFORMED ME THAT HE HAD ADDED 2 PINTS IN THE #2 ENGS AND 1 PINT IN THE #1 ENG, SO I DID NOT CHK THE OIL. I DID A PREFLT AND 'LOOKED' AT THE COWL LATCHES NOTICED THAT THEY WERE CLOSED. THE MECH INFORMED ME THAT HE WOULD PRE-HEAT THE ENG AND I WOULD UNLOAD THE 1ST TRUCK AND THEN DO COCKPIT SET UP WHILE THE CAPT UNLOADED THE 2ND TRUCK, SO THAT'S WHAT I DID. THE MECH FINISHED THE OUTSIDE PREFLT AND REMOVED THE PLUGS AND PITOT COVERS. WE THEN STARTED THE ENG AND TAXIED TO THE DEICING EQUIP TO DEICE THE AIRPLANE. WE DEPARTED AROUND XB:30 LOCAL ON RWY 13 AND CLBED AND FL330. CRUISING AT FL330 ON AUTOPLT WE DID PAPERWORK. ABOUT 1/2 TO DESTINATION WE HEARD THUMP AND THE ACFT YAWED TO THE R. THE CAPT TOOK CONTROL WHILE WE ASSESSED THE SIT. THE AIRPLANE FLEW FINE AND ENG PARAMETERS WERE GOOD. WE CONCLUDE THE CTL SURFACE OR CONNECTION HAD A BUILDUP OF ICE AND BROKE LOOSE SO WE CONTINUED FLT. UPON DSCNT INTO ARPT WE HEAR ANOTHER THUMP AND THE ACFT YAWED TO THE L. AGAIN ENG INSTRUMENTS INDICATED GOOD AND WE DID A NORMAL APCH AND LNDG. ARRIVING AT THE RAMP WE INSPECTED THE ACFT AND FOUND THE #1 ENG LOWER AND INBOARD COWLING AJAR, AND THE #2 LOWER OUTBOARD COWLING MISSING. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: THE RPTR STATED WHEN INVESTIGATING THE CAUSE OF THE DAMAGED #1 ENG LOWER COWLING AND THE LOSS OF THE #2 ENG LOWER COWLING IT WAS DISCOVERED THAT THE LOWER COWLING MUST BE CLOSED AND LATCHED IN A PRECISE SEQUENCE. THE RPTR SAID THE LOWER COWLING HAS THREE LATCHES AND THE CENTER LATCH MUST BE CLOSED FIRST SINCE IT HAS A CENTERING PIN THAT ALIGNS ALL THE LATCHES. THE RPTR STATED CLOSING THE COWLING IN ANY OTHER SEQUENCE WILL NOT ALLOW POSITIVE LOCKING EVEN THOUGH THE LATCHES APPEAR LOCKED.

Synopsis :

A FALCON 20 IN CRUISE AT FL330 NOTED SLIGHT YAW. ON START OF DSCNT NOTED YAW IN OPPOSITE DIRECTION. ON LNDG FOUND #1 ENG LOWER COWLING OPEN AND #2 ENG LOWER COWLING MISSING.

Time

Date : 200212
Day : Fri
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : PTK.Airport
State Reference : MI
Altitude.MSL.Single Value : 2500

Environment

Flight Conditions : Marginal
Ceiling.Single Value : 2500

Aircraft / 1

Controlling Facilities.TRACON : D21.TRACON
Controlling Facilities.Tower : PTK.Tower
Make Model : Learjet 35
Mission : Business
Flight Phase.Descent : Approach
Route In Use.Approach : Instrument Precision

Person / 1

Experience.Flight Time.Total : 1850
Experience.Flight Time.Last 90 Days : 190
Experience.Flight Time.Type : 180
ASRS Report : 569346

Person / 2

Function.Flight Crew : Captain
Experience.Flight Time.Total : 14800
Experience.Flight Time.Last 90 Days : 200
Experience.Flight Time.Type : 4100
ASRS Report : 569344

Person / 3

Function.Controller : Approach

Person / 4

Function.Controller : Local

Events

Anomaly.Altitude Deviation : Excursion From Assigned Altitude
Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.ControllerA : 3
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Became Reoriented

Supplementary

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

Narrative :

WHILE BEING VECTORED FOR THE LOC BACK COURSE FOR RWY 27L AT PONTIAC, MICHIGAN, WE WERE EXPERIENCING MODERATE RIME AND MIXED ICING CONDITIONS WITH 2 1/2 MI VISIBILITY. ATC ISSUED US A FINAL VECTOR WITH THE CLRNC 'MAINTAIN 3000 FT UNTIL ESTABLISHED.' ONCE ESTABLISHED, WE BEGAN OUR DSCNT TO THE PUBLISHED 2300 FT. AT 2500 FT, APCH CTL CALLED US WITH AN ALT ALERT RPTING THE ALTIMETER SETTING TO BE 29.59, WHICH CONFLICTED WITH THE CURRENT ATIS, WHICH RPTED AN ALTIMETER SETTING OF 29.49. FURTHERMORE, APCH HAD PREVIOUSLY RPTED AN ALTIMETER SETTING OF 29.59. ONCE WE REACHED 2300 FT, WE HAD NUMEROUS BIRD STRIKES, WERE SWITCHED TO TWR CTL, WHICH ISSUED US AN ALT ALERT WITH AN ALTIMETER SETTING OF 29.49, ANTISKID LIGHTS WERE ILLUMINATED, AND THE STICK PULLER ACTIVATED. I TOLD THE CAPT WE WERE 300 FT BELOW THE 2300 FT MIN ALT, HE ACKNOWLEDGED MY STATEMENT, AND I FINISHED CHKING THE ITEMS ON THE CHKLIST ADDRESSING THE ANTISKID AND STICK PULLER. AT THIS TIME, THE CAPT TOOK OVER VISUALLY AND LANDED. ONCE WE EXITED THE PLANE, WE SAW NUMEROUS BLOOD SPOTS ON THE L SIDE OF THE FUSELAGE AND GEAR, HOWEVER, THERE WAS NO DAMAGE TO THE AIRPLANE. I FEEL THAT THE BEST WAY TO AVOID THIS SIT, WOULD HAVE BEEN TO EXECUTE A MISSED APCH, RATHER THAN TRYING TO COMPLETE CHKLISTS, HANDLE BIRD STRIKES, AND TALK TO ATC.

Synopsis :

LJ35 LOC RWY 27L, PTK, DSNDND BELOW PUB ALT, EXPERIENCED BIRD STRIKES.