

ASRS Database Report Set

Non-Tower Airport Incidents

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

Update Number.....9.0

Date of UpdateOctober 9, 2003

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

Number of New Records in Report Set36

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

IHS: 262-7

MEMORANDUM FOR: Recipients of Aviation Safety Reporting System Data

SUBJECT: Data Derived from ASRS Reports

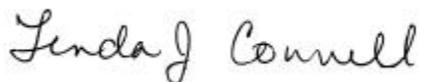
The attached material is furnished pursuant to a request for data from the NASA Aviation Safety Reporting System (ASRS). Recipients of this material are reminded of the following points, which must be considered when evaluating these data.

ASRS reports are submitted voluntarily. The existence in the ASRS database of reports concerning a specific topic cannot, therefore, be used to infer the prevalence of that problem within the National Airspace System.

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

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

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



Linda J. Connell, Director
Aviation Safety Reporting System

CAVEAT REGARDING STATISTICAL USE OF ASRS INFORMATION

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

Moreover, not all pilots, controllers, air carriers, or other participants in the aviation system, are equally aware of the ASRS or equally willing to report to us. Thus, the data reflect **reporting biases**. These biases, which are not fully known or measurable, may influence ASRS statistics. A safety problem such as near midair collisions (NMACs) may appear to be more highly concentrated in area “A” than area “B” simply because the airmen who operate in area “A” are more supportive of the ASRS program and more inclined to report to us should an NMAC occur.

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

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

Time

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

Place

Locale Reference.Airport : LEE.Airport
State Reference : FL

Environment

Flight Conditions : VMC

Aircraft / 1

Operator.General Aviation : Personal
Make Model : Skyhawk 172/Cutlass 172
Mission : Pleasure

Aircraft / 2

Operator.General Aviation : Personal
Make Model : Baron 55/Cochise

Person / 1

Function.Flight Crew : Single Pilot
Experience.Flight Time.Total : 1920
Experience.Flight Time.Last 90 Days : 10
Experience.Flight Time.Type : 170
ASRS Report : 545321

Person / 3

Function.Flight Crew : Single Pilot

Events

Anomaly.Conflict : Ground Critical
Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Resolatory Action.Flight Crew : Took Evasive Action
Resolatory Action.Flight Crew : Took Precautionary Avoidance Action

Supplementary

Problem Areas : Airport
Problem Areas : FAA
Problem Areas : Flight Crew Human Performance

Narrative :

MADE UNICOM STANDARD CALLS FOR RWY 21 PATTERN TOUCH-AND-GO LNDGS. NO OTHER ACFT RPTED IN PATTERN. PRIOR ACFT USING RWY 21. HAD 1 PAX ON BOARD WATCHING AND LISTENING ON RADIO FREQ WITH ME (122.725). AFTER TOUCHDOWN ON RWY 21, RECONFIGURING FOR TOUCH-AND-GO, PAX CALLED ACFT LNDG IN OPPOSITE DIRECTION. SAW V-TAIL ACFT IN LATE FINAL DSCNT FLARE AND THEN LAND WHILE MOVING MY ACFT TO SIDE OF RWY TO MAKE CERTAIN TO AVOID ONCOMING. BROKE AWAY RWY LIGHT AT L SIDE MID RWY ON RWY 21. NO RADIO COM WITH OTHER ACFT. STOPPED MY ACFT TO EXAMINE IF ANYTHING BROKEN -- NO DAMAGE, BUT TO RWY LIGHT. BY THE TIME I GOT TO FBO, ACFT PLT OF ONCOMING ACFT WAS GONE! NEED TWR AT LEE -- OTHER PLTS NEEDS TO OBSERVE TFC IF HE HAS RADIO PROB. GLAD TO HAVE PAX ALONG OBSERVING FLT!

Synopsis :

C172 PLT ABORTED TOUCH-AND-GO AND MOVED TO SIDE OF THE UNCTLED ARPT RWY AFTER PAX OBSERVED A BEECH FLARING OUT FOR LNDG AT THE OPPOSITE END OF THE RWY COMING HEAD-ON. THE RPTR STRUCK A RWY LIGHT DURING HIS ATTEMPT TO CLR THE RWY.

Time

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

Place

Locale Reference.Airport : FHR.Airport
State Reference : WA

Environment

Flight Conditions : VMC
Ceiling.Single Value : 5000

Aircraft / 1

Operator.General Aviation : Personal
Make Model : Skyhawk 172/Cutlass 172
Mission : Pleasure

Aircraft / 2

Make Model : Cessna Aircraft Undifferentiated or Other Model

Person / 1

Function.Flight Crew : Single Pilot
Experience.Flight Time.Total : 518.5
Experience.Flight Time.Last 90 Days : 5.6
Experience.Flight Time.Type : 138.5
ASRS Report : 545697

Person / 2

Function.Flight Crew : Single Pilot

Events

Anomaly.Non Adherence : FAR
Independent Detector.Other.Flight CrewA : 1
Resolutory Action.Flight Crew : Took Precautionary Avoidance Action

Supplementary

Problem Areas : Airport
Problem Areas : Flight Crew Human Performance

Narrative :

I TOOK OFF FROM RNT, WA, WITH A SLIGHTLY NERVOUS PAX (ON HER SECOND GA FLT) FOR A 'FLT-SEEING' TOUR OF THE SAN JUAN ISLANDS. THE FORECAST WX WAS FOR AREAS OF SCATTERED CLOUDS AROUND 4000 FT TO BURN OFF IN THE LATE MORNING, LEAVING HIGH CIRRUS ABOVE, AND LIGHT N SURFACE WINDS (UNDER 10 KTS) ALONG THE RTE OF FLT, THROUGH EARLY EVENING. THAT IS WHAT WE SAW. IDEAL FLYING WX, WITHOUT THE BLUE SKIES FOR TRULY STUNNING PHOTOGRAPHS. AFTER VIEWING LOPEZ AND ORCAS ISLANDS, I HEADED FOR ROCHE HARBOR, WHERE I POINTED OUT THE HARBOR AND RESTAURANT BEFORE FOLLOWING THE COASTLINE E TO INTERCEPT THE NDB FOR A STRAIGHT-IN APCH TO RWY 34. I RECHKD THE ASOS ABOUT 10 DEGS BEFORE MY INTERCEPT, THEN RETURNED TO CTAF WHERE I COULD HEAR 1 ACFT DEPARTING ON RWY 34, AND ANOTHER MANEUVERING FOR THE 45 DEG ENTRY TO RWY 34. I ANNOUNCED THAT I WAS MANEUVERING FOR A STRAIGHT-IN ENTRY TO RWY 34 AT THE COASTLINE. I CROSSED THE COASTLINE, ANNOUNCED I WAS 1100 FT STRAIGHT-IN FOR RWY 34, AND BEGAN MY DSCNT. I EXPLAINED THE THERMALS TO MY PAX, WATCHED THE DEPARTING TFC TURN XWIND, AND KEPT ABOUT 10 KTS EXTRA SPD FOR PAX COMFORT AS I KNEW I HAD LOTS OF RWY. I HEARD THE OTHER TFC TURNING DOWNWIND. AS I DSNDED THROUGH 400 FT, THE VASI TURNED WHITE/WHITE, SO I ANNOUNCED I WAS SHORT FINAL FOR RWY 34 AND GOT BUSY ABOUT LOSING SOME ALT. THE TFC BEHIND ME ANNOUNCED HIS POS AND INTENTION TO LAND ON RWY 34. THEN A STATION AIR ANNOUNCED HE WAS READY FOR TKOF ON RWY 16. I GLANCED UP TO SEE HIM AT THE HOLD LINE, THEN FLARED AND LANDED. THEN I LOOKED UP TO SEE THE STATION AIR TAXI ONTO THE RWY, ROLLING TOWARDS ME. I PROMPTLY ANNOUNCED THAT I WAS ON THE RWY, AND SLOWED RAPIDLY. THE STATION AIR DID A 180 DEG TURN AND HEADED FOR THE TXWY. I WAS ABLE TO EXIT AT MIDFIELD. AS I TAXIED OFF THE RWY, I ANNOUNCED THAT HE WAS OK, I WAS OFF AT MIDFIELD. HE CALLED BACK AND APOLOGIZED. HE SAID HE DID NOT HEAR MY POS ANNOUNCEMENTS. HE THEN TAXIED TO RWY 34, AND DEPARTED AFTER THE ARRIVING TFC HAD LANDED.

Synopsis :

C172 PLT MAKES QUICK EXIT FROM RWY WHEN NOTICING ANOTHER ACFT STARTING TKOF ROLL FROM THE OTHER END OF THE RWY COMING TOWARD HIM AT AN UNCTLED ARPT.

Time

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

Place

Locale Reference.Airport : JBR.Airport
State Reference : AR

Environment

Flight Conditions : VMC
Ceiling.Single Value : 12000

Aircraft / 1

Operator.General Aviation : Personal
Make Model : Small Transport, Low Wing, 2 Turboprop Eng
Mission : Pleasure
Flight Phase.Descent : Approach

Aircraft / 2

Make Model : Centurion/Turbo Centurion 210c

Person / 1

Function.Flight Crew : Single Pilot
Experience.Flight Time.Total : 3266
Experience.Flight Time.Last 90 Days : 34.4
Experience.Flight Time.Type : 66.4
ASRS Report : 54

Person / 2

Function.Flight Crew : Single Pilot

Events

Anomaly.Conflict : Ground Critical
Anomaly.Non Adherence : Published Procedure
Anomaly.Non Adherence.Other : FREQ SELECTION
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Executed Go Around
Miss Distance.Vertical : 400
Miss Distance.Horizontal : 400

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

I WAS ON AN IFR FLT PLAN FROM DAB, FL, TO SGI, MO. THE HEADWINDS WERE STRONG, SO I DECIDED TO STOP AT JBR FOR FUEL. I ADVISED CTR OF THE DEST CHANGE AND THEY ACKNOWLEDGED AND GAVE ME APPROVAL TO DSND TO 3000 FT. ABOUT 10 MI OUT, I HAD THE ARPT AND ADVISED CTR TO CANCEL IFR. THEY ACKNOWLEDGED AND ADVISED FREQ CHANGE APPROVED AND SQUAWK, VFR, 1200, WHICH I DID. I WAS HAVING A PROB WITH MY GYRO SO I WAS HAND FLYING THE PLANE. WHEN I LOOKED AT THE CHART, I SAW UNICOM FREQ WAS 123.0, SO I TUNED IT IN AND ANNOUNCED MY POS AND MY INTENTION TO LAND ON RWY 23. I HAD LISTENED TO AWOS AND THE WX WAS CLR AND WINDS LIGHT AND VARIABLE. I LANDED ON RWY 23 AND ON ROLLOUT, OBSERVED A C210 ABORTING HIS LNDG ON RWY 5 BECAUSE I WAS ON THE RWY. MY MISTAKE WAS NOT USING THE CTAF 123.6. I SHOULD HAVE LOOKED AT THE APCH PLATE MORE CAREFULLY TO BE SURE OF THE CORRECT FREQ.

Synopsis :

GND CONFLICT CREATED BY A TWIN TURBOPROP PVT PLT WHEN HE LANDS OPPOSITE DIRECTION TO C210 TFC AT A NON TWR ARPT AT JBR, AR.

Time

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

Place

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

Environment

Flight Conditions : Marginal
Ceiling.Single Value : 4500

Aircraft / 1

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

Aircraft / 2

Controlling Facilities.ARTCC : ZZZ1.ARTCC
Operator.General Aviation : Corporate
Make Model : Small Transport, Low Wing, 2 Turbojet Eng
Mission : Business

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 : 545918

Person / 2

Function.Oversight : PIC
Function.Flight Crew : Captain

Person / 3

Function.Controller : Radar

Events

Anomaly.Conflict : Ground Critical
Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Rejected Takeoff
Resolatory Action.Flight Crew : Took Evasive Action
Miss Distance.Vertical : 0
Miss Distance.Horizontal : 30

Supplementary

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

Narrative :

SUBJECT ACFT HAD PREVIOUSLY DECLARED AN EMER AND WAS DIVERTING TO ZZZ. CTR RELEASED A SMALL JET IFR AT ZZZ, BUT WARNED THEM THAT A GA WAS ON ILS 36. JET ENTERED RWY AND BEGAN TKOF ROLL ON RWY 18 (TOWARD ME!) AS I WAS LNDG. JET ABORTED TKOF AND WE PASSED EACH OTHER IN RWY. I NOTICED MOVEMENT AT THE FAR END OF THE RWY. AS I WAS ENTERING MY FLARE, I SAID IN DISBELIEF, 'THE JET IS DEPARTING!' CTR GOT A 'LITTLE' CONCERNED AND SAID, 'YOU GUYS ARE SUPPOSED TO BE TALKING ON 122.7.' THE RWY WAS WIDE ENOUGH THAT THE JET AND THE GA ACFT WERE ABLE TO SCOOT OVER TO THEIR RESPECTIVE R-HAND SIDES AND PASS 'COMFORTABLY' PAST EACH OTHER AT 30-40 KTS EACH. REFLECTING BACK AGAIN, I REALIZE THAT I MADE A LONG STRING OF ERRORS THAT CULMINATED IN NEAR DISASTER. THERE WAS CLRLY A POINT SOMEWHERE IN THIS SEQUENCE WHERE I SHOULD HAVE BEEN ABLE TO SUCCESSFULLY EXECUTE A GAR. I WAS NOT MENTALLY PREPARED/PRIMED FOR THE GAR OP AND IT REALLY NEVER ENTERED MY MIND. I AM PROFOUNDLY EMBARRASSED, AND FRANKLY APPALLED, AT THE MANY LAPSES IN JUDGEMENT AND SKILL I DISPLAYED DURING THIS FIASCO.

Synopsis :

NEAR GND COLLISION WHEN A GA ACFT LANDS OFF OF AN ILS TO RWY 36 AND A SMALL BIZJET ATTEMPTS A TKOF ON RWY 18 AT ZZZ, US.

Time

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

Place

Locale Reference.Airport : AOO.Airport
State Reference : PA

Environment

Flight Conditions : VMC
Ceiling.Single Value : 10000

Aircraft / 1

Operator.General Aviation : Personal
Make Model : Small Aircraft, High Wing, 1 Eng, Fixed Gear
Mission : Pleasure

Aircraft / 2

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

Person / 1

Function.Flight Crew : Single Pilot
Experience.Flight Time.Total : 1100
Experience.Flight Time.Last 90 Days : 20
Experience.Flight Time.Type : 15
ASRS Report : 546308

Person / 2

Function.Oversight : PIC
Function.Flight Crew : Captain

Events

Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Resolatory Action.Flight Crew : Executed Go Around
Resolatory Action.None Taken : Detected After The Fact

Supplementary

Problem Areas : Airport
Problem Areas : FAA
Problem Areas : Flight Crew Human Performance

Narrative :

ON MAY/SAT/02, I INADVERTENTLY ENCROACHED THE ACTIVE RWY AT AN UNCTLED ARPT IN FRONT OF A PLANE ON FINAL. I DID NOT SEE THE ACFT NOR HEAR HIS XMISSION THAT HE WAS ON FINAL. I ASSUME WE WERE NOT CLOSE TO COLLIDING, BUT I HEARD HIM LOUD AND CLR AFTER I STARTED MY TKOF ROLL. HE WAS VERY UPSET. I PLAN TO BE MORE DILIGENT IN MY SCAN AND PLAN TO GET MORE TIME IN MY NEW ACFT AND LOOK FOR POSSIBLE BLIND SPOTS THAT MAY HAVE CAUSED THE SIT. IT ALSO WOULD HAVE HELPED IF THE APCHING ACFT WOULD HAVE ANNOUNCED HIS LOCATION WHEN HE HEARD MY XMISSION FOR INTENDED DEP.

Synopsis :

SMA PLT TOOK THE RWY AHEAD OF LNDG TFC AT AN UNCTLED ARPT. LNDG ACFT DID NOT OBSERVE UNCTLED COM PROCS.

Time

Date : 200205
Day : Mon
Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : EVY.Airport
State Reference : DE
Altitude.MSL.Single Value : 500

Environment

Flight Conditions : VMC

Aircraft / 1

Operator.General Aviation : Corporate
Make Model : Helicopter
Mission : Training
Flight Phase.Descent : Approach
Route In Use.Approach : Visual

Aircraft / 2

Operator.General Aviation : Personal
Make Model : Cessna Aircraft Undifferentiated or Other Model
Mission : Training
Flight Phase.Descent : Approach
Route In Use.Approach : Visual

Person / 1

Function.Oversight : PIC
Function.Flight Crew : Captain
Experience.Flight Time.Total : 6300
Experience.Flight Time.Last 90 Days : 30
Experience.Flight Time.Type : 30
ASRS Report : 546568

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Flight Crew : Single Pilot

Events

Anomaly.Conflict : NMAC
Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Anomaly.Non Adherence : Required Legal Separation
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Took Precautionary Avoidance Action
Miss Distance.Vertical : 100
Miss Distance.Horizontal : 200

Supplementary

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

Narrative :

WHILE ON APCH TO RWY 17 AT EVY, I HAD TO DEVIATE FROM MY APCH BECAUSE A CESSNA WAS APCHING FROM BASE AT A STEEP ANGLE AND DIDN'T APPEAR TO HAVE ME IN SIGHT. HE WAS ABOUT 200 FT TO MY L AND ABOUT 100 FT HIGHER AND DIDN'T APPEAR TO HAVE US IN SIGHT AND WAS MAKING NO MOVE TO CHANGE HIS FLT PATH. HE WAS PERFORMING A HIGH OVERHEAD SIMULATED ENG FAILURE AND I DON'T THINK HIS DSCNT ANGLE EVER EXPOSED OUR POS. I WAS FLYING A HVY HELI AND IF HE HAD LANDED BEHIND ME OUR ROTOR WASH WOULD HAVE CAUSED CTL PROBS FOR HIM, SO I DEVIATED TO ANOTHER RWY.

Synopsis :

NMAC BTWN A CH47 CHINOOK HELI AND A CESSNA TYPE ACFT ON SHORT FINAL 1 MI FROM RWY 17 AT EVY.

Time

Date : 200205
Day : Sun

Place

Locale Reference.Airport : W29.Airport
State Reference : MD
Altitude.MSL.Single Value : 1400

Environment

Flight Conditions : VMC
Ceiling : CLR

Aircraft / 1

Operator.General Aviation : Instructional
Make Model : Bonanza 33
Mission : Training
Flight Phase.Descent : Approach
Route In Use.Approach : Instrument Non Precision

Aircraft / 2

Operator.General Aviation : Instructional
Make Model : Small Aircraft, Low Wing, 1 Eng, Fixed Gear
Mission : Training
Flight Phase.Descent : Approach
Route In Use.Approach : Traffic Pattern

Person / 1

Function.Flight Crew : Single Pilot
Experience.Flight Time.Total : 2200
Experience.Flight Time.Last 90 Days : 30
Experience.Flight Time.Type : 1500
ASRS Report : 547133

Person / 3

Function.Flight Crew : Single Pilot

Events

Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.Flight CrewA : 2
Resolatory Action.Flight Crew : Took Evasive Action
Resolatory Action.None Taken : Detected After The Fact
Miss Distance.Vertical : 200
Miss Distance.Horizontal : 0

Supplementary

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

Narrative :

DURING A PRACTICE GPS APCH TO RWY 11 AT W29 IN VMC (VFR) WITH A QUALIFIED SAFETY PLT ABOARD, A NEAR MISS WITH AN ACFT OPERATED BY THE LCL FLT SCHOOL (I BELIEVE A SOLO STUDENT WAS OPERATING THE ACFT) A NEAR MISS OCCURRED. RWY 11 WAS ACTIVE AT W29 AT THE TIME OF THE OCCURRENCE. BECAUSE 1 OF THE IAFS FOR THE RNAV (GPS) 11 IS LOCATED INSIDE AND ABOVE THE FLOOR (1500 FT) OF AN ADJACENT CLASS B AIRSPACE, I RUN THE APCH AT 1400 FT MSL. THE ARPT PATTERN ALT FOR RWY 11 IS 1200 FT. HENCE, RUNNING THE APCH AT 1400 FT PROVIDES SOME VERT CLRNC TO POSS OPPOSING TFC ON DOWNWIND AND L BASE. DURING THE PRACTICE APCH WE WERE CONTINUOUSLY ANNOUNCING OUR POS AND INTENTIONS. THE SAFETY PLT WAS MAINTAINING A CONTINUOUS SEARCH FOR TFC. THE ACFT STROBES WERE OPERATIONAL. INSIDE DOCTR AT 1400 FT AT APPROX 3.5 NM FROM THE THRESHOLD OF RWY 11 AT 1400 FT MSL (THE POINT AT WHICH A DSCNT TO LNDG IS NORMALLY INITIATED) WE AGAIN ANNOUNCED OUR POS WITH RESPECT TO DISTANCE W OF THE ARPT AND OUR INTENTION TO LAND ON RWY 11. JUST PRIOR TO INITIATION OF DSCNT THE OPPOSING ACFT ANNOUNCED DOWNWIND FOR RWY 11. NO CALLS FROM THIS ACFT HAD PREVIOUSLY BEEN HEARD BY EITHER PLT. WE MAINTAINED OUR ALT AND BOTH PLTS SEARCHED FOR THE OPPOSING ACFT. THE OPPOSING ACFT WAS NOT ACQUIRED. I TURNED ON OUR LNDG LIGHT (STROBES ARE NOT PARTICULARLY EFFECTIVE DURING BRIGHT SUNLIGHT), REQUESTED A POS RPT FROM THE OPPOSING ACFT AND REQUESTED THAT HE TURN ON HIS LNDG LIGHT. THIS REQUEST WAS IGNORED. HAVING NOT ACQUIRED THE OPPOSING ACFT 1400 FT WAS MAINTAINED. I AGAIN ANNOUNCED OUR POS AND THAT WE WERE #1 TO LAND. (THE FLT SCHOOL ACFT FREQUENTLY INITIATE DOWNWIND FOR RWY 11 AS MUCH AS 2 NM E OF THE ARPT AND TURN L BASE AS MUCH AS 2 NM W OF THE ARPT.) HAVING NOT ACQUIRED THE ACFT 1400 FT WAS MAINTAINED. SHORTLY THEREAFTER THE OPPOSING ACFT ANNOUNCED THAT HE HAD US IN SIGHT. AGAIN I REQUESTED A POS RPT. THE OPPOSING ACFT ANNOUNCED A POS THAT INDICATED THAT HE WAS DIRECTLY OR NEARLY DIRECTLY BELOW US. EXCLAIMING THAT 'HE'S BELOW US' I IMMEDIATELY INITIATED A CLBING 360 DEG TURN FOR AVOIDANCE AND ANNOUNCED MY INTENTIONS. UPON COMPLETION OF THE TURN THE OPPOSING ACFT WAS ACQUIRED ON FINAL FOR RWY 11. UPON COMPLETION OF THE TURN I INITIATED A DSCNT AND ENGAGED THE AUTOPLT FOR THE FINAL SEGMENT TO SEE IF IT WOULD ACQUIRE THE APCH. AT MDA THE APCH WAS NOT SATISFACTORY. A STANDARD MISSED APCH WAS INITIATED AT MDA, IE, FULL PWR, POS RATE, FLAPS UP, GEAR UP, ETC. A SUBSEQUENT APCH WAS MORE SUCCESSFUL. CONTRIBUTING FACTORS: 1) THE DIAMOND IS AN ALL COMPOSITE ACFT WITH A LONG VERY THIN WING, A SMALL FUSELAGE CROSS SECTION AND A SMALL TAIL. THE ACFT IS ALMOST ALL WHITE (BECAUSE OF TEMP LIMITS ON THE COMPOSITE MATERIAL). AS A RESULT, THE ACFT IS VERY DIFFICULT TO SEE, ESPECIALLY HEAD ON. 2) ALTHOUGH THE FLT SCHOOL DOES USE STROBES, STROBES ARE NOT PARTICULARLY EFFECTIVE ON A BRIGHT DAY. FAILURE OF THE FLT SCHOOL TO REQUIRE THE USE OF LNDG LIGHTS IN THE PATTERN OR THE VICINITY OF THE ARPT. 3) THE EXTREMELY LONG PATTERNS TAUGHT BY THE FLT SCHOOL CONTRIBUTED TO OUR ANTICIPATION THAT THE OPPOSING ACFT WOULD NOT BE A FACTOR. 4) FAILURE OF THE PLT OF THE OPPOSING ACFT TO CONTINUOUSLY ANNOUNCE HIS POS. (LACK OF ADEQUATE TRAINING.) 5) FAILURE OF THE PLT OF THE OPPOSING ACFT TO TAKE ACTION TO INSURE SPACING FROM AN ACFT ON FINAL THAT HAD INDICATED #1 FOR THE LNDG AND THAT HE HAD IN SIGHT AND THAT HE KNEW DID NOT HAVE HIM IN SIGHT. (LACK OF ADEQUATE TRAINING.) COMMENTS: 1) MY CONTINUING TO MAINTAIN 1400 FT MSL UNTIL THE OPPOSING ACFT WAS POSITIVELY ACQUIRED PREVENTED A POTENTIAL ACCIDENT. 2) IN RETROSPECT I SHOULD HAVE COMPLETELY ABANDONED THE APCH AFTER THE AVOIDANCE TURN. RECOMMENDATION: 1) REITERATE TO ALL FLT SCHOOLS, ESPECIALLY THOSE THAT USE DIAMOND OR SIMILAR ACFT, THE NECESSITY TO TRAIN STUDENTS TO USE THE LNDG LIGHT IN THE PATTERN OR THE VICINITY OF THE ARPT.

Synopsis :

BE33 PLT AND A DIAMOND ACFT HAD AN NMAC IN THE VFR PATTERN AT W29.

Time

Date : 200205
Day : Sat

Place

State Reference : TX

Environment

Flight Conditions : VMC

Aircraft / 1

Operator.General Aviation : Personal
Make Model : Skyhawk 172/Cutlass 172
Flight Phase.Descent : Approach
Route In Use.Approach : Traffic Pattern

Aircraft / 2

Operator.General Aviation : Personal
Make Model : Skyhawk 172/Cutlass 172

Person / 1

Function.Oversight : PIC
Experience.Flight Time.Total : 1400
Experience.Flight Time.Last 90 Days : 100
Experience.Flight Time.Type : 400
ASRS Report : 548455

Person / 2

Function.Flight Crew : Single Pilot

Person / 3

Function.Flight Crew : Single Pilot

Events

Anomaly.Conflict : Airborne Critical
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Took Evasive Action

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

ACFT #1 WAS A STUDENT PLT TRAINING FLT OPERATING AT THE BRINKMAN PVT ARPT WITH THE OWNER'S PERMISSION. I WAS THE FLT INSTRUCTOR, INSTRUCTING THE STUDENT IN ARPT TFC PATTERN PROCS. AS WE TURNED DOWNWIND FROM XWIND, I OBSERVED ANOTHER ACFT ON WHAT APPEARED TO BE A COLLISION COURSE XING FROM L TO R IN THE TFC PATTERN. I IMMEDIATELY TOOK CTL OF THE ACFT AND INITIATED A HARD L CLBING TURN TO AVOID THE ACFT. I RECOGNIZED THE ACFT AS ONE FLOWN BY X, BUT DID NOT SEE THE OTHER ACFT TAKE ANY EVASIVE ACTION. THE CAP [CIVIL AIR PATROL] HAD BEEN FLYING 2 C172 ACFT FROM THE KERRVILLE SCHREINER ARPT ON FRIDAY AND SATURDAY, POSSIBLY ON A PRACTICE SEARCH MISSION. THERE WAS NO NOTICE POSTED AT KERRVILLE ARPT INDICATING ANY INCREASE IN CAP ACTIVITY. I RECOMMEND THAT CAP PROCS BE AMENDED TO REQUIRE NOTAMS BE POSTED FOR ANY PRACTICE SEARCH MISSIONS OR TIMES OF INCREASED FLT ACTIVITY BY THE CAP. THE ARPTS IN THE AREAS AFFECTED BY THE FLT ACTIVITY SHOULD POST NOTICES PROVIDED BY THE CAP INDICATING TIMES, ALTS AND LOCATION OF SEARCH ACTIVITIES SO LCL AIRMEN ARE AWARE OF THE INCREASED FLT ACTIVITY. MAY/FRI/02, ON RETURNING TO KERRVILLE ARPT FOLLOWING A TRAINING FLT, I WAS UNABLE TO MAKE NORMAL RADIO XMISSIONS ON CTAF BECAUSE CAP GND AND FLT PERSONNEL WERE TRYING TO RESOLVE AN FM RADIO COM PROB ON 122.7 (CTAF). CAP NEEDS TO IMPROVE THEIR OPERATING PROCS SO AS NOT TO CREATE A SAFETY OF FLT ISSUE BY CLUTTERING UP CTAF WITH MAINT/OPS TROUBLESHOOTING.

Synopsis :

C172 FLT INSTRUCTOR, WITH STUDENT PLT, TOOK CTL OF ACFT DURING DOWNWIND LEG TO MAKE AN EVASIVE CLBING TURN TO AVOID ANOTHER C172 XING THROUGH THE TFC PATTERN ON A COLLISION COURSE.

Time

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

Place

Locale Reference.Airport : MTJ.Airport
State Reference : CO

Environment

Flight Conditions : VMC
Ceiling : CLR

Aircraft / 1

Controlling Facilities.ARTCC : ZDC.ARTCC
Operator.Common Carrier : Air Carrier
Make Model : Brasilia EMB-120 All Series
Mission : Passenger

Aircraft / 2

Operator.General Aviation : Personal
Make Model : Bonanza 35
Flight Phase.Descent : Approach
Route In Use.Approach : Traffic Pattern

Person / 1

Function.Oversight : PIC
Function.Flight Crew : Captain
Experience.Flight Time.Total : 9630
Experience.Flight Time.Last 90 Days : 189
Experience.Flight Time.Type : 2689
ASRS Report : 548649

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Flight Crew : Single Pilot

Person / 4

Function.Controller : Radar

Events

Anomaly.Conflict : Ground Less Severe
Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.Flight CrewA : 1+2
Miss Distance.Vertical : 0
Miss Distance.Horizontal : 1500

Supplementary

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

Narrative :

WAITING TO TAKE OFF AT S END OF TXWY FOR RWY 35 AT MONTROSE, CO (MTJ). A CITATION LANDED OPPOSITE DIRECTION (TO TFC FLOW AND WIND CONDITIONS) ON RWY 17. THE CITATION GOT OFF THE RWY, BUT HAD TO SIT AND WAIT FOR US TO TAKE OFF BEFORE THEY COULD GET BY US AND THE GULFSTREAM BEHIND US. DUE TO TXWY DESIGN AT MONTROSE, ALL TFC DEPARTING OR ARRIVING ON BOTH RWY 17 AND RWY 35 IS CHANNLED PAST A SINGULAR POINT AT THE S END OF RWY 35, WHICH NOT ONLY BACKS UP TFC, BUT ALSO PREVENTS ACFT DEPARTING RWY 35 FROM MAKING A 360 DEG TURN ON THE GND TO CHK FOR OTHER TFC IN THE PATTERN. WE WAITED ABOUT 10 MINS, WITH NO OTHER TFC LNDG OR DEPARTING, FOR A LNDG ACFT TO CANCEL BEFORE WE COULD GET OUR CLRNC, A DHC-8 LANDED ON RWY 35, THEN BACK TAXIED BEFORE CANCELING. AS IT BACK TAXIED, THE FO RECEIVED A CLRNC WHILE I MONITORED CTAF AND HEARD A BONANZA THAT RPTD ENTERING ON A MIDFIELD DOWNWIND. WHEN THE FO FINISHED WITH CTR, I BRIEFED HIM ON THE BONANZA THAT RPTD DOWNWIND AS THE DHC-8 CLRED THE RWY. I ASKED THE FO IF HE COULD SEE THE BONANZA OUT HIS WINDOW, TO WHICH HE SAID 'NEGATIVE.' WE THEN MADE OUR DEP ANNOUNCEMENT, AND BEGAN MOVING ONTO RWY 35. AS WE TAXIED ONTO THE RWY PROPER, THE BONANZA RPTD ON A L BASE, AND I QUERIED THE FO IF HE COULD SEE HIM YET, TO WHICH HE AGAIN RESPONDED, 'NEGATIVE.' I WAS REASSURED BY THIS (FALSELY) AS WE WERE ALMOST IN TKOF POS, AND AN ACFT JUST TURNING BASE SHOULD ALLOW A GENEROUS AMOUNT OF TIME FOR US TO DEPART WITHOUT CONFLICTING WITH THEM, ESPECIALLY WHEN VERIFIED BY THE ACFT NOT BEING VISIBLE ON BASE OR FINAL. ALMOST 3-4 SECONDS LATER THOUGH, AS WE BEGAN OUR TURN ONTO CTRLINE, THE BONANZA ANNOUNCED HE WAS ON FINAL, AND THAT WE 'BETTER MOVE, YOU BETTER GET GOING!' I ASKED MY FO 'CAN YOU SEE HIM NOW?' TO WHICH HE SAID 'YEAH! I GOT HIM NOW. HE'S REAL TIGHT ON BASE STILL AND TURNING FINAL.' 'WHAT, IS HE ON ABOUT A 1/4 MI BASE?' I ASKED. 'YEP,' THE FO SAID. I LINED UP ON CTRLINE AND BROUGHT THE PWR LEVERS FORWARD AND WE TOOK OFF WHILE THE BONANZA LANDED. FACTORS CONTRIBUTING TO THIS CONFLICT WERE THE TXWY ARRANGEMENT OF THE ARPT, INABILITY OF US BEING ABLE TO SEE THE DOWNWIND PORTION OF THE PATTERN, INCORRECT PERCEPTION OF TIME LEFT AVAILABLE AFTER THE BONANZA RPTD TURNING BASE, AND THE COWBOY STYLE PATTERN BY THE BONANZA ALONG WITH A LACK OF COMMUNICATING HIS INTENTION OF A HIGHLY NON STANDARD APCH. SEPARATION WAS NOT LOST. THE BONANZA DID NOT HAVE TO DO A GAR, BUT WE FELT EXTREMELY UNCOMFORTABLE WITH THIS EVENT. WHILE THIS IS THE FIRST SIT I'VE PERSONALLY BEEN INVOLVED IN AT MONTROSE, THIS CREW HAS WITNESSED MANY OTHER CLOSE CALLS AND POTENTIAL NEAR MISSES DUE TO THE COMBINATION OF POOR TXWY/RWY DESIGN, OPPOSITE DIRECTION OPS IN LOW/CALM WINDS, UNCTLED ARPT, AND LACK OF RADAR COVERAGE.

Synopsis :

GND CONFLICT OCCURS DURING AN EXPEDITED TKOF BY AN EMB120 FLC AS A BONANZA LANDS ON OCCUPIED RWY 35 AT MTJ, CO.

Time

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

Place

State Reference : WY
Altitude.MSL.Single Value : 7000

Environment

Flight Conditions : VMC

Aircraft / 1

Operator.General Aviation : Personal
Make Model : Bonanza 35
Mission : Pleasure
Flight Phase.Descent : Approach
Route In Use.Approach : Traffic Pattern
Route In Use.Approach : Visual

Aircraft / 2

Make Model : Any Unknown or Unlisted Aircraft Manufacturer

Aircraft / 3

Make Model : Cessna Aircraft Undifferentiated or Other Model
Flight Phase.Descent : Approach
Route In Use.Approach : Traffic Pattern

Person / 1

Function.Flight Crew : Single Pilot
Experience.Flight Time.Total : 930
Experience.Flight Time.Last 90 Days : 10
Experience.Flight Time.Type : 190
ASRS Report : 548657

Person / 2

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

Person / 3

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

Events

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

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

AS I WAS APCHING DOUGLAS, WY, MUNI ARPT (DGW) AT APPROX XA45 ON MAY/SAT/02 IN A BONANZA, TRANSMITTED MY POS AND INTENTION TO LAND. I MADE THE RPT AT ABOUT 11 MI WNW OF THE ARPT. I HEARD A CESSNA ANNOUNCE DEPARTING RWY 28, STRAIGHT OUT TO THE W. AWOS WAS RPTING WIND VARIABLE AT 4 KTS. I KEPT LOOKING FOR THE DEPARTING CESSNA AND DID NOT HAVE CONTACT. I ANNOUNCED AGAIN AT 5 MI W AND BEGAN A TURN TO THE S AT 7200 FT TO CROSS OVER TO THE S SIDE OF THE FIELD AND ANNOUNCED THAT I WOULD ENTER A L DOWNWIND FOR RWY 28. I ALSO BEGAN FURTHER DSCNT TO PATTERN ALT OF 6000 FT. I HAD NOT HAD CONTACT WITH THE CESSNA AND ASSUMED THAT IT HAD PASSED IN FRONT OF AND BELOW ME AND WAS NOW W OF MY POS. AS I WAS APPROX EVEN WITH THE END OF THE RWY, I LOOKED OVER MY R WING TO THE W AND SAW THE CESSNA HAD PASSED UNDER ME AND WAS ABOUT 1000 FT PAST ME AND AT ABOUT MY ALT. IT WOULD HAVE HAD TO PASS UNDER ME AT ABOUT 200 FT BELOW MY ALT. THE PLT OF THE CESSNA DID NOT ANNOUNCE HAVING ME IN SIGHT AND I DID NOT SEE IT UNTIL IT WAS PAST. AS I TURNED MY SCAN BACK TO THE FRONT AND L (ABOUT 2-3 SECONDS AFTER SEEING THE CESSNA) I SAW A BLUE SPORT PLANE, SIMILAR TO A SUKOI, IN A STEEP R BANK TO AVOID A COLLISION WITH ME. HE WAS ON THE S SIDE OF THE ARPT WBOUND AGAINST ANY TFC WHICH MIGHT HAVE BEEN ON DOWNWIND FOR RWY 28 AND I HAD NEVER HEARD ANY KIND OF RADIO XMISSION FROM OR ABOUT ANOTHER ACFT IN THE VICINITY. I ESTIMATE THE SEPARATION WHEN HE PASSED BY MY TAIL TO BE ABOUT 200 FT. THE NEAR MISS TOOK PLACE ABOUT 3 MI SW OF THE ARPT WITH TFC USING RWY 28. THE PLT OF THE CESSNA CALLED ME AFTER I HAD ENTERED DOWNWIND TO ASK IF I HAD SEEN THE 2 ACFT AND TOLD ME THAT THE SPORT PLANE PLT HAD TO TAKE EVASIVE ACTION TO AVOID ME. SHE DID NOT EXPLAIN WHY HE WAS WHERE HE WAS. I LATER LEARNED THAT THEY HAD DEPARTED TOGETHER AND I ASSUME THAT THE SPORT PLANE WAS TRYING TO CATCH UP WITH THE CESSNA TO JOIN IN FORMATION. IF ALL ACFT OPERATING FROM AND IN THE VICINITY OF AN ARPT WOULD ANNOUNCE POS AND INTENTIONS THIS NEAR MISS PROBABLY COULD HAVE BEEN AVOIDED. I WILL CERTAINLY APCH THE DOWNWIND LEG FROM FURTHER FROM THE ARPT IN THE FUTURE, OR I WILL ENTER THE PATTERN FROM A FLY-OVER DIRECTLY ABOVE THE ARPT AND ABOVE THE PATTERN ALT.

Synopsis :

A BE35 PLT HAS 2 NMACS WITHIN THE SPACE OF 1 MIN DSNDING TO TFC PATTERN ALT 3 ME SW OF DGW, WY.

Time

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

Place

State Reference : MN

Environment

Flight Conditions : VMC
Ceiling : CLR

Aircraft / 1

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

Person / 1

Experience.Flight Time.Total : 370
Experience.Flight Time.Last 90 Days : 25
Experience.Flight Time.Type : 260
ASRS Report : 548793

Events

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

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

THE FLT WAS PLANNED AS A LCL FLT WITHIN 20 MI OF THE ORIGINATION ARPT. I DID NOT CALL FLT SVC. I DID NOT FILE A FLT PLAN. I USUALLY CALL FLT SVC BEFORE FLTS. HOWEVER, I DID NOT ON THIS BEAUTIFUL DAY, PLANNING TO STAY SO CLOSE TO HOME. WE WERE PRACTICING SIMULATED ENG FAILURES IN THE VICINITY OF A SMALL LCL ARPT WITH A TURF RWY. BEFORE CONDUCTING THE SIMULATED ENG FAILURE PRACTICE, I ANNOUNCED OUR POS AND INTENTION OVER THE CTAF. THERE WAS NO TFC IN THE AREA OF THE ARPT. AFTER COMPLETING THE MANEUVER (SIMULATED ENG OUT APCH FOR LNDG), WE PERFORMED A GAR AT APPROX 40 FT AGL. I ANNOUNCED OUR GAR ON THE CTAF. ON CLBOUT, MY PAX AND I DISCUSSED SOFT FIELD LNDG AND TKOF TECHNIQUE. HE HAD NEVER EXPERIENCED A LNDG ON A TURF RWY. I ASKED IF HE WOULD LIKE TO LAND ON THE TURF FIELD. HE AGREED AND WE DECIDED TO LAND AT THE ARPT. I CHKED THE AFD FOR INFO ON THE ARPT, SPECIFICALLY LOOKING FOR ARPT CLOSURE INFO. I FOUND NONE. THE FIELD APPEARED IN GOOD CONDITION UPON INSPECTION DURING THE GAR, AND CONCLUDED THAT IT WOULD BE ALRIGHT TO PERFORM A LNDG. AS STATED ABOVE, I DID NOT CALL FLT SVC TO CHK NOTAMS. WE LANDED ON THE FIELD (WHICH WAS IN GOOD CONDITION) AND ANNOUNCED A TAXI-BACK OVER THE CTAF. AT THAT TIME, AN UNIDENTIFIED MAN CALLED OVER THE CTAF, PRESUMABLY FROM THE FIELD, AND STATED, 'DID YOU KNOW THE ARPT IS CLOSED?' I RESPONDED THAT I WAS NOT AND THAT WE HAD NOT CALLED FLT SVC FOR NOTAMS. I APOLOGIZED FOR THE INCONVENIENCE. THE UNIDENTIFIED CALLER STATED, 'OK.' WE COMPLETED THE TAXI-BACK, TURNED FOR DEP, AND I ANNOUNCED OVER THE CTAF OUR DEP AND ANOTHER APOLOGY FOR THE TROUBLE. WE DEPARTED THE AREA AND RETURNED TO OUR HOME ARPT WITHOUT INCIDENT. I COULD HAVE AVOIDED THIS PROB IF I HAD CALLED FLT SVC BEFORE DECIDING TO LAND AT THE ARPT. I DID CHK FOR CLOSURE INFO IN THE AFD, BUT DID NOT THINK TO CALL FLT SVC FOR INFO. IN THE EVENT I HAD CALLED FLT SVC, I STILL MIGHT HAVE ENCOUNTERED THE PROB AS OUR LNDG AT THE TURF FIELD ARPT WAS NOT PLANNED. I WOULD NOT HAVE HAD THE NOTAM INFO FOR THAT ARPT FROM THE PREFLT BRIEFING. HOWEVER, I SHOULD HAVE CALLED FROM THE AIR. IN THE FUTURE, I WILL CALL FLT SVC, BEFORE EVERY FLT, REGARDLESS OF THE NATURE OF THE FLT. IN ADDITION, I WILL CALL FLT SVC FROM THE AIR TO CHK NOTAMS BEFORE DECIDING ON A WHIM TO LAND AT AN ARPT NOT PLANNED AS PART OF THE FLT.

Synopsis :

UNAUTH TURF RWY LNDG BY A PA28-161 TRAINING FLT AT A CLOSED ARPT, 7Y7, MN.

Time

Date : 200206
Day : Sat
Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : P08.Airport
State Reference : AZ

Environment

Flight Conditions : VMC

Aircraft / 1

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

Aircraft / 2

Make Model : Skyhawk 172/Cutlass 172
Mission : Training

Person / 1

Experience.Flight Time.Total : 1072
Experience.Flight Time.Last 90 Days : 22
Experience.Flight Time.Type : 256
ASRS Report : 549842

Person / 4

Function.Flight Crew : Single Pilot

Events

Anomaly.Conflict : Ground Critical
Anomaly.Non Adherence : Published Procedure
Anomaly.Non Adherence : Required Legal Separation
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Took Evasive Action
Resolatory Action.None Taken : Detected After The Fact
Miss Distance.Vertical : 50
Miss Distance.Horizontal : 10

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

A ROUTINE TRAINING FLT DEPARTED FALCON FIELD, AZ, ARPT (FFZ) AT XA46. WHEN THE FLT HAD PROCEEDED TO THE FLORENCE, AZ, AREA, THE INSTRUCTOR CHKED THE PHOENIX TAC CHART FOR THE CTAF FOR COOLIDGE, AZ, ARPT (P08) AND SET THE BACKUP FREQ OF THE #2 RADIO TO 122.075. THE FREQ WAS MONITORED, APPROPRIATE POS RPTS WERE MADE AND THE APCH AND LNDG WERE MADE NORMALLY ON RWY 5. AFTER CLRING THE RWY, THE ACFT WAS PARKED, SHUT DOWN AND THE STUDENT PLT EXCHANGED PLACES WITH HIS TEENAGE SON WHO WAS TO RECEIVE INSTRUCTION ON THE RETURN TRIP. WINDS AT P08 AT THAT TIME WERE LIGHT AND VARIABLE WITH THE WINDSOCK FAVORING RWY 23. THE ACFT WAS RESTARTED AND BLIND XMISSION WAS MADE OF TAXI TO RWY 23 AT COOLIDGE. FOLLOWING A NORMAL RUN-UP, THE AREA WAS CLRED AND ANOTHER BLIND XMISSION WAS MADE OF INTENT TO TAKE OFF ON RWY 23. NO RESPONSE WAS RECEIVED AND A NORMAL TKOF WAS INITIATED ON RWY 23. AFTER A TKOF ROLL OF APPROX 500 FT, THE AIRSPD CAME ALIVE INDICATING AIRSPD OF LESS THAN 60 MPH. PRIOR TO ROTATION, OPPOSITE DIRECTION TFC WAS OBSERVED ON SHORT FINAL TO RWY 5. IMMEDIATE PWR REDUCTION AND BRAKING WERE APPLIED AND THE ACFT WAS BROUGHT TO A STOP ABOUT 1/2 WAY BTWN THE END OF RWY 23 AND THE MIDFIELD TXWY TURNOFF TO THE L. THE ACFT CAME TO A STOP ON THE EXTREME R EDGE OF THE RWY AND THE OPPOSITE DIRECTION TFC WAS OBSERVED TO TOUCH DOWN, PERFORM A TOUCH-AND-GO AND PROCEED WITH A NORMAL TKOF. THE OPPOSITE DIRECTION TFC HAD REACHED AN ALT OF APPROX 50 FT WHEN IT PASSED ABOVE THE STATIONARY TFC ON THE RWY. THE PLT OF THE OTHER ACFT APPEARED TO SEE THE ACFT STOPPED ON THE RWY AS HE PASSED OVERHEAD. ANOTHER BLIND CALL WAS MADE ON THE CTAF WITH NO RESPONSE. THE ABORTED TKOF ACFT BACK-TAXIED TO THE TKOF END OF RWY 23 AND A NORMAL TKOF WAS MADE. ON CLBOUT FROM P08, THE OPPOSITE DIRECTION TFC WAS AGAIN OBSERVED DOWNWIND FOR RWY 5. AT THAT TIME, THE INSTRUCTOR PLT DOUBLECHKED THE RADIO FREQ, CHANGED THE RADIO TO 123.075 AND LISTENED TO 2 OTHER ACFT DISCUSSING POS IN RELATION TO P08. BY THAT TIME THE ACFT HAD CLRED THE AREA AND NO ADDITIONAL RADIO CALLS WERE MADE. THE ERROR WAS APPARENTLY THE RESULT OF MISREADING THE CTAF ON THE TAC CHART. JUDGEMENT, CORRECTIVE ACTION AND DECISIONS AFTER THE OPPOSITE DIRECTION TFC WAS DETECTED WERE APPROPRIATE AND SUCCESSFUL. PROPER SELECTION AND DOUBLECHKING OF THE CTAF COULD HAVE AVOIDED THE INCIDENT COMPLETELY.

Synopsis :

CRITICAL GND CONFLICT BTWN 2 GA ACFT ON THE SAME RWY IN AN OPPOSITE DIRECTION TFC SIT AT P08, AZ.

Time

Date : 200206
Day : Sat
Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : OKV.Airport
State Reference : VA

Environment

Flight Conditions : VMC
Ceiling.Single Value : 12000

Aircraft / 1

Operator.General Aviation : Personal
Make Model : Skyhawk 172/Cutlass 172
Mission : Pleasure
Flight Phase.Descent : Approach
Route In Use.Approach : Visual

Aircraft / 2

Make Model : Any Unknown or Unlisted Aircraft Manufacturer

Person / 1

Function.Flight Crew : Single Pilot
Experience.Flight Time.Total : 2500
Experience.Flight Time.Last 90 Days : 15
ASRS Report : 550905

Person / 2

Function.Flight Crew : Single Pilot

Events

Anomaly.Conflict : NMAC
Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Anomaly.Non Adherence : Required Legal Separation
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.None Taken : Detected After The Fact
Resolatory Action.None Taken : Insufficient Time
Miss Distance.Vertical : 500
Miss Distance.Horizontal : 0

Supplementary

Problem Areas : Aircraft
Problem Areas : Flight Crew Human Performance

Narrative :

ON SHORT FINAL TO RWY 32, WAS MET BY OPPOSING TFC DEPARTING RWY 14 (500 FT ABOVE ME). I HAD HEARD NO RESPONSES TO MY SEVERAL UNICOM XMISSIONS STARTING FROM 10 MI OUT FOR A STRAIGHT-IN. (AWOS HAD GIVEN THE WIND AS 5 KTS L XWIND.) MADE CALLS AT 10 MI, 6 MI, 3 MI, AND SHORT FINAL. THEN FOUND I HAD TURNED DOWN VOLUME! OBVIOUSLY, I SHOULD HAVE BEEN MORE SUSPICIOUS OF THE LACK OF RESPONSES, AND IN THE ABSENCE OF REPLIES SHOULD HAVE CHKD VOLUME, OR FLOWN OVER FIELD ABOVE PATTERN TO CHK TFC. ALSO, I BELIEVE DEPARTING TFC SHOULD HAVE HELD ON THE RWY UNTIL SIT CLRED UP. UNICOM OPERATOR ALSO COULD HAVE HELPED BY ANNOUNCING SIT, BUT DIDN'T. I APOLOGIZED TO HER AFTER LNDG. SHE SAID EVERYBODY HEARD MY MANY CALLS (BUT 1 TOOK OFF ANYWAY!).

Synopsis :

NMAC BTWN DEP AND ARR GA ACFT, OPPOSITE DIRECTION TFC USING A SINGLE RWY OP AT A NON TWR ARPT, UNICOM ONLY, OKV, VA.

Time

Date : 200206
Day : Wed
Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : AWO.Airport
State Reference : WA

Aircraft / 1

Operator.General Aviation : Personal
Make Model : Amateur (Home) Built
Mission : Pleasure
Flight Phase.Descent : Approach
Route In Use.Approach : Traffic Pattern

Aircraft / 2

Operator.General Aviation : Personal
Make Model : Small Aircraft
Mission : Pleasure
Flight Phase.Cruise : Level
Flight Phase.Descent : Approach
Route In Use.Approach : Traffic Pattern

Aircraft / 3

Operator.General Aviation : Personal
Make Model : Small Aircraft
Mission : Pleasure
Flight Phase.Cruise : Level
Flight Phase.Descent : Approach
Route In Use.Approach : Traffic Pattern

Aircraft / 4

Controlling Facilities.Tower : AWO.Tower
Operator.General Aviation : Personal
Make Model : Cessna Aircraft Undifferentiated or Other Model
Mission : Pleasure
Flight Phase.Descent : Approach

Person / 1

Function.Flight Crew : Single Pilot
Experience.Flight Time.Total : 1900
Experience.Flight Time.Last 90 Days : 63
Experience.Flight Time.Type : 1300
ASRS Report : 553491

Person / 2

Function.Flight Crew : Single Pilot

Person / 3

Function.Flight Crew : Single Pilot

Person / 4

Function.Flight Crew : Single Pilot

Events

Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.Flight CrewA : 1
Miss Distance.Horizontal : 300

Supplementary

Problem Areas : Airport

Problem Areas : FAA

Problem Areas : Flight Crew Human Performance

Narrative :

I WAS IN A NON STOP FLT TO AWO IN A FLT OF 3 ACFT -- MYSELF (ACFT X), ACFT Y, AND ACFT Z. WE ARRIVED OVER ARLINGTON ABOUT XA20. TEMPORARY TWR OPENS XB00. BEFORE TWR OPENING, NORMAL L-HAND PATTERN FOR RWY 34 WAS IN USE, WITH POS ADVISORIES MADE ON UNICOM 122.7. ALL NORMAL PROCS APPEARED TO BE BEING USED. OTHER TFC, BESIDES OUR FLT OF 3 WERE ALSO USING L PATTERN FOR RWY 34. I (ACFT X) WAS LEAD AND ADVISED MY TURN TO BASE LEG AND THEN WHEN FINISHING A TURN TO FINAL, FOUND MYSELF DSNDING TO THE RWY PARALLEL TO ANOTHER HIGH WING CESSNA THAT APPARENTLY APCHED ON A R DOWNWIND TO RWY 34. I WAS A LITTLE HIGHER AND SLOWED AS MUCH AS POSSIBLE (60 MPH) AND LET THE CESSNA LAND FIRST. CESSNA APPARENTLY WAS ON TEMPORARY TWR FREQ 127.3 AND WAS USING R-HAND PATTERN WHICH WAS IN EFFECT AFTER XB00. I STAYED IN AIR UNTIL CESSNA LANDED AND SLOWED TO A FAST TAXI, THEN LANDED IN FRONT OF CESSNA A SAFE DISTANCE WITH OVER 3000 FT OF RWY LEFT. ALL OF THIS WAS OBSERVED BY ACFT Z. NO DAMAGE INCURRED BY ANY ACFT.

Synopsis :

RV4 HOME BUILT ACFT PLT LANDED OVER THE TOP OF A CESSNA THAT CUT HIM OUT AT AN UNCTLED ARPT.

Time

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

Place

Locale Reference.Airport : ASE.Airport
State Reference : CO

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.ARTCC : ZDV.ARTCC
Controlling Facilities.Tower : ASE.Tower
Operator.General Aviation : Corporate
Make Model : Learjet 54
Mission : Repositioning
Flight Phase.Descent : Approach
Route In Use.Approach : Visual

Person / 1

Function.Oversight : PIC
Function.Flight Crew : Captain
Experience.Flight Time.Total : 5317
Experience.Flight Time.Last 90 Days : 143
Experience.Flight Time.Type : 435
ASRS Report : 554264

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Radar

Person / 4

Function.Controller : Local

Events

Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.ControllerA : 4
Resolatory Action.Flight Crew : Executed Go Around
Resolatory Action.Controller : Issued New Clearance

Supplementary

Problem Areas : Airport
Problem Areas : Chart Or Publication
Problem Areas : FAA
Problem Areas : Flight Crew Human Performance

Narrative :

DSNDING FOR ASPEN, CO, SHORTLY BEFORE XA00, WE WERE GIVEN A CLRNC FOR A VISUAL APCH OUT OF FL180. SEVERAL MINS LATER, WE WERE GIVEN THE OPTION OF CLOSING THE FLT PLAN AIRBORNE OR A DIFFERENT FREQ TO CLOSE OUT ON THE GND. WE ACKNOWLEDGED AND WERE RELEASED TO CTAF. WHEN WE CHKED IN WITH CTAF, AT LEAST 2 OTHER ACFT WERE TAXIING FOR DEP. WE ANNOUNCED OUR POS AND INTENTIONS OF LNDG ON RWY 15. AT ABOUT 1 1/2 - 2 MI FINAL, WE WERE INFORMED BY TWR CTL (WHICH WAS NOT YET OPEN) THAT THE TWR WOULD NOT OPEN YET FOR ANOTHER 2 MINS. THIS MADE THE SHORT HAIRS STAND UP BECAUSE THAT IS NOT A NORMAL XMISSION FROM THE CTLR. I THEN ASKED HIM IF THAT PRECLUDED OUR LNDG, AND WAS TOLD THAT, YES, THE ARPT IS CLOSED FOR ANOTHER 2 MINS. WE INITIATED A GAR AND HOPED THAT WE WOULD NOT TRIGGER ANY SOUND-MEASURING EQUIP. SUBSEQUENTLY, WE WENT AND LANDED OUT OF OUR NEXT ATTEMPT AFTER BEING CLRED TO LAND AFTER TWR OPENED. WHERE I BELIEVE I WENT ASTRAY IS FIRST, NOT REMEMBERING THAT THE ARPT DOES NOT OPEN UNTIL TWR OPENS EVEN THOUGH THERE IS A CTAF, AND WE WERE CLRED FOR A VISUAL APCH. SECONDLY, EVEN AS I READ THE NOTES ON THE ARPT PLAN VIEW, AS I READ 'ARPT CLOSED XA00 THROUGH XI00' I WAS THINKING ONLY ABOUT THE TWR CLOSURE. MORE ATTN TO DETAIL BOTH DURING PREFLT AND DURING APCH SET-UP AND BRIEF WOULD HAVE PRECLUDED THIS INCIDENT FROM EVER OCCURRING. AS IT WAS, THE SECOND LINE OF DEFENSE KICKED IN THANKS TO SOME CONCERNED TWR CTLRS.

Synopsis :

APCH TO A CLOSED ARPT RWY MADE BY A LEAR 45 FLC WAS ABORTED BY A WARNING FROM THE STILL CLOSED TWR AT ASE, CO.

Time

Date : 200207
Day : Mon
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : 3G3.Airport
State Reference : OH
Altitude.MSL.Single Value : 0

Environment

Flight Conditions : VMC
Ceiling : CLR

Aircraft / 1

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

Aircraft / 2

Operator.General Aviation : Personal
Make Model : Any Unknown or Unlisted Aircraft Manufacturer

Person / 1

Function.Flight Crew : Single Pilot
Experience.Flight Time.Total : 96
Experience.Flight Time.Last 90 Days : 20
Experience.Flight Time.Type : 40
ASRS Report : 554496

Person / 2

Function.Oversight : PIC
Experience.Flight Time.Total : 300
Experience.Flight Time.Last 90 Days : 60
Experience.Flight Time.Type : 100
ASRS Report : 554497

Person / 3

Function.Flight Crew : Single Pilot

Events

Anomaly.Conflict : Ground Less Severe
Anomaly.Non Adherence : FAR
Resolatory Action.None Taken : Detected After The Fact

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

MY FLT INSTRUCTOR AND I WERE MAKING A FLT TO 15G. 3G3 IS ANOTHER ARPT LOCATED 5 MI TO THE SE. WE SAW THIS ARPT AND THOUGHT IT WAS 15G. WE LANDED AT 3G3 THINKING IT WAS 15G. BEFORE OUR APCH WE GOT AN ARPT ADVISORY FROM 15G SAYING THE ACTIVE WAS RWY 20. WE SAW RWY 21 AT 3G3 AND PROCEEDED INBOUND MAKING ALL RADIO CALLS AND CLRING THE AREA FOR TFC. AFTER LNDG WE REALIZED WHERE WE WERE AND GOT AN ARPT ADVISORY. THE MAN ON UNICOM TOLD US THAT AN ACFT HAD TO DIVERT AFTER TKOF FROM RWY 2, DUE TO US LNDG ON RWY 21. WE THEN TOOK OFF FROM 3G3 ON RWY 2 AND WENT TO 15G AND THEN TO OUR BASE.

Synopsis :

C172 PLTS LAND AT WRONG ARPT.

Time

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

Place

Locale Reference.Airport : HII.Airport
State Reference : AZ

Environment

Flight Conditions : VMC

Aircraft / 1

Operator.General Aviation : Personal
Make Model : Skyhawk 172/Cutlass 172
Mission : Training
Flight Phase.Descent : Approach
Flight Phase.Descent : Vacating Altitude
Route In Use.Approach : Traffic Pattern

Aircraft / 2

Operator.General Aviation : Personal
Make Model : Skyhawk 172/Cutlass 172
Flight Phase.Descent : Approach

Person / 1

Function.Flight Crew : Single Pilot
Experience.Flight Time.Total : 820
Experience.Flight Time.Last 90 Days : 200
Experience.Flight Time.Type : 150
ASRS Report : 554686

Person / 2

Function.Flight Crew : Single Pilot

Events

Anomaly.Conflict : NMAC
Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Required Legal Separation
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Executed Go Around
Resolatory Action.Flight Crew : Took Evasive Action
Miss Distance.Vertical : 50
Miss Distance.Horizontal : 0

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

I ENTERED R 45 DEGS FOR RWY 14 AND WAS MAKING RADIO CALLS ON WHAT I THOUGHT WAS CTAF. I SAW AN ACFT COMING N FROM THE RIVER 4 MI OUT. I LOST THE TFC ON DOWNWIND. I SAW THE ACFT AGAIN DIRECTLY BELOW ME ON SHORT FINAL AND IMMEDIATELY INITIATED A GAR AND OFFSET TO THE R. OTHER ACFT OFFSET TO THE L AND REST OF FLT WENT WITHOUT INCIDENT. MY ERROR WAS COMMUNICATING ON WRONG CTAF FREQ.

Synopsis :

C172 PLT HAS NMAC DURING FINAL APCH.

Time

Date : 200207

Day : Thu

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : PVU.Airport

State Reference : UT

Environment

Flight Conditions : VMC

Ceiling.Single Value : 15000

Aircraft / 1

Operator.General Aviation : Personal

Make Model : Skyhawk 172/Cutlass 172

Mission : Business

Flight Phase.Descent : Approach

Route In Use.Approach : Visual

Aircraft / 2

Operator.General Aviation : Personal

Make Model : Small Aircraft

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 150

Experience.Flight Time.Last 90 Days : 8

ASRS Report : 554707

Person / 2

Function.Flight Crew : Single Pilot

Events

Anomaly.Conflict : NMAC

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Took Evasive Action

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

I HAD COM #1 FAIL AND TUNED TO COM #2. I GOT NO RESPONSE ON COM #2. SUSPECTED RADIO FAILURE OR ANTENNA PROB. TURNED ON LNDG LIGHT. LOOKED FOR WIND DIRECTION AND TFC. WINDSOCK WAS LIMP, SO I TOOK RWY 14, THAT WAS SAME AS MY DEP 6 HRS EARLIER. NEAR TOUCHDOWN, I SAW THE KATANA LIFTING OFF ABOUT 500 FT AHEAD OF ME ON RWY 31. I MOVED TO THE E AND KATANA WENT TO THE W. I TAXIED TO TIEDOWN AND LOOKED OVER THE ALTERNATOR BELT AND TRIED TO MOVE ELECTRIC FLAPS. FLAPS MOVED OK. SO I TRIED TO START ENG AND FAILED. SUSPECT ALTERNATOR, REGULATOR, BATTERY OR SHORT. ALL BREAKERS TESTED 'IN.'

Synopsis :

C172 PLT HAS NMAC AT PVU.

Time

Date : 200207
Day : Wed
Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : MBT.Airport
State Reference : TN
Altitude.MSL.Single Value : 1800

Environment

Flight Conditions : VMC

Aircraft / 1

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

Person / 1

Function.Oversight : PIC
Experience.Flight Time.Total : 950
Experience.Flight Time.Last 90 Days : 50
Experience.Flight Time.Type : 400
ASRS Report : 555008

Person / 2

Function.Flight Crew : Single Pilot

Events

Anomaly.Non Adherence : FAR
Anomaly.Non Adherence.Other : Fuel Reserves
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Declared Emergency
Resolatory Action.Flight Crew : Landed In Emergency Condition
Resolatory Action.None Taken : Detected After The Fact

Supplementary

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

Narrative :

I'VE BEEN A CFI FOR NEARLY 2 YRS NOW AND HAVE GIVEN NEARLY 700 HRS OF DUAL INSTRUCTION. I GUESS FAMILIARITY BREEDS COMPLACENCY, THOUGH IT'S A TRAP I'D HOPED TO AVOID. MY EXPERIENCE DOESN'T AUTOMATICALLY PROTECT ME THOUGH, AND MISTAKES STILL HAPPEN. MY MISTAKE WAS MADE DURING A DUAL FLT IN A C152. DURING OUR PREFLT, WE MEASURED 14 GALLONS OF FUEL. THE C152 BURNS ABOUT 6 GPH, SO THAT GAVE US ABOUT 2 HRS 15 MINS OF FLT -- 1 HR 45 MINS OF FLT WITH 30 MINS OF RESERVE. OUR FLT WAS ONLY SUPPOSED TO BE 1 1/2 HRS, SO I DECIDED WE DIDN'T NEED EXTRA FUEL AND THOUGHT NO MORE ABOUT IT. THIS LESSON, HOWEVER, WAS LATE IN THE DAY BEFORE THE STUDENT'S CHK RIDE (WHICH WAS FIRST THING THE NEXT MORNING). WHEN SOME MANEUVERS LOOKED WEAK, I DIDN'T THINK TWICE ABOUT LETTING THE STUDENT TRY AGAIN. I LOST TRACK OF TIME. FINALLY, WE WERE READY TO RETURN TO THE FIELD. WE WERE POSITIONING OURSELVES TO GET ON A 45 DEG ENTRY TO DOWNWIND, BUT ONLY MADE IT TO ABOUT 2 MI FROM THE APCH END WHEN THE ENG BEGAN TO SURGE. I REALIZED THE STUDENT WASN'T CAUSING IT WHEN I SAW HER LOOK. I TOOK THE CTLS AND TOLD HER I HAD THEM. WE HEADED STRAIGHT FOR THE RWY AND IMMEDIATELY PITCHED FOR BEST GLIDE SPD. WHEN THE ENG SURGED, THE PLANE WOULD CLB. I DECIDED WE WERE WITHIN GLIDING DISTANCE AND BROUGHT THE THROTTLE TO IDLE SO THAT THE SIT WAS MORE LIKE THE SIMULATED ENG OUT LNDGS I HAD PRACTICED. WE DECLARED AN EMER ON CTAF AND THE ONLY OTHER TFC IN THE AREA ASSURED US HE WOULD STEER CLR. AS WE TAXIED TO PARKING, MY STUDENT POINTED TO THE GAUGES AND ASKED IF WE HAD RUN OUT OF FUEL -- THEY WERE PEGGED AT 'E'! I COULDN'T BELIEVE IT! WE QUICKLY CALCULATED HOBBS TIME. IT WAS 2.2 - 2 HRS AND 15 MINS! I BLINKED AND LOOKED AT MY WATCH. I WOULD NEVER HAVE LET THIS HAPPEN ON A XCOUNTRY, AND I HAVE ALWAYS TOLD MY STUDENTS THAT RUNNING OUT OF FUEL IS ONE OF THE DUMBEST REASONS TO CRASH. YET, HERE STOOD MY AIRPLANE NEARLY EMPTY. DURING THE FLT, I WAS THINKING ABOUT STEEP TURNS AND S-TURNS AND SCANNING FOR TFC, BUT MY SCAN SHOULD HAVE INCLUDED THE HOBBS METER, TOO. I THANK GOD WE WERE BY THE ARPT WHEN WE LOST OUR ENG. NO ONE GOT HURT AND NO PROPERTY WAS DAMAGED. NEXT TIME I MAY NOT GET THAT CHANCE, SO I WILL NOT LET 'NEXT TIME' HAPPEN. I HOPE OTHERS WILL DO THE SAME.

Synopsis :

A C152 CFI RUNS OUT OF FUEL DURING A TRAINING FLT WITH A STUDENT AND MANAGES TO DEAD STICK IT DOWN ON THE HOME ARPT AT MBT, TN.

Time

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

Place

Locale Reference.Airport : 0A7.Airport
State Reference : NC

Environment

Flight Conditions : Marginal
Ceiling : CLR

Aircraft / 1

Controlling Facilities.TRACON : AVL.TRACON
Operator.Common Carrier : Air Taxi
Make Model : Baron 58/58tc
Mission : Passenger
Flight Phase.Descent : Approach
Route In Use.Approach : Visual

Aircraft / 2

Operator.General Aviation : Personal
Make Model : Ultralight
Mission : Pleasure
Flight Phase.Descent : Approach

Person / 1

Function.Flight Crew : Single Pilot
Experience.Flight Time.Total : 4300
Experience.Flight Time.Last 90 Days : 110
Experience.Flight Time.Type : 1700
ASRS Report : 55554

Person / 2

Function.Flight Crew : Single Pilot

Person / 3

Function.Controller : Approach

Events

Anomaly.Conflict : NMAC
Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Controller : Issued Advisory
Resolatory Action.None Taken : Detected After The Fact
Miss Distance.Vertical : 25

Supplementary

Problem Areas : Airport
Problem Areas : Flight Crew Human Performance

Narrative :

I HAD A VISUAL CONTACT WITH THE ARPT ABOUT 2.5 MI ON L BASE RWY 32. WHEN I RPTED ARPT IN SIGHT, APCH CTLR ADVISED ME THAT THERE WAS TFC ABOUT 1.5 MI S OF THE FIELD. I MADE 2 RADIO CALLS TO NOTIFY MY LOCATION AND INTENTION WHILE I WAS LOOKING FOR THE TFC. I DIDN'T GET ANY RADIO CALL FROM THE TFC BECAUSE I WAS ON INCORRECT FREQ WHICH I DIDN'T KNOW. I JUST ASSUMED THAT THE TFC WHICH WAS A PWRED HANG GLIDER WAS NOT EQUIPPED WITH RADIO. IN FACT HE HAD AN OPERABLE 2-WAY RADIO AND WAS USING IT, WHICH HE DESCRIBED LATER ON. WHEN I WAS ABOUT 1 MI L BASE, HE WAS ABOUT 1/2 MI FINAL. I THOUGHT SPACING WAS ENOUGH WITHOUT KNOWING THAT HIS APCH SPD WAS 20 KTS, WHICH HE SAID LATER ON. WHEN I WAS ON THE 1 1/2 MI FINAL, HE WAS ABOUT 1/3 OF LNDG RWY. HE APPEARED TO ME THAT HE WAS FLYING LEVEL ALONG THE RWY. I THOUGHT HE WAS DOING A LOW APCH OR GOING AROUND. I DECIDED TO CONTINUE MY LNDG APCH BECAUSE I THOUGHT THAT 2 TFCS EXECUTING A GAR WITH NOT BEING ABLE TO MAINTAIN RADIO CONTACT IS MUCH MORE DANGEROUS. SOMEHOW I LOST VISUAL CONTACT WITH HIM ON FINAL AND I DON'T REMEMBER WHEN I EXACTLY LOST VISUAL CONTACT. MY BEST GUESS IS THAT SINCE I WAS SURPRISED ABOUT DIRTY CONDITION OF THE RWY SURFACE, I GOT IN TARGET FIXATION, ESPECIALLY CONCERNING POSSIBLE FLAT TIRE DURING TOUCHDOWN. WHILE I WAS BACK-TAXIING (NO TXWY) TO THE RAMP AREA, I SAW THE PLT AND PWRED HANG GLIDER. I WONDERED HOW HE COULD LAND BEFORE ME AND CLRED THE RWY AHEAD OF ME. WHEN I MET HIM AT THE RAMP AREA, I HAD TO TAKE ALL OF HIS ANGER. I KNEW THAT I DESERVED IT AND I APOLOGIZED FROM THE BOTTOM OF MY HEART. I COULD HAVE KILLED HIM. I STILL DON'T UNDERSTAND HOW I COULD PICK UP INCORRECT FREQ EVEN THOUGH I CHKD IT FROM ARPT DIRECTORY AND GPS. BOTH SOURCES SHOWED CORRECT FREQ WHICH IS 123.0 BUT SOMEHOW I GOT 123.9. THAT WAS MY FIRST MISTAKE. THE SECOND MISTAKE WAS MISJUDGEMENT ON SPACING DUE TO WAY SLOWER APCH SPD THAN I COULD POSSIBLY IMAGINE. THE THIRD MISTAKE WAS NOT INITIATING A MANEUVER TO HAVE ENOUGH SPACE. I THINK THAT IT HAPPENED BECAUSE I DIDN'T WANT TO FLY THE PATTERN IN UNFAMILIAR MOUNTAINOUS AREA IN SUCH HAZE CONDITION. THE LAST IS A TARGET FIXATION. I ADMIT THAT I MADE VERY CRITICAL MISTAKES AND WAS VERY UNPROFESSIONAL. I LEARNED A VERY SIMPLE FACT BY ENDANGERING OTHER PLT'S LIFE. HOWEVER, ONE THING I CAN SAY AT THIS MOMENT IS THAT SAME MISTAKE WILL NOT HAPPEN TWICE. FROM NOW ON, I WILL FLY THE PATTERN AS LONG AS THE WX PERMITS EVEN IF IT IS VISUAL APCH FOLLOWED BY INST FLT.

Synopsis :

BE58 PLT AND A PWRED HANG GLIDER HAVE AN NMAC IN 0A7 CLASS G AIRSPACE.

Time

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

Place

Locale Reference.Airport : 6A2.Airport
State Reference : GA
Altitude.MSL.Single Value : 1700

Environment

Flight Conditions : VMC
Ceiling : CLR

Aircraft / 1

Operator.General Aviation : Personal
Make Model : Any Unknown or Unlisted Aircraft Manufacturer
Mission : Pleasure

Person / 1

Function.Flight Crew : Single Pilot
Experience.Flight Time.Total : 13000
Experience.Flight Time.Last 90 Days : 350
Experience.Flight Time.Type : 100
ASRS Report : 556035

Events

Anomaly.Non Adherence : Published Procedure
Anomaly.Non Adherence.Other : LOW HIGH SPEED PASS 45 DEG BANK 30 PITCH PATTERN ENTRY
Resolatory Action.Flight Crew : Executed Go Around

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

ON THE MORNING OF THE EVENT, I CALLED GRIFFIN UNICOM 5 MI OUT REQUESTING ARPT ADVISORIES, WITH NO ANSWER. THEN, 3 MI OUT, AND WAS TOLD THEY WERE LNDG RWY 32. I CALLED DOWNWIND AND BASE TO FINAL TO LAND RWY 32. XING THE THRESHOLD MY SPD WAS 20 MPH FAST. I SLOWED TO A 3-POINT ATTITUDE AND FLOATED. MY AIRPLANE HAS A 110 KMH BRAKE APPLICATION SPD SO I ADDED FULL PWR AND ANNOUNCED MY GAR. I ACCELERATED DOWN THE CTRLINE TO 200 KMH AND PITCHED UP AND THEN ROLLED INTO A 45 DEG BANK. THE AIRPLANE CLBED RAPIDLY AS EXPECTED AND I AM CONFIDENT I WAS CLRLY ABOVE 500 FT AGL BEFORE LEAVING THE RWY ENVIRONMENT. I REDUCED PWR SO AS NOT TO ACCELERATE AND LEVELED AT PATTERN ALT. AGAIN, MAKING POS CALLOUTS, I DSNDED IN A TURNING DSCNT (FOR VISIBILITY) AND LANDED. I ROLLED TO 80 KMH WELL BELOW THE 110 KMH LIMITATION BECAUSE OF THE 90 DEG F TEMP AND APPLIED BRAKES AND TURNED OFF THE RWY. AFTER PARKING, A GENTLEMAN APCHED ME SAYING HE WAS THE ARPT MGR AND WAS GOING TO SEEK CERTIFICATE ACTION AGAINST ME FOR PERFORMING AEROBATIC FLT IN THE PATTERN. I TRIED TO ASK HIS CONCERNS AND HE SAID HE WASN'T GOING TO ARGUE, THAT I HAD SINGLE-HANDEDLY SET BACK PUBLIC RELATIONS 10 YRS, AND HE GOT IN HIS CAR AND LEFT. I DO NOT BELIEVE HE WAS ACCUSTOMED TO THE PERFORMANCE OF HIGH SPD AEROBATIC AIRPLANES, AND WAS UNWILLING TO DISCUSS HIS CONCERNS. AT NO TIME DID I EXCEED 45 DEGS OF BANK OR 30 DEGS OF PITCH, NOR DID I PERFORM ANY MANEUVER NOT NORMAL TO THE PERFORMANCE OF THE AIRPLANE. THE ARPT MGR SHOULD BE MORE OPEN TO DIFFERENT ACFT PERFORMANCE AND SHOULD BE WILLING TO DISCUSS A SIT BEFORE TAKING ACTION.

Synopsis :

A Z50L PLT, UNABLE TO SALVAGE A MISCALCULATED LNDG AT GRIFFIN, GA (6A2), ACCELERATED DOWN THE RWY TO A HIGH SPD, THEN PITCHED UP TO A HIGH DEG, WHILE ROLLING INTO A 45 DEG BANK TURN, TO RE-ENTER THE TFC PATTERN.

ACN: 556563

Time

Date : 200208

Day : Sun

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : 8S2.Airport

State Reference : WA

Environment

Flight Conditions : VMC

Aircraft / 1

Operator.General Aviation : Personal

Make Model : Skyhawk 172/Cutlass 172

Mission : Pleasure

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 700

Experience.Flight Time.Last 90 Days : 25

Experience.Flight Time.Type : 200

ASRS Report : 556563

Events

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.Flight CrewA : 1

Supplementary

Problem Areas : Aircraft

Problem Areas : Airport

Problem Areas : Flight Crew Human Performance

Problem Areas : Weather

Narrative :

DEPARTED 8S2 (1800 FT RWY) WITH 4 ON BOARD IN 80 DEGS OUTSIDE AIR TEMP. PRIOR TO DEP, I DID NOT DO DENSITY ALT AND ACFT PERFORMANCE CALCULATIONS. ON THE UPWIND I WAS UNABLE TO ACHIEVE MORE THAN A 50 FPM CLB RATE. STANDARD L TFC XWIND IS A TURN TOWARD RISING TERRAIN AND WITH OUR LACK OF CLB CAPABILITY WE WOULD NOT HAVE CLRED IT. I MADE A R XWIND TOWARD DSNDING TERRAIN WHICH ALLOWED ME TO ACHIEVE A FLYABLE AIRSPD. FOR ABOUT 1 MI I WAS BELOW THE 1000 FT AGL MINIMUM FOR POPULATION DENSE AREAS. ONCE I ATTAINED A FLYABLE AIRSPD, I INITIATED A GRADUAL CLB TO 2500 FT MSL AND RETURNED TO EAT (PANGBORN) FOR A SUCCESSFUL LNDG. IN THE FUTURE, I WILL BE ATTENTIVE TO DENSITY ALT AND PERFORMANCE CALCULATIONS. MORE TRAINING IN THAT REGARD WOULD HAVE BEEN HELPFUL.

Synopsis :

A C172 PVT PLT TAKES OFF WITH 3 PAX ON A HOT DAY AND HAS TO OVERFLY A DENSELY POPULATED AREA AT A LOW ALT WHEN THE ACFT FAILS TO PERFORM AS EXPECTED OUT OF S82, WA.

Time

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

Place

Locale Reference.Airport : 1S0.Airport
State Reference : WA

Environment

Flight Conditions : VMC
Ceiling : CLR

Aircraft / 1

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

Aircraft / 2

Operator.General Aviation : Personal
Make Model : Cessna 152
Mission : Pleasure

Person / 1

Function.Flight Crew : Single Pilot
Experience.Flight Time.Total : 1050
Experience.Flight Time.Last 90 Days : 180
Experience.Flight Time.Type : 400
ASRS Report : 556568

Person / 2

Function.Flight Crew : Single Pilot

Events

Anomaly.Conflict : Ground Less Severe
Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.Flight CrewA : 1
Miss Distance.Vertical : 30
Miss Distance.Horizontal : 300

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

JUST PRIOR TO CROSSING THE THRESHOLD ON FINAL APCH TO RWY 34 AT PIERCE COUNTY ARPT, PUYALLUP, WA, THE C152 ANNOUNCED HE WAS TAXIING INTO POS AND HOLD. UPON MY TOUCHDOWN AND LNDG ROLLOUT, HE ANNOUNCED DEPARTING. I LOOKED OUT THE REAR WINDOW AND SAW THE C152 ACCELERATING TOWARD ME. I ADDED PWR AND TURNED TOWARD THE TXWY, WHICH I WAS STILL APCHING. I LOOKED OUT THE SIDE WINDOW TO SEE THE C152 ROTATING TOO CLOSE FOR COMFORT! I AWAITED TO SEE IF THE ACFT WOULD RETURN TO 1S0 AND IT DID. I POLITELY AND PROFESSIONALLY WENT AND TALKED TO THE PLT ABOUT WHAT HAD OCCURRED. HE AGREED IT WAS UNSAFE BUT ALSO SAID HE HAD BEEN WAITING TO TAKE OFF FOR QUITE SOME TIME AND BECAME IMPATIENT. HE ALSO COMMENTED THAT HE WOULD NOT DO THAT AGAIN. PREVENTION OF THESE TYPES OF RWY INCURSIONS IS PROBABLY IMPOSSIBLE. I THINK A STEP IN THE RIGHT DIRECTION WOULD BE TO ADD A REG PREVENTING ANY ACFT AT AN UNCTLED ARPT FROM TAXIING ONTO AN ACTIVE RWY OCCUPIED BY ANOTHER ACFT WHICH IS IN THE PROCESS OF TAKING OFF OR LNDG. AT LEAST IT WOULD BE A DETERRENT.

Synopsis :

A C172 PLT, AFTER LNDG AT A NON TWRED ARPT, OBSERVED ANOTHER ACFT TAKING OFF PRIOR TO HIS CLRING THE RWY.

Time

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

Place

Locale Reference.Airport : HYR.Airport
State Reference : WI

Environment

Flight Conditions : VMC
Ceiling : CLR

Aircraft / 1

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

Aircraft / 2

Operator.General Aviation : Personal
Make Model : Baron 58/58tc
Mission : Pleasure
Flight Phase.Descent : Approach
Route In Use.Approach : Traffic Pattern

Person / 1

Function.Flight Crew : Single Pilot
Experience.Flight Time.Total : 1525
Experience.Flight Time.Last 90 Days : 80
Experience.Flight Time.Type : 200
ASRS Report : 557410

Person / 2

Function.Flight Crew : Single Pilot

Events

Anomaly.Conflict : NMAC
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.None Taken : Detected After The Fact
Miss Distance.Vertical : 400
Miss Distance.Horizontal : 300

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

THE WIND WAS FROM THE S AT 3-5 KTS. SEVERAL ACFT HAD DEPARTED ON RWY 20 PRIOR TO THE TIME I STARTED MY ACFT. I ANNOUNCED BACK TAXI FOR RWY 20 ON THE CTAF. WHILE DOING MY RUN-UP, A BARON CALLED 7 MI OUT FOR RWY 2. THE ARPT MGR REPLIED WITH WINDS, ALTIMETER, AND ADVISED THE BARON PLT THAT ACFT WERE USING RWY 20. THE BARON PLT ACKNOWLEDGED. I FINISHED MY RUN-UP AND SCANNED THE APCHS FOR BOTH RWYS (2 AND 20) LOOKING FOR TFC. NO TFC WAS OBSERVED. THE BARON PLT RPTED DOWNWIND TO BASE FOR RWY 20. I DID NOT SEE THE BARON, BUT THIS IS NOT UNUSUAL SINCE TWINS AND JETS OFTEN FLY WIDE PATTERNS AND ARE NOT ALWAYS VISIBLE FROM THE END OF THE RWY DUE TO TREES. BASED ON THE BARON PLT'S RPT AND NOT SEEING ANY ACFT, I ANNOUNCED DEPARTING RWY 20. WHILE CLBING OUT, I HEARD THE BARON MAKE ANOTHER ANNOUNCEMENT. HIS ANNOUNCEMENT WAS SOMEWHAT CONFUSING AND I DO NOT RECALL THE DETAILS. ABOUT THAT TIME, I LOOKED BELOW AND TO THE R OF MY ACFT AND SAW THE BARON PASS BENEATH ME ON FINAL APCH FOR RWY 2. (I WAS FLYING R SEAT. IF I HAD BEEN IN THE L SEAT I NEVER WOULD HAVE SEEN THE BARON.) I WAS ABOUT 800 FT AGL AND ESTIMATE THE BARON WAS ABOUT 400 FT AGL. I WAS DISTURBED BY THE SIT AND MADE SEVERAL COMMENTS TO THE BARON PLT OVER THE CTAF EXPRESSING MY DISPLEASURE WITH HIS TFC PATTERN/POS RPTS. I REALLY HOPE THAT THIS INDIVIDUAL SAW ME AND WAS AWARE OF MY FLT PATH BECAUSE I HAD NO CLUE WHERE HE WAS UNTIL HE PASSED BELOW ME DUE TO THE INACCURACY OF HIS POS RPTS.

Synopsis :

C152 PLT HAS NMAC DURING DEP.

ACN: 557508

Time

Date : 200208

Day : Tue

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : M54.Airport

State Reference : TN

Environment

Flight Conditions : VMC

Ceiling.Single Value : 4000

Aircraft / 1

Operator.General Aviation : Personal

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

Mission : Pleasure

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 400

Experience.Flight Time.Last 90 Days : 30

Experience.Flight Time.Type : 17

ASRS Report : 557508

Events

Anomaly.Non Adherence : FAR

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.None Taken : Detected After The Fact

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

ON THE DAY OF AUG/TUE/02, I WAS INVOLVED IN AN INCIDENT WHICH LED TO A LNDG ON A CLOSED RWY. THIS WAS A VFR FLT IN VMC, THE CEILING WAS 4000 FT BROKEN AND 10 SM VISIBILITY. I WAS FLYING DIRECT TO LEBANON, TN (M54). I DEPARTED THE CTLED FIELD, CLBED UP TO 2500 FT AND PROCEEDED DIRECT. NO FLT FOLLOWING WAS RECEIVED, NOR DID I CHK THE NOTAMS FOR EACH ARPT. THE WX I RECEIVED WAS ON TRACK TO ACTUAL CONDITIONS AND A LNDG WAS TO BE MADE AT LEBANON. AS I SET UP FOR THE VISUAL APCH, I WAS DSNDING AND APPROX 1/4 MI FINAL. I NOTICED A YELLOW 'X' PAINTED ON THE APCH END OF THE RWY IN THE GRASS. AS I REALIZED THE RWY WAS CLOSED, I HAD ALREADY TOUCHED DOWN. I QUICKLY PROCEEDED TO TAKE OFF, CLB OUT. THE FIELD I LANDED ON WAS AN UNCTLED FIELD AND I DID NOT REQUEST ARPT ADVISORIES EITHER. THIS COULD HAVE BEEN PREVENTED BY MYSELF CHKING ALL AVAILABLE INFO PERTAINING TO THIS FLT, AND WILL BE EXERCISED IN ALL FUTURE FLTS. IN THE END, A SIMPLE CHK OF NOTAMS WOULD HAVE PREVENTED THIS.

Synopsis :

PA28 PLT LANDS ON CLOSED RWY.

Time

Date : 200208

Day : Mon

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : CYYG.Airport

Environment

Flight Conditions : Marginal

Aircraft / 1

Operator.General Aviation : Personal

Make Model : PA-46 Malibu

Mission : Pleasure

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 3700

Experience.Flight Time.Last 90 Days : 30

Experience.Flight Time.Type : 280

ASRS Report : 557883

Events

Independent Detector.Other.ControllerA : 2

Resolatory Action.None Taken : Detected After The Fact

Supplementary

Problem Areas : Airport

Problem Areas : ATC Human Performance

Problem Areas : Flight Crew Human Performance

Narrative :

I WAS CLRED FOR THE ILS RWY 21 APCH. I CONTACTED THE FSS AT CHARLOTTETOWN 10 MI FROM THE ARPT AND WAS GIVEN THE LATEST WX AND WINDS. FSS ASKED WHICH RWY I WAS PLANNING TO USE FOR LNDG AND, BASED ON THE WINDS, I TOLD FSS THAT I WOULD USE RWY 28. FSS ASKED ME TO CONFIRM THAT I WAS LNDG ON RWY 28, WHICH I DID. AFTER LNDG THE FSS ASKED ME TO TELEPHONE THEM AND WHEN I DID, THEY SAID THAT I SHOULD HAVE LANDED ON RWY 21, THAT APCH CTL HAD CLRED ME TO LAND ON RWY 21. AS FAR AS I WAS CONCERNED, WHEN I WAS CLRED FOR AN APCH TO AN UNCTLED FIELD, I WAS CLRED TO LAND ON ANY RWY. I STILL DON'T KNOW IF I WAS RIGHT OR THE FSS WAS RIGHT.

Synopsis :

P46 MALIBU PLT LANDS ON WRONG RWY.

Time

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

Place

Locale Reference.Airport : 1V5.Airport
State Reference : CO

Environment

Flight Conditions : VMC

Aircraft / 1

Operator.General Aviation : Personal
Make Model : PA-36 Pawnee Brave
Mission.Other : TOWING

Aircraft / 2

Operator.General Aviation : Personal
Make Model : J3 Cub
Mission.Other : TOWING
Flight Phase.Descent : Intermediate Altitude

Person / 1

Function.Flight Crew : Single Pilot
Experience.Flight Time.Total : 15000
Experience.Flight Time.Last 90 Days : 25
Experience.Flight Time.Type : 100
ASRS Report : 557995

Person / 2

Function.Flight Crew : Single Pilot

Events

Anomaly.Conflict : NMAC
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.Flight CrewA : 2
Resolatory Action.None Taken : Detected After The Fact
Miss Distance.Vertical : 100
Miss Distance.Horizontal : 200

Supplementary

Problem Areas : Airport
Problem Areas : Flight Crew Human Performance

Narrative :

MY ACFT (#1) WAS EXECUTING A GAR DUE TO BOTH GLIDER RWYS BEING FOULED. I HAD ANNOUNCED MY INTENTIONS OF THE GA WHILE TURNING FINAL FROM BASE TO FINAL ON UNICOM. APPROX MID FIELD, THE #2 ACFT ASKED 'WHAT ARE YOU DOING? CHK YOUR 3.' I REPLIED, 'I AM GOING AROUND, THE RWYS ARE OCCUPIED,' AT THE SAME TIME OBSERVING THE YELLOW CUB PASSING SLIGHTLY BELOW ME TO THE R AND A 90 DEG ANGLE APPROX 100-200 FT. AN UNEVENTFUL LNDG WAS PERFORMED ON THE NEXT APCH. THE TOW PLANES AT THIS ARPT USE A NONSTANDARD PATTERN ENTRY FROM A MIDFIELD, OR ACTUALLY CLOSER TO THE APCH END OF RWY 8R, OVERHEAD XWIND AT 500 FT AGL, WITH A TIGHT L TURN ONTO THE RWY THAT IS WELL INSIDE AND BELOW THE STANDARD PATTERN FOR OTHER ACFT USING RWY 8R. I BELIEVE THE ACFT ON THE GA HAS THE RIGHT-OF-WAY IN THIS SIT AS ANY ACFT IN THE PATTERN OR ON GAR. OF COURSE, THIS DOES NOT RELIEVE HIM FROM BEING VIGILANT FOR OTHER TFC. I BELIEVE FURTHER VIGILANCE ON THE PART OF THE ACFT ENTERING THE TOW PLANE PATTERN COULD HAVE AVOIDED THIS INCIDENT, AS WELL AS ALERTNESS ON THE PART OF THE GAR ACFT TO SPOT THE SIT SOONER.

Synopsis :

PIPER PAWNEE PLT HAS NMAC WITH PIPER SUPER CUB AT UNCTLED ARPT.

Time

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

Place

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

Environment

Flight Conditions : VMC
Ceiling : CLR

Aircraft / 1

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

Aircraft / 2

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

Person / 1

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

Person / 3

Function.Flight Crew : Single Pilot

Events

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

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

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

Synopsis :

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

Time

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

Place

Locale Reference.Airport : SBM.Airport
State Reference : WI

Environment

Flight Conditions : VMC
Ceiling : CLR

Aircraft / 1

Controlling Facilities.ARTCC : ZAU.ARTCC
Operator.General Aviation : Corporate
Make Model : Regional Jet C165
Mission : Business
Flight Phase.Descent : Approach
Route In Use.Approach : Instrument Precision
Route In Use.Approach : Straight In

Aircraft / 2

Operator.General Aviation : Corporate
Mission : Business

Aircraft / 3

Operator.General Aviation : Personal
Make Model : PA-31t-1 Cheyenne I

Person / 1

Function.Flight Crew : First Officer
Experience.Flight Time.Total : 6500
Experience.Flight Time.Last 90 Days : 120
Experience.Flight Time.Type : 600
ASRS Report : 558154

Person / 2

Function.Oversight : PIC
Function.Flight Crew : Captain
Experience.Flight Time.Total : 13000
Experience.Flight Time.Last 90 Days : 120
Experience.Flight Time.Type : 600
ASRS Report : 558152

Person / 3

Function.Oversight : PIC
Function.Flight Crew : Captain

Person / 4

Function.Flight Crew : Single Pilot

Events

Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.Flight CrewA : 1
Resolutory Action.Flight Crew : Executed Go Around
Miss Distance.Vertical : 600
Miss Distance.Horizontal : 12000

Supplementary

Problem Areas : FAA

Problem Areas : Flight Crew Human Performance

Narrative :

CLRED FOR ILS RWY 21 SBM, ARPT IN SIGHT, CANCELED IFR WITH ZAU. BROADCAST INBOUND ILS RWY 21 ON CTAF. RPTED 5 MI FINAL RWY 21 ON CTAF. RPTED 2 MI FINAL RWY 21 ON CTAF. HAWKER DEPARTED RWY 3 WITH NO RADIO XMISSION. ACFT ON GND (CHEYENNE) ALSO RPTED THAT WE WERE ON 2 MI FINAL RWY 21. HAWKER REPLIED HE HAD IFR RELEASE AND BEGAN TKOF ROLL. WE EXECUTED GAR AND ENTERED L DOWNWIND FOR UNEVENTFUL LNDG ON RWY 3.

Synopsis :

CL60 CREW HAD A HAWKER TAKE OFF, NOSE-TO-NOSE, WHILE THEY WERE ON A 2 MI FINAL TO RWY 21 AT SBM.

Time

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

Place

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

Environment

Flight Conditions : VMC
Ceiling : CLR

Aircraft / 1

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

Aircraft / 2

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

Person / 1

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

Person / 3

Function.Flight Crew : Single Pilot

Events

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

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

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

Synopsis :

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

Time

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

Place

Locale Reference.Airport : ISZ.Airport
State Reference : OH
Altitude.MSL.Single Value : 1900

Environment

Flight Conditions : VMC

Aircraft / 1

Operator.General Aviation : Instructional
Make Model : Skyhawk 172/Cutlass 172
Flight Phase.Descent : Approach
Route In Use.Approach : Traffic Pattern

Aircraft / 2

Operator.General Aviation : Personal
Make Model : PA-32 Cherokee Six/Lance/Saratoga
Mission : Pleasure
Flight Phase.Descent : Approach
Route In Use.Approach : Traffic Pattern

Person / 1

Function.Flight Crew : Single Pilot
Experience.Flight Time.Total : 150
Experience.Flight Time.Last 90 Days : 50
Experience.Flight Time.Type : 130
ASRS Report : 559423

Person / 2

Function.Flight Crew : Single Pilot

Events

Anomaly.Conflict : NMAC
Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.None Taken : Anomaly Accepted
Resolatory Action.None Taken : Insufficient Time
Miss Distance.Vertical : 75
Miss Distance.Horizontal : 50

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

AFTER BEING ESTABLISHED IN THE TFC PATTERN AND MAKING SEVERAL TOUCH-AND-GOES (L TFC RWY 7 AT ISZ) A SARATOGA RPTED N OF THE FIELD. AT THAT TIME, I WAS THE ONLY ACFT IN THE PATTERN AND THE UNICOM WAS UNAVAILABLE. THE PLT CALLED IN 8 NM N AND REQUESTED ARPT ADVISORY. I TOLD HIM UNICOM WAS NOT RESPONDING AND THAT WE WERE THE ONLY ONE IN THE PATTERN AND USING L TFC FOR RWY 6. HE ACKNOWLEDGED AND STATED HE WOULD DIRECTLY ENTER ON DOWNWIND LEG. I ACKNOWLEDGED AS I TURNED BASE TO FINAL. AFTER TKOF, I HAD NOT HEARD FROM THE OTHER PLT AND QUERIED HIM AS TO HIS LOCATION. I TOLD HIM TO LET US KNOW AND THAT WE'D EXTEND UPWIND FOR HIM IF NEEDED. HE DIDN'T ACKNOWLEDGE. SINCE NO REPLY, I CONTINUED CLBING TO PATTERN ALT BEFORE TURNING TO MAKE VISUAL CONTACT WITH THE TFC. NO VISUAL WAS MADE NOR COM RECEIVED AS I TURNED DOWNWIND. AS I CAME ABEAM THE DEP END OF THE RWY, SOMETHING CAUGHT MY EYE TO THE L. AS I LOOKED L AND DOWN, I MADE VISUAL WITH THE SARATOGA. I WAS IMMEDIATELY STUNNED ONCE I LEARNED HE WAS LESS THAN 150 FT (STRAIGHT LINE DISTANCE) FROM MY ACFT. HE WAS MUCH FASTER THAN MYSELF AND PASSED ME WITHOUT TAKING ACTION. THERE WAS NO NEED FOR ME TO TAKE ACTION SINCE HE HAD PASSED ME. I IMMEDIATELY CALLED 'OTHER ACFT ON DOWNWIND, YOU JUST PASSED ME, WHAT'S THE DEAL?' HE REPLIED THAT HE HAD US IN SIGHT THE WHOLE TIME, TO WHICH I ASKED WHY HE EVEN DID IT. WE EXCHANGED A FEW WORDS AND I DECLARED I WAS DEPARTING THE PATTERN TO RETURN TO HOME BASE.

Synopsis :

NMAC BTWN 2 GA ACFT IN THE TFC PATTERN AT ISZ, OH.

Time

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

Place

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

Environment

Flight Conditions : VMC
Ceiling : CLR

Aircraft / 1

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

Aircraft / 2

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

Person / 1

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

Person / 3

Function.Flight Crew : Single Pilot

Events

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

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

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

Synopsis :

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

Time

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

Place

Locale Reference.Airport : CSG.Airport
State Reference : GA

Environment

Flight Conditions : VMC

Aircraft / 1

Operator.General Aviation : Corporate
Make Model : Hs 125 Series 1-600
Mission : Business

Aircraft / 2

Operator.General Aviation : Personal
Make Model : Skyhawk 172/Cutlass 172

Person / 1

Function.Flight Crew : First Officer
Experience.Flight Time.Total : 4000
Experience.Flight Time.Last 90 Days : 120
Experience.Flight Time.Type : 1200
ASRS Report : 559708

Person / 2

Function.Oversight : PIC
Function.Flight Crew : Captain
Experience.Flight Time.Total : 7000
Experience.Flight Time.Last 90 Days : 150
Experience.Flight Time.Type : 1500
ASRS Report : 562254

Person / 3

Function.Flight Crew : Single Pilot

Events

Anomaly.Conflict : Ground Critical
Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.Flight CrewA : 3
Resolatory Action.None Taken : Detected After The Fact
Resolatory Action.None Taken : Insufficient Time
Miss Distance.Vertical : 0
Miss Distance.Horizontal : 500

Supplementary

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

Narrative :

I WAS ACTING AS FO OF A PART 91 REPOS LEG FROM CSG TO BCT. WE TAXIED FROM THE FBO TO RWY 6. WHILE DIVIDING MY TIME BTWN RWY CHKLISTS AND LOOKING FOR OTHER TAXIING TFC, THE CAPT MENTIONED THAT THERE WAS A C172 RUNNING UP AT THE END OF THE OTHER RWY (RWY 31). AT THE TIME THE WIND WAS CALM, THE TWR WAS NOT YET IN OP, SO WE ELECTED TO USE RWY 6 -- THE LONGER OF THE 2 RWYS. I RADIOED OUR INTENTIONS TO USE RWY 6 ON THE CTAF. AFTER CALLING ATL APCH FOR OUR OUTBOUND IFR RELEASE, I RETURNED TO THE CTAF AND ANNOUNCED THAT HAWKER X WAS TAKING RWY 6 FOR DEP. I HEARD NO CONFLICTING TFC ON THE FREQ. HOWEVER, I COULD NOT SEE THE END OF THE RWY WHERE WE HAD SEEN THE C172 (RWY 31) DUE TO TREES AND TERRAIN. WE CONTINUED WITH THE TKOF RUN AND LIFTED OFF MIDFIELD. WHILE CLBING OUT NORMALLY, I HEARD THE CESSNA CALL ON THE CTAF, 'HAWKER, DID YOU CALL DEPARTING RWY 6?' I REPLIED THAT WE HAD CALLED. HE REPLIED, 'WE JUST LIFTED OFF RWY 31 AND DID NOT HEAR YOUR CALL.' 'THERE WAS A NEAR MISHAP THERE.' I RELAYED MY APOLOGIES AND ANNOUNCED THAT WE WERE DEPARTING THE PATTERN. IN RETROSPECT, IT IS OBVIOUS THAT THERE WAS A LACK OF COMS THAT LED TO THIS INCIDENT. AS THE PNF, I CLRLY SHOULD HAVE ATTEMPTED TO CONTACT THE C172 WHICH WAS POINTED OUT ON THE OPPOSING RWY INSTEAD OF ASSUMING THAT HE WAS STILL RUNNING UP. WAITING ONLY A MIN OR 2 TO CONFIRM THE OTHER ACFT'S INTENTIONS WOULD HAVE BEEN PRUDENT IN THIS SIT. IT IS ALSO WORTHY TO NOTE THAT NEITHER THE CAPT NOR I SAW THE C172 TAKING OFF FROM THE OTHER RWY, SO I AM UNABLE TO RPT HOW CLOSE IN ACTUALITY HE CAME TO OUR ACFT. I HEARD NO OTHER COMS FROM THE OTHER ACFT, THEREFORE, I WAS NOT AWARE OF HIS PROX. HAVING THE COLUMBUS TWR EXTEND ITS OPS TO OPEN EARLIER THAN XA00 WOULD HAVE MADE THIS INCIDENT A NON EVENT. FROM MY OBSERVATIONS, THIS ARPT IS QUITE BUSY EVEN BEFORE THE TWR OPENS. SUPPLEMENTAL INFO FROM ACN 562254: THE FO SWITCHED FREQS TO ATL APCH TO OBTAIN AN IFR RELEASE. WHEN RELEASED INTO THE AIRSPACE, I MOVED THE ACFT INTO POS AND HOLD WHERE THE LINE-UP CHKLIST WAS COMPLETED AND THE FO ANNOUNCED OUR INTENTION TO TAKE OFF. WE DID NOT HEAR ANY OTHER TFC ON OR IN THE VICINITY OF THE ARPT AND TKOF WAS INITIATED. AT THIS POINT, I CANNOT CONFIRM WHETHER THE FO ANNOUNCED OUR INTENTION TO TAKE OFF ON ATL APCH OR ON CTAF. CLRLY, THERE WAS A COMS FAILURE BTWN THE 2 INCIDENT ACFT. BOTH CREWS SHOULD HAVE WAITED ANOTHER 10 MINS PRIOR TO TAXI. WITH THE TWR OPEN, THE INCIDENT WOULD HAVE BEEN AVERTED. CSG ARPT MGMNT NEEDS TO REVIEW/ADJUST THE CURRENT CTL TWR OPERATING HRS. ALSO, THE TREES THAT SERVE TO MUTUALLY OBSTRUCT THE VIEW OF ONE APCH END FROM THE OTHER SHOULD BE REMOVED. AFTER REFLECTING UPON THE MISSION, IT IS CLR TO ME THAT THERE WAS A SELF IMPOSED SENSE OF URGENCY ON THE PART OF THE CREW OF ACFT X. I SHOULD NOT HAVE ALLOWED THIS. THINGS WERE GOING SMOOTHLY AND I COULD HAVE BETTER CTLED THE COCKPIT ENVIRONMENT BY SLOWING THE PACE.

Synopsis :

NEAR GND COLLISION BTWN AN H25B AND A C172 ON TKOF FROM INTERSECTING RWYS WHEN TWR WAS CLOSED AT CSG, GA.

Time

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

Place

Locale Reference.Airport : OTZ.Airport
State Reference : AK

Environment

Flight Conditions : Marginal
Ceiling.Single Value : 500

Aircraft / 1

Operator.General Aviation : Personal
Make Model : Small Aircraft, High Wing, 1 Eng, Fixed Gear
Mission : Pleasure
Flight Phase.Cruise : Level
Flight Phase.Descent : Approach
Route In Use.Approach : SVFR
Route In Use.Approach : Traffic Pattern

Person / 1

Function.Flight Crew : Single Pilot
Experience.Flight Time.Total : 13000
Experience.Flight Time.Last 90 Days : 37
Experience.Flight Time.Type : 800
ASRS Report : 559730

Events

Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
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

Supplementary

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

Narrative :

DEPARTED KOTZEBUE AT APPROX XA50 LCL ON SEP/FRI/02. DEPARTED VFR WITH LCL TFC AND WX ADVISORY. DEPARTED BEHIND 2 OTHER VFR DEPS. FLEW APPROX 15 MI N OF KOTZEBUE AND ENCOUNTERED MARGINAL VFR CONDITIONS. RETURNED TO KOTZEBUE AND AFTER CONTACTING FSS, FOUND THAT THE WX WAS BELOW SPECIAL VFR CONDITIONS AND DROPPING (VISIBILITY 3/4 MI). COULD NOT GET A SPECIAL VFR, BUT COULD SEE THE VILLAGE AT 3 MI. DID NOT HAVE ANY PLACE TO LAND IF WX GOT WORSE. COULD NOT FIND A PLACE ON THE RIVERBANK TO LAND. I DECLARED AN EMER SINCE I DID NOT HAVE IFR INSTS, AND THE SIT WAS GETTING WORSE. DO NOT SEE HOW THIS COULD HAVE BEEN PREVENTED WITH THE RAPIDLY CHANGING WX IN THE ARTIC PART OF ALASKA. IN MY JUDGEMENT DECLARING AN EMER WAS THE SAFEST THING TO DO. LANDED WITH RWY IN SIGHT.

Synopsis :

AN ATP PLT GETS CAUGHT IN A LOW VISIBILITY VFR DEP AT A LOW ALT WITHOUT 'IMC' INSTS, DECLARES AN EMER, RETURNS AND LANDS WITH THREE-FOURTHS MI VISIBILITY AT OTZ, AK.

Time

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

Place

Locale Reference.Airport : AOO.Airport
State Reference : PA

Environment

Flight Conditions : Marginal
Ceiling.Single Value : 3500

Aircraft / 1

Operator.Common Carrier : Air Taxi
Make Model : Small Transport, Low Wing, 2 Turboprop Eng
Mission : Passenger
Flight Phase.Descent : Approach
Route In Use.Approach : Instrument Precision

Aircraft / 2

Make Model : Small Aircraft

Person / 1

Function.Oversight : PIC
Function.Flight Crew : Captain
Experience.Flight Time.Total : 9500
Experience.Flight Time.Last 90 Days : 120
Experience.Flight Time.Type : 1000
ASRS Report : 559936

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Oversight : PIC
Function.Flight Crew : Captain

Events

Anomaly.Conflict : NMAC
Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Anomaly.Non Adherence : Required Legal Separation
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Executed Go Around
Resolatory Action.Flight Crew : Took Evasive Action
Miss Distance.Vertical : 100
Miss Distance.Horizontal : 100

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

WHILE ON APCH TO THE ILS FOR RWY 20 AT ALTOONA ARPT, WE WERE HANDED OFF FROM ZOB TO ALTOONA FSS TO COMPLETE THE APCH. I CONTACTED ALTOONA FSS AND ADVISED WE WERE 6 MI OUT, INBOUND TO ILS RWY 20. RESPONSE FROM ALTOONA WAS A WX ADVISORY AND 'NO RPTED TFC IN THE AREA.' AT 2 MI WE RPTED THE RWY IN SIGHT AND ALTOONA FSS STATED WE WERE CLRED TO LAND RWY 20, NO TFC RPTED. AT APPROX 150 FT ALT ABOVE THE RWY I NOTICED A TARGET APCHING DIRECTLY AT US. THE TARGET WAS A SUKHOI 26, SINGLE ENG ACFT WHICH HAD DEPARTED ON RWY 2. WE TOOK EVASIVE ACTION TO THE L AND DSNDED WHILE THE SUKHOI CONTINUED TO CLB AND DEPART THE AREA EBOUND. CONTRIBUTING FACTORS: MARGINAL VFR CONDITIONS, UNCTLED FIELD WITH A WIDE VARIETY OF ACFT, SUKHOI PLT FAILED TO FOLLOW STANDARD ARPT PROCS, SUKHOI PLT DEPARTED AN INACTIVE RWY WITH TAILWIND CONDITIONS, AND SUKHOI PLT DID NOT USE ADVISORY FREQ. IN FACT HE WAS HEARD USING XXX.XX WHICH IS THE FBO FREQ.

Synopsis :

NMAC BTWN A CPR TURBOPROP ON SHORT FINAL FOR RWY 20 AND A SUKHOI 26 TRAINER ON TKOF FROM RWY 2 AT AOO, PA.

Time

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

Place

Locale Reference.Airport : 86WA.Airport
State Reference : WA

Environment

Flight Conditions : VMC

Aircraft / 1

Operator.General Aviation : Personal
Make Model : Travelair 95
Mission : Pleasure

Aircraft / 2

Operator.General Aviation : Personal
Make Model : Skylane 182/Rg Turbo Skylane/Rg
Flight Phase.Descent : Approach
Route In Use.Approach : Traffic Pattern

Person / 1

Function.Flight Crew : Single Pilot
Experience.Flight Time.Total : 4000
Experience.Flight Time.Last 90 Days : 200
Experience.Flight Time.Type : 350
ASRS Report : 560623

Person / 2

Function.Flight Crew : Single Pilot

Events

Anomaly.Conflict : Ground Critical
Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.None Taken : Insufficient Time
Resolatory Action.None Taken : Unable
Miss Distance.Vertical : 50
Miss Distance.Horizontal : 0

Supplementary

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

Narrative :

TAXIED ONTO N END OF A 2500 FT RWY JUST AFTER A C182 RPTED 45 DEG ENTRY. I MADE SEVERAL CALLS AS I WAS DOING A BACK-TAXI ON THE RWY (NO TXWY). THE C182 RPTED A DOWNWIND JUST SECONDS AFTER THE INITIAL 45 DEG CALL. IT THEN DID A SHORT BASE AND CLOSE-IN FINAL. IT CAME DIRECTLY AT MY ACFT, COMING WITHIN 50 FT OVER THE TOP OF ME. I BELIEVE I WAS CORRECT IN MY ACTION. THE C182 FORCED A SIT WHERE I WAS IN THE WAY OF HIM LNDG. PREVENTION: STAY COMPLETELY AWAY FROM JUMP ACFT.

Synopsis :

CRITICAL GND CONFLICT BTWN A TAXIING BEECH 95 ON THE RWY AND A LNDG C182 SKYDIVE ACFT, A NON TWR ARPT AT 86WA, WA.

Time

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

Place

Locale Reference.Airport : BMI.Airport
State Reference : TX

Environment

Flight Conditions : VMC

Aircraft / 1

Operator.General Aviation : Personal
Make Model : PA-32 Cherokee Six/Lance/Saratoga
Mission : Business

Aircraft / 2

Operator.General Aviation : Personal
Make Model : Piper Aircraft Corp Undifferentiated or Other Model
Mission : Pleasure
Flight Phase.Descent : Approach
Route In Use.Approach : Traffic Pattern

Person / 1

Function.Flight Crew : Single Pilot
Experience.Flight Time.Total : 4000
Experience.Flight Time.Last 90 Days : 30
Experience.Flight Time.Type : 30
ASRS Report : 560815

Person / 2

Function.Flight Crew : Single Pilot

Events

Anomaly.Conflict : NMAC
Anomaly.Non Adherence : FAR
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.None Taken : Insufficient Time
Miss Distance.Vertical : 50
Miss Distance.Horizontal : 0

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

I ADVISED I WOULD BE TAKING OFF FROM RWY 31L AND WAS TOLD TO 'HOLD FOR RELEASE.' I DID SO. I WAS TOLD BY CLRNC DELIVERY OF RELEASE INTO CTLED AIRSPACE AND TO 'ENTER CTLED AIRSPACE HDG 300 DEGS.' DURING ALL TIMES, I MONITORED THE UNICOM FREQ ON THE SECOND RADIO. I CHKD THE AREA AND ADVISED TFC ON 123.0 THAT I WAS 'TAKING OFF RWY 31, DEPARTING TO THE NW.' THERE WAS NO REPLY. I DID SEE A LOW WING PIPER ACFT ON DOWNWIND LEG TO RWY 31, BUT IT APPEARED TO BE BREAKING OUT OF THE TFC PATTERN ON A 45 DEG LEG TO THE SW. AFTER TKOF, I ALTERED COURSE SLIGHTLY TO THE L TO A HDG OF 300 DEGS. AT THAT MOMENT, THE LOW WINGED PIPER SUDDENLY APPEARED FROM MY L, SLIGHTLY BUT HEAD-ON TO ME. I PASSED DIRECTLY UNDER THE OTHER PLANE. THERE WAS NO TIME TO REACT. THE CONVERGING AIRPLANE HAD BEEN OBSCURED BY MY L WINDSHIELD POST. THIS WAS THE SAME PLANE THAT HAD BEEN DOWNWIND TO RWY 31. IT HAD REVERSED ITS DIRECTION AND HAD ENTERED A BASE OR FINAL LEG TO RWY 13. I NEVER HEARD ANY POS RPTS FROM THIS OTHER AIRPLANE. UPON RETURNING TO THE ARPT LATER THAT DAY, WITNESSES CONFIRMED THAT THE OTHER AIRPLANE DID NOT AT ANY TIME CONTACT UNICOM FOR TA'S AND HAD NOT BROADCAST ANY POS RPTS. WITNESSES SAID THE OTHER PLANE MADE A VERY POOR 'BOUNCING AND PORPOISING LNDG' ON RWY 31 AFTER 1 GAR MANEUVER ON RWY 13. THE OTHER AIRPLANE WAS NOT BASED AT ARPT, RPTEDLY WAS BASED IN ANOTHER AREA. WITNESSES WHO ATTEMPTED TO COUNSEL THE PLT OF THE OTHER PLANE RPT THAT HE WAS UNDER THE IMPRESSION THAT RWY 13 WAS ACTIVE BECAUSE THAT WAS THE 'CALM WIND' RWY. HE ALSO TOLD THE WITNESSES HE WAS MONITORING UNICOM FREQ 'BUT NEVER HEARD ANYTHING' AS IF HIS RADIO VOLUME CTL WAS TURNED DOWN. IT WAS THE IMPRESSION OF THE WITNESSES THAT PLT OF THE OTHER AIRPLANE NEVER AT ANY TIME SAW MY AIRPLANE, OR THE ONE BEHIND ME IN LINE FOR TKOF, AND DID NOT REALIZE HE HAD AN NMAC EXPERIENCE.

Synopsis :

PA32 PLT HAS NMAC DEPARTING BMT.

Time

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

Place

Locale Reference.Airport : GXY.Airport
State Reference : CO

Environment

Flight Conditions : VMC
Ceiling : CLR

Aircraft / 1

Operator.General Aviation : Personal
Make Model : Stagger Wing 17
Mission : Pleasure
Route In Use.Approach : Visual

Aircraft / 2

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

Person / 1

Function.Flight Crew : Single Pilot
Experience.Flight Time.Total : 1339.6
Experience.Flight Time.Last 90 Days : 50.2
Experience.Flight Time.Type : 751.8
ASRS Report : 560869

Person / 2

Function.Flight Crew : Single Pilot

Events

Anomaly.Conflict : Ground Critical
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Executed Go Around
Resolatory Action.None Taken : Detected After The Fact
Miss Distance.Vertical : 200
Miss Distance.Horizontal : 3000

Supplementary

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

Narrative :

THE FLT BEGAN AT JEFFCO ARPT AS ROUTINE PLEASURE FLT. I FLEW TO FORT COLLINS/LOVELAND TO PRACTICE LNDGS, BUT THERE WAS TOO MUCH TFC, SO I FLEW TO GXY ARPT, AS THE RWY IS LONG AND WIDE AND IS LESS CROWDED. AFTER HAVING MADE MORE THAN 3 LNDGS ON RWY 16, I WAS JUST TURNING FROM THE L XWIND LEG TO THE L DOWNWIND LEG, WHEN OVER THE RADIO SOMEONE COMPLAINED THAT I HAD NOT BEEN MAKING POS ANNOUNCEMENTS AT THE VARIOUS RPTING POINTS AROUND THE LNDG PATTERN. MY RADIO REPLY WAS THAT I HAD BEEN MAKING THE APPROPRIATE ANNOUNCEMENTS AND HAD BEEN DOING SO BEFORE I ENTERED THE PATTERN AND FOR EACH CIRCUIT AROUND THE PATTERN. AS I CONTINUED MY L DOWNWIND TO RWY 16, ABOUT MIDFIELD, I LOOKED W AND SAW A LOW WING FIXED GEAR ACFT (WHEEL PANTS OBVIOUS) AIRPLANE APPROX 1/2 MI W AND APPROX 200-300 FT ABOVE MY POS AND PERPENDICULAR TO MY FLT PATH. I CALLED OVER THE RADIO THAT I HAD HIM IN SIGHT AND TURNED E TO WIDEN MY PATH TO AVOID THIS PERSON WHO WAS CUTTING INTO THE LNDG PATTERN AND NOT COMPLYING WITH RIGHT-OF-WAY REQUIREMENTS. THIS PERSON TURNED N, WELL INSIDE MY POS, ONTO A VERY TIGHT L DOWNWIND CONTINUING TO DSND AND LANDED ON THE NUMBERS OF RWY 16. WHILE WATCHING THIS, I EXTENDED MY DOWNWIND FURTHER TO THE N TO PROVIDE ADEQUATE SPACING FOR ME FROM THE OFFENSIVE AIRPLANE NOW IN FRONT OF ME. I CALLED OUT THAT I WAS TURNING FROM THE DOWNWIND TO L BASE FOR RWY 16L. I CALLED AGAIN THAT I WAS L BASE TO FINAL RWY 16. I AGAIN CALLED THAT I WAS SHORT FINAL FOR RWY 16. I WAS APPARENTLY DISTR AS I WATCHED THIS ACFT AND OVERLOOKED MY NORMAL LNDG CHKLIST. THIS RWY IS 10000 FT LONG AND IT WAS OBVIOUS TO ME THIS PERSON WAS INTENTIONALLY TAKING AS LONG AS POSSIBLE TO TAXI TO A MIDFIELD TURNOFF SO AS TO INTENTIONALLY AFFECT MY FINAL APCH AND LNDG. I WAS ABOUT 1 MI BEHIND THE OTHER PLANE AS I CONTINUED MY FINAL APCH, WHILE STILL WATCHING THIS OTHER PLANE TO SEE IF HE WAS GOING TO EXIT THE RWY. IT APPEARED TO ME HE WAS ABOUT TO EXIT THE RWY WHEN I DETERMINED I WAS VERY LOW AND IT WAS BEST FOR ME TO ABORT MY LNDG EVEN THOUGH I WAS AT LEAST 4000 FT BEHIND THE OTHER PLANE. (I GUESS I WAS APPARENTLY SO UNNERVED BY THE ACTIONS OF THE OTHER PLT, IMPROPER ENTRY TO THE LNDG PATTERN OF AN UNCTLED ARPT, NEGLECTING THE RIGHT-OF-WAY RULES AND INTENTIONALLY DELAYING HIS EXIT FROM THE RWY, THAT MY ATTN WAS DIVERTED FROM MY LNDG CHKLIST PROCS CAUSING ME TO OVERLOOK EXTENDING THE LNDG GEAR.) AS I THROTTLED UP TO CLB AWAY FROM THE RWY, I SUDDENLY REALIZED I HAD BEEN DISTR AND HAD NOT EXTENDED THE LNDG GEAR AS THE GEAR UP WARNING LIGHT WAS ON. I CONTINUED TO CLB AND RADIO CALLED I WAS LEAVING THE PATTERN TO THE S TO COLLECT MY THOUGHTS. I DECIDED IT WAS A VERY CLOSE CALL AND IT WAS TIME I FLEW HOME TO JEFFCO TO PUT MY PLANE IN ITS HANGAR. AFTER LNDG AT JEFFCO, TAXIING TO THE HANGAR AND SHUTTING THE ENG DOWN, I STEPPED OUT OF THE ACFT AND NOTICED THE PROP BLADES WERE NICKED AND BENT. I THEN REALIZED I HAD NEARLY LANDED MY PLANE GEAR UP AND WAS VERY LUCKY. I DID NOT REALIZE, AT THE TIME I WAS LNDG AT GREELEY AND NOTICED THE GEAR WAS UP, THAT THE PROP HAD ACTUALLY TOUCHED THE RWY AND I HAD NO INDICATION, ON THE FLT BACK TO JEFFCO, ANYTHING WAS WRONG. THE ENG RAN FINE WITH ABSOLUTELY NO VIBRATION AND THE PROP FUNCTIONED NORMALLY. I WAS NOT AWARE I HAD ANY REASON TO SUSPECT ANY PROBS. THE PERSON IN THE OTHER AIRPLANE DID ME A FAVOR BY DELAYING HIS EXIT FROM THE RWY. IF HE WOULD HAVE CLRED THE RWY, I WOULD HAVE LANDED WITH THE GEAR UP, THEREBY WRECKING MY AIRPLANE, AT THE VERY LEAST. HAD THIS PERSON NOT BEEN AT GXY THIS DAY, OR IF HE WOULD HAVE ENTERED THE LNDG PATTERN APPROPRIATELY, I WOULD NOT HAVE BEEN DISTR FROM MY LNDG CHKLIST AND WOULD NOT HAVE DAMAGED MY ACFT.

Synopsis :

POTENTIAL GND CONFLICT RESOLVED AFTER APCH TO OCCUPIED RWY BY A BEECH D17S BUT NOT BEFORE THE PROP IS NICKED PRIOR TO A NEAR GEAR UP LNDG AND RESULTING GAR AT GXY, CO.

Time

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

Place

Locale Reference.Airport : C83.Airport
State Reference : CA

Environment

Flight Conditions : VMC

Aircraft / 1

Operator.General Aviation : Personal
Make Model : Shorts Sc7 Skyvan 3/3m
Mission : Sky Diving
Flight Phase.Descent : Approach
Route In Use.Approach : Traffic Pattern

Aircraft / 2

Operator.General Aviation : Instructional
Make Model : Cessna 150
Mission : Training
Flight Phase.Descent : Approach
Route In Use.Approach : Traffic Pattern

Person / 1

Function.Flight Crew : Single Pilot
Experience.Flight Time.Total : 5900
Experience.Flight Time.Last 90 Days : 300
Experience.Flight Time.Type : 300
ASRS Report : 561382

Events

Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.Flight CrewA : 1
Resolutory Action.Flight Crew : Took Precautionary Avoidance Action
Miss Distance.Vertical : 100
Miss Distance.Horizontal : 300

Supplementary

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

Narrative :

SIMULTANEOUS LNDGS, AT PERPENDICULAR RWYS AT THE SAME TIME. I WAS DSNding RAPIDLY IN THE PATTERN AFTER DROPPING SKYDIVERS. I RPTED SAME ON UNICOM IN DOWNWIND BASE AND FINAL. OTHER ACFT RPTED DOWNWIND TO PERPENDICULAR RWY AND WE SPOKE ABOUT OUR POS. AS I TURNED BASE TO FINAL, I VISUALLY LOCATED 2ND ACFT AT MY 12 O'CLOCK POS AND BEGAN TO WIDEN MY TURN TO THE L (MY L) AND I CALLED TO HIM MY POS AT 2 O'CLOCK POS RELATIVE TO HIS ACFT AS I TURNED BEHIND HIM TO AVOID A POTENTIAL MIDAIR COLLISION. HE DID NOT APPEAR TO ALTER HIS FLT PATH FROM HIS DOWNWIND HEADING. HIS FLT APPEARED TO BE A TRAINING FLT. HE SOUNDED LIKE THE CFI. I REACTED ACCORDING TO WHAT APPEARED. HE DID NOT HAVE ME IN SIGHT AND HE NEVER RPTED SUCH. MY BASE LEG WAS INTO THE EARLY EVENING SUNLIGHT. THE WEEKEND BOOGIE HAD A CURRENT NOTAM ON FILE FOR INTENSE SKYDIVING ACTIVITY FOR THE WEEKEND AT BYRON (C83) ARPT. THE GENTLEMAN VERBALIZED SARCASM AND INSINUATED THREATS TOWARDS ME ON UNICOM FREQ. I WILL CONTINUE TO TALK, LISTEN AND LOOK OUT MY WINDSHIELD AS MUCH AS POSSIBLE. I WILL CONTINUE TO BE A COURTEOUS PLT WHENEVER POSSIBLE, IN SPITE OF WHAT WOULD SEEM TO OTHERS, UNUSUAL FLT ATTITUDES IN RELATION TO CLBING AND DSNding ACFT FOR SKYDIVING OPS.

Synopsis :

NMAC BTWN A SKYDIVER SHORTS SKY VAN AND A TRAINING C150 IN THE TFC PATTERNS FOR 2 INTERSECTING RWYS AT BYRON, C-83, CA.

Time

Date : 200209

Day : Sun

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : H30.Airport

State Reference : NY

Aircraft / 1

Operator.General Aviation : Personal

Make Model : Skyhawk 172/Cutlass 172

Flight Phase.Descent : Approach

Route In Use.Approach : Traffic Pattern

Aircraft / 2

Operator.General Aviation : Corporate

Make Model : Cessna Citation Undifferentiated or Other Model

Mission : Business

Person / 1

Function.Flight Crew : Single Pilot

ASRS Report : 561383

Person / 2

Function.Oversight : PIC

Function.Flight Crew : Captain

Events

Anomaly.Conflict : Ground Critical

Anomaly.Non Adherence : Published Procedure

Resolatory Action.Flight Crew : Executed Go Around

Supplementary

Problem Areas : Aircraft

Problem Areas : Flight Crew Human Performance

Narrative :

WAS IN PATTERN AT H30 AND RADIOED MY INTENTIONS. WAS ON FINAL WHEN I SELECTED FULL FLAPS. THEY DIDN'T WORK AND RADIO WENT DEAD. SIDE-SLIPPED DOWN AND HAD A NORMAL LNDG. I WAS TAXIING SLOWLY DOWN THE RWY WHEN A LINE MGR CAME OUT RUNNING, WAVING ARMS. HE CIRCLED R ARM FRANTICLY, THEN SHOT THEM TOWARD THE SKY. IT WAS CLR HE WANTED ME OUT OF THERE FAST. I TOOK OFF AND WENT AROUND AND CHECKED OUT THE SIT, THEN LANDED CAREFULLY AND FOUND OUT WHAT HAPPENED. A CESSNA CITATION HAD TO DO A GAR. UPON LEAVING, I TRIED TO EXPLAIN TO THE CESSNA CITATION PLT WHAT HAPPENED, WITH NO AVAIL. HE WAS ANGRY. EVEN THOUGH HE SAW ME AND TRIED TO QUERY ME IN THE AIR, BEFORE ALL THIS HAPPENED. I REALIZE NOW THAT UPON REALIZING THE ELECTRICAL FAILURE, I SHOULD HAVE GONE AROUND AND CHKED OUT THE TFC AND LANDED SAFELY WITHOUT THE RADIO. THIS WOULD HAVE PREVENTED A LOT OF PROBS.

Synopsis :

TFC SEPARATION PROB AT A NON TWR ARPT WHEN A C172 WITH AN ELECTRICAL PROB STAYS ON THE RWY TOO LONG AND FORCES A LNDG CITATION TO GO AROUND AT H30, NY.

Time

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

Place

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

Environment

Flight Conditions : VMC

Aircraft / 1

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

Aircraft / 2

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

Person / 1

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

Person / 3

Function.Flight Crew : Single Pilot

Events

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

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

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

Synopsis :

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

Time

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

Place

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

Environment

Flight Conditions : VMC

Aircraft / 1

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

Aircraft / 2

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

Person / 1

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

Person / 3

Function.Flight Crew : Single Pilot

Events

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

Supplementary

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

Narrative :

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

Synopsis :

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

Time

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

Place

Locale Reference.Airport : GVL.Airport
State Reference : GA

Environment

Flight Conditions : VMC

Aircraft / 1

Operator.General Aviation : Corporate
Make Model : SA-226 Tc Metro II

Aircraft / 2

Operator.General Aviation : Personal
Make Model : Beech Acft Corp Undifferentiated or Other Model

Person / 1

Function.Oversight : PIC
Function.Flight Crew : Captain
Experience.Flight Time.Total : 5600
Experience.Flight Time.Last 90 Days : 45
Experience.Flight Time.Type : 2000
ASRS Report : 561655

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Flight Crew : Single Pilot

Person / 4

Function.Oversight : Airport Manager

Events

Anomaly.Conflict : Ground Critical
Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Executed Go Around
Resolatory Action.None Taken : Detected After The Fact
Miss Distance.Vertical : 200
Miss Distance.Horizontal : 1000

Supplementary

Problem Areas : Airport
Problem Areas : Flight Crew Human Performance

Narrative :

AFTER BEING CLRED FOR VISUAL APCH TO GVL, WAS SWITCHED TO UNICOM AND CANCELED IFR. AFTER SWITCHING TO UNICOM AT APPROX 5 NM FROM FIELD ON A STRAIGHT-IN APCH, BROADCAST ACFT IDENT, LOCATION, AND INTENTIONS (STRAIGHT-IN FULL STOP). NO ACFT RESPONDED TO POS CALL. REPEATED CALL AT 3 NM STRAIGHT-IN AND APPROX 3/4 -1 MI FINAL -- AGAIN NO RESPONSE TO RADIO XMISSIONS. (WX CONDITIONS: VFR, CLR, 8 MI VISIBILITY, WINDS VARIABLE AT 5 KTS.) AFTER TOUCHDOWN DURING ROLLOUT, I SAW THE OTHER ACFT (BONANZA) ON ABOUT A 1/4 MI FINAL TO THE OPPOSITE RWY (ACFT NOSE-TO-NOSE). BROADCAST ON UNICOM THAT AN ACFT WAS ON THE RWY TO GO AROUND. AT APPROX THE THRESHOLD AT THE OPPOSITE RWY, THE BONANZA EXECUTED A GAR. ESTIMATE THAT GAR WAS INITIATED APPROX 1000-2000 FT AWAY. BONANZA CROSSED OVER MY ACFT AT APPROX 200 FT. AFTER PARKING ACFT, WE WERE INFORMED THAT THE UNICOM FREQ HAD BEEN CHANGED AS OF XA00 THE PREVIOUS DAY. NO NOTAMS WERE FOUND ADDRESSING THE CHANGE IN UNICOM FREQ. IN DISCUSSION WITH THE AIRFIELD MGR, HE COMMENTED 'WE ANTICIPATED THIS KIND OF SIT.' BUT OBVIOUSLY HE DID NOT TAKE APPROPRIATE STEPS TO PREVENT IT. BY ISSUING A CLRLY WORDED NOTAM THAT THE UNICOM FREQ HAD CHANGED OR INCLUDING THE CHANGE IN FREQ ON THE AWOS, THIS SIT COULD HAVE BEEN AVOIDED. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: IN COM WITH THE FLT INFO DESIGN ANALYST AT THE COMMERCIAL CHART PUBLISHER. HE INDICATED THE NOTAM FLT DATA DIGEST #207 DID NOT ISSUE THE CHANGE UNTIL OCT/XA/02. THE PUBLISHER HAS ISSUED A NOTAM WHICH WILL BE PUBLISHED NOV/XA/02. THE PLATE PAGE INFO WILL BE RELEASED NOV/XI/02 FOR THE DEC/XA/02 REVISION. THE ANALYST DOES NOT KNOW WHY THE NOTAM FLT DATA DIGEST TOOK SO LONG TO RELEASE THE FREQ CHANGE.

Synopsis :

SA226 CREW HAD A BE35 ON SHORT FINAL APCH, LNDG NOSE-TO-NOSE AT GVL.

Time

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

Place

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

Environment

Flight Conditions : VMC
Ceiling : CLR

Aircraft / 1

Operator.General Aviation : Personal
Make Model : Champion Citabria
Mission : Pleasure

Aircraft / 2

Make Model : PA-60 600 Aerostar

Person / 1

Function.Oversight : PIC
Function.Flight Crew : Single Pilot
Experience.Flight Time.Total : 670
Experience.Flight Time.Last 90 Days : 15
Experience.Flight Time.Type : 5
ASRS Report : 562915

Person / 2

Function.Flight Crew : Single Pilot

Events

Anomaly.Conflict : Ground Critical
Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.Flight CrewA : 1
Resolutory Action.Flight Crew : Took Precautionary Avoidance Action
Miss Distance.Vertical : 0
Miss Distance.Horizontal : 20

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

DURING THE MORNING, I WAS FLYING IN THE PATTERN AT BELEN ALEXANDER ARPT (E80). I HAD CALLED ABQ AFSS EARLIER THAT MORNING TO RECEIVE A BRIEFING GOOD VFR AND LIGHT WINDS WERE FORECAST. I WAS FLYING A BELLANCA 7GCAA IN THE PATTERN AND PRACTICED FULL STOP LNDGS. I WAS ANNOUNCING MY PATTERN LEGS ON CTAF 122.9 MHZ. SQUAWKING MODE C ON A 1200 CODE, AND USING MY BEACON AND LNDG LIGHT. I WAS USING RWY 03. I WAS THE ONLY ACFT IN THE PATTERN. AFTER MY SECOND LNDG AND DURING THE LNDG ROLLOUT, I SUDDENLY SAW A TWIN ENGINE AIRPLANE TOUCHING DOWN ON RWY 21 COMING HEAD-ON TO ME. I IMMEDIATELY VEERED AS FAR R ON THE RWY AS POSSIBLE AND CAME TO A STOP, READY TO HEAD INTO THE DIRT IF NECESSARY. WHEN I SAW THE TWIN HEAD TO HIS R SIDE, I KNEW THAT HE HAD SEEN ME. IT ENDED UP PASSING ME AT FAST TAXI SPEED (10-15 KTS). I THEN CALLED THE EVEN OVER THE CTAF. THERE WAS NO RESPONSE FROM THE TWIN, BUT THE FBO AND ANOTHER PLT WHO HAD JUST DEP THE PATTERN BOTH SAID THEY NEVER HEARD THE TWIN AEROSTAR CALL ON CTAF. ADDITIONALLY, THE FBO OWNER SAID HE DID NOT HEAR THE TWIN IN THE PATTERN. THIS WOULD INDICATE THAT THE TWIN AEROSTAR SHOT A STRAIGHT IN APCH TO RWY 21. AFTER I SECURED THE AIRPLANE, I SOUGHT OUT THE PLT OF THE AEROSTAR. HE STATED THAT HE WAS BROADCASTING HIS POSITION/INTENTIONS ON THE RADIO. I ASKED IF HE WAS USING THE CORRECT CTAF, HE LOOKED PUZZLED AND SAID HE WAS ON 122.8 MHZ. I INFORMED HIM THAT THE CTAF HAD CHANGED SEVERAL MONTHS EARLIER AND THAT THE NEW FREQUENCY HAD BEEN PUBLISHED FOR SOME TIME. I HAD PURCHASED THE LATEST EDITION OF AFB SC 2 WEEKS AGO, SO I DID HAVE THE CURRENT PUB. I WAS EXPECTING SOME SORT OF APOLOGY FROM THE PLT. WHEN HE OFFERED NONE, I ASKED HIM IF HE WOULD SUBMIT THIS VERY FORM. HE VERY ARROGANTLY STATED HE WOULD NOT. I FEEL THAT I WAS FOLLOWING ALL CORRECT PROCS AND SAFETY CONSIDERATIONS. IF THE PLT HAD OFFERED ANY SORT OF APOLOGY FOR HIS MISTAKE, THAT WOULD HAVE BEEN THE END OF IT. I WAS TOLD BY THE FBO OWNER THAT THIS PLT IS A LCL AREA MILLIONAIRE. THIS COULD BE A CONTRIBUTING FACTOR FOR HIS ARROGANCE. I BELIEVE I SHOULD HAVE HAD THE RIGHT-OF-WAY. IF I HAD KNOWN THERE WAS ANOTHER ACFT AND A POTENTIAL FOR CONFLICT, I WOULD HAVE YIELDED, AS I HAVE DONE BEFORE. I KNOW FULL WELL THAT AT UNCTLED ARPTS, A PLT MUST NOT RELY SOLELY ON RADIO CALLS. I ALWAYS LOOK AROUND IN THE PATTERN AS MUCH AS POSSIBLE FOR OTHER TFC. I LOOK FOR MY OWN SHADOW TO SEE IF THERE IS ANOTHER NEARBY. I CHECK THE RWY ON SHORT FINAL FOR OTHER TFC, ANIMALS, OBSTRUCTIONS, ETC. I DON'T KNOW WHAT CAN BE DONE FOR THE PLT. YOU CAN'T TEACH SAFETY AND YOU CAN'T TEACH COURTESY.

Synopsis :

A BELLANCA 7GCAA PVT PLT HAD TO SWERVE ON LNDG ROLL OUT ON RWY 03 WHEN HE SEES AN OPPOSITE DIRECTION TWIN AEROSTAR 600 ON ROLLOUT ON RWY 21, NOT ON CTAF FREQ AT E80, NM.

Time

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

Place

Locale Reference.Airport : 66S.Airport
State Reference : ID

Environment

Flight Conditions : VMC
Ceiling : CLR

Aircraft / 1

Operator.General Aviation : Personal
Make Model : Cessna 170
Mission : Pleasure

Aircraft / 2

Operator.General Aviation : Personal
Make Model : Experimental Aircraft
Mission : Pleasure
Flight Phase.Descent : Approach
Route In Use.Approach : Visual

Person / 1

Function.Flight Crew : Single Pilot
Experience.Flight Time.Total : 3000
Experience.Flight Time.Last 90 Days : 20
Experience.Flight Time.Type : 500
ASRS Report : 563499

Person / 2

Function.Flight Crew : Single Pilot

Events

Anomaly.Conflict : Ground Critical
Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Anomaly.Non Adherence : Required Legal Separation
Independent Detector.Other.Flight CrewA : 1
Resolutory Action.None Taken : Anomaly Accepted
Miss Distance.Vertical : 0
Miss Distance.Horizontal : 320

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

I HAD BEEN SHOOTING TOUCH AND GOES USING RWY 33 AT 66S. AN EXPERIMENTAL ACFT (RV) MADE HIS FIRST RADIO CALL, '1 MI N OF ARPT, LNDG TO THE S.' I RESPONDED TO HIS CALL RPTING THAT I WAS ON 1/4 MI FINAL TO RWY 33, TOUCH AND GO. AFTER I TOUCHED DOWN ON THE RWY THE EXPERIMENTAL ACFT (RV) WAS OBSERVED USING THE OPPOSING RWY. MY TKOF WAS ABORTED. THE EXPERIMENTAL (RV) LANDED ON RWY 15. EACH ACFT USED LESS THAN 1/2 OF THE RWY LENGTH.

Synopsis :

A C170 PLT HAS A GND CONFLICT WITH AN EXPERIMENTAL ACFT LNDG OPPOSITE DIRECTION ON THE SAME RWY AT 66S, ID.

Time

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

Place

Locale Reference.Airport : 2V2.Airport
State Reference : CO

Environment

Flight Conditions : VMC

Aircraft / 1

Operator.General Aviation : Personal
Make Model : Enstrom Helicopter 280 Shark
Mission : Training

Aircraft / 2

Make Model : Cessna 152

Person / 1

Function.Flight Crew : Single Pilot
Experience.Flight Time.Total : 3000
Experience.Flight Time.Last 90 Days : 50
Experience.Flight Time.Type : 200
ASRS Report : 565233

Person / 2

Function.Flight Crew : Single Pilot

Events

Anomaly.Conflict : NMAC
Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Anomaly.Non Adherence : Required Legal Separation
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Took Evasive Action
Miss Distance.Vertical : 20
Miss Distance.Horizontal : 100

Supplementary

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

Narrative :

LEAVING HELI PRACTICE AREA S OF RWY, I DID A CLRING TURN TO VIEW BOTH ENDS OF RWY. I SAW NO ACFT AND PROCEEDED N TO CROSS RWY. JUST AS I APCHED RWY, I SAW AN ACFT (WHITE WITH BLUE) LIFTING OFF. MADE IMMEDIATE EVASIVE TURN. FLAT LIGHTING, ACFT COLOR, NO RADIO CALL.

Synopsis :

NMAC AT A NON TWR ARPT BTWN A HELI IN A RWY INCURSION DURING AN AIR TAXI MANEUVER AND A DEP C152 ON LIFTOFF FROM RWY 11-29 AT 2V2, CO.

Time

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

Place

Locale Reference.Airport : ESN.Airport
State Reference : MD
Altitude.MSL.Single Value : 1000

Environment

Flight Conditions : VMC
Ceiling : CLR

Aircraft / 1

Operator.General Aviation : Personal
Make Model : Small Aircraft, Low Wing, 1 Eng, Retractable Gear
Mission : Pleasure
Flight Phase.Descent : Approach
Route In Use.Approach : Traffic Pattern

Aircraft / 2

Operator.General Aviation : Personal
Make Model : Any Unknown or Unlisted Aircraft Manufacturer
Flight Phase.Descent : Approach
Route In Use.Approach : Traffic Pattern

Aircraft / 3

Operator.General Aviation : Personal
Make Model : Any Unknown or Unlisted Aircraft Manufacturer
Flight Phase.Descent : Approach
Route In Use.Approach : Traffic Pattern

Aircraft / 4

Operator.General Aviation : Personal
Make Model : Any Unknown or Unlisted Aircraft Manufacturer
Flight Phase.Descent : Approach
Route In Use.Approach : Traffic Pattern

Person / 1

Function.Flight Crew : Single Pilot
Experience.Flight Time.Total : 2182
Experience.Flight Time.Last 90 Days : 35
Experience.Flight Time.Type : 2000
ASRS Report : 565675

Person / 2

Function.Flight Crew : Single Pilot

Person / 3

Function.Flight Crew : Single Pilot

Person / 4

Function.Flight Crew : Single Pilot

Events

Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Executed Go Around

Resolatory Action.Flight Crew : Took Evasive Action

Resolatory Action.None Taken : Anomaly Accepted

Miss Distance.Vertical : 200

Miss Distance.Horizontal : 400

Supplementary

Problem Areas : FAA

Problem Areas : Flight Crew Human Performance

Narrative :

ON IFR FLT PLAN IN VMC, 10 NM N OF ESN, CANCELED IFR. DSNDED FROM 6000 FT CRUISE TO 2000 FT APCH ALT. UNICOM 'RWY 22R TFC.' CIRCLED S OF ARPT, JOINED R DOWNWIND FOR RWY 22. OTHER TFC IN PATTERN. EXTENDED DOWNWIND WITH POS CALLS (6 OF THEM) AT APPROPRIATE INTERVALS, INCLUDING R BASE TO FINAL. WHEN ON R BASE, SAW OTHER ACFT ON L BASE QUITE HIGH. POS CALL. TURNED FINAL WELL CLR OF L BASE TFC OVERHEAD. CALLED SHORT FINAL. L BASE TFC PASSED OVERHEAD AND TURNED R CLR OF PATTERN. OTHER TFC AHEAD ON FINAL TOO SLOW. INITIATED R GAR, R BASE AND FINAL WITH NORMAL LNDG. ACFT ON L BASE PASSED ABOUT 200 FT OVERHEAD IN R TURN. NO FURTHER VIEW OF OTHER ACFT. MY LNDG NORMAL. OTHER TFC DISREGARDED UNICOM/ATIS NOTAM TO USE R TFC ON RWY 22.

Synopsis :

SMA PLT AND AN SMA ACFT HAD AN NMAC WHILE ENTERING THE TFC PATTERN FOR RWY 22 AT ESN.

Time

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

Place

Locale Reference.Airport : MLE.Airport
State Reference : NE
Altitude.MSL.Single Value : 2000

Environment

Flight Conditions : VMC

Aircraft / 1

Operator.General Aviation : Personal
Make Model : M-20 Series Undifferentiated or Other Model
Mission : Pleasure
Flight Phase.Descent : Approach
Route In Use.Approach : Traffic Pattern

Aircraft / 2

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

Person / 1

Function.Flight Crew : Single Pilot
Experience.Flight Time.Total : 1710
Experience.Flight Time.Last 90 Days : 62
Experience.Flight Time.Type : 1064
ASRS Report : 565773

Person / 3

Function.Controller : Approach

Events

Anomaly.Conflict : NMAC
Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Took Evasive Action
Resolatory Action.None Taken : Anomaly Accepted
Miss Distance.Vertical : 200

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

I APCHED MLE FROM NE AT 3500 FT MSL WITH RADAR ADVISORIES FROM OMAHA APCH. AFTER XING OMA AT 3500 FT, I WAS CLRED TO DSND TO PATTERN ALT, AND BEGAN A DSCNT TO 2000 FT, 5 MI NE. I SPOTTED THE BEACON, RPTED THE FIELD IN SIGHT, AND WAS TOLD TO SQUAWK 1200 AND CHANGE TO ADVISORY FREQ. I WAS ALSO TOLD ACFT WERE SEEN BTWN ME AND THE FIELD. I HAD BEEN MONITORING CTAF AND ANNOUNCED MY POS AND INTENTION TO JOIN THE L DOWNWIND FOR RWY 12. A BONANZA THEN RPTED XWIND FOR RWY 12. I AGAIN ANNOUNCED MY POS AND ASKED THE BONANZA TO CONFIRM HIS. HE RPTED THAT HE WAS AT THE DEP END OF RWY 30 AND THAT HE HAD ME IN SIGHT. I ASKED HIM AGAIN TO CONFIRM HIS POS AS I ANNOUNCED MY ENTRY TO DOWNWIND AT THE MIDFIELD. AT THAT MOMENT, I OBSERVED THE BONANZA PASS OVERHEAD ON DOWNWIND ABOVE 200 FT ABOVE ME, JUST AS HE REPEATED THAT HE HAD ME IN SIGHT. I AGAIN RPTED MY POS, FLEW A L 360 DEGS FOR SPACING, AND FOLLOWED THE BONANZA AT A SAFE INTERVAL. IF THE BONANZA HAD FLOWN THE CORRECT PATTERN ALT, A MIDAIR COLLISION WOULD HAVE OCCURRED. SEE AND AVOID IS VERY DIFFICULT AT NIGHT OVER A DENSELY POPULATED AREA, AS ACFT LIGHTS BLEND WITH GND LIGHTS. ACCURACY OF POS RPTING BY ACFT IN THE PATTERN CANNOT BE RELIED ON. ONE SHOULD NOT ENTER A TFC PATTERN UNTIL THE ACFT IN THE PATTERN HAVE BEEN POSITIVELY IDENTED. TCASII OR RADAR ADVISORIES ARE UNRELIABLE IF THE OTHER PLT DOES NOT TURN ON HIS XPONDER. THE BONANZA NEVER SAW ME AND MUST HAVE BEEN LOOKING AT GND LIGHTS.

Synopsis :

M20P PLT AND A BE35 HAD AN NMAC WHILE ENTERING THE TFC PATTERN FOR RWY 12 AT MLE.

Time

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

Place

Locale Reference.Airport : HWV.Airport
State Reference : NY
Altitude.MSL.Single Value : 1200

Environment

Flight Conditions : VMC

Aircraft / 1

Operator.General Aviation : Instructional
Make Model : Small Aircraft
Mission : Training
Flight Phase.Cruise : Level

Aircraft / 2

Make Model : Helicopter
Flight Phase.Cruise : Level

Person / 1

Function.Oversight : PIC
Function.Flight Crew : Single Pilot
Experience.Flight Time.Total : 375
Experience.Flight Time.Last 90 Days : 710
Experience.Flight Time.Type : 20
ASRS Report : 566098

Person / 2

Function.Flight Crew : Single Pilot

Person / 3

Function.Flight Crew : Single Pilot

Events

Anomaly.Conflict : NMAC
Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Took Evasive Action

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

FIRSTLY, A STUDENT AND I WERE WORKING ON PILOTAGE SKILLS AND ATTEMPTING TO FIND OUR WAY TO HWV, ON LONG ISLAND, WHILE UNDER THE FLOOR OF CLASS C ISP AT 1200 FT, AND NEARLY WANDERED INTO THE SURFACE AREA SURROUNDING ISP AFTER WE CONFUSED SOME RADIO TWRS MARKED ON THE SECTIONAL FOR TWRS THAT WERE ACTUALLY FARTHER E. A LOOK AT OUR GPS TOLD US A 130 DEG HDG WOULD TAKE US TO HWV, WHICH WAS UNEXPECTED AND, THEREFORE, A BIT UNNERVING. NEVERTHELESS, WE QUICKLY SPOTTED HWV NOW THAT WE WERE LOOKING IN THE RIGHT DIRECTION, CALLED IN FOR TA'S AT ABOUT 5 MI NW AND STARTED SETTING UP FOR A L DOWNWIND ENTRY FOR RWY 6, WHEN IT WAS ANNOUNCED THERE WOULD BE A SWITCH TO L TFC FOR RWY 15. NO PROB, MY STUDENT QUICKLY MADE THE NECESSARY ADJUSTMENTS, AND WE WENT IN FOR A TOUCH-AND-GO. AS WE WERE TAKING OFF AND APCHING 300 FT, I SAW A HELI AT 500 FT DIRECTLY IN FRONT OF US (MAYBE 1/4 MI). I WAS NOT SURE EXACTLY WHAT TO DO AS THIS WAS MY FIRST TIME TO HWV. WE HAD NO MORE RWY IN FRONT OF US TO LAND, I DIDN'T WANT TO GO BELOW THE HELI, FEARING ITS VORTICES, BUT THAT WAS MY ONLY OPTION AT THE MOMENT. I THEN LOOKED R AND SAW NO OBSTACLES, MADE A STEEP TURN -- NOT MY FAVORITE THING TO DO LESS THAN 200 FT ABOVE THE TREES, BUT AT LEAST IT WOULD TAKE ME ON A COURSE BEHIND THE HELI AND NOT BACK INTO TFC THAT WAS ON THE L DOWNWIND. AND I DON'T THINK I ACTUALLY HAD TO TURN TOO FAR OFF COURSE BEFORE IT WAS CLR THE HELI WAS NO LONGER A FACTOR. I THEN MADE A RADIO CALL TO WARN THE OTHER ACFT IN THE PATTERN ABOUT THE HELI. THINKING BACK ON IT, I SHOULD HAVE MENTIONED THAT IT WAS TRANSITIONING TO THE N, TO WARN ANYONE IN THE L DOWNWIND, BUT I DIDN'T. ANYWAY, IT SEEMS CLR THAT THE HELI HEARD RWY 6 WAS IN USE AND FLEW AT 500 FT PARALLEL TO AND S OF THE RWY (A SAFE MOVE AS TFC WAS FLYING L TURNS AT 1000 FT). HOWEVER, IT MUST NOT HAVE BEEN MONITORING CTAf, AND DID NOT HEAR ABOUT THE CHANGE TO RWY 15, WHICH THEN PUT IT RIGHT OVER THE DEP END OF THE RWY. HOPE THIS IS HELPFUL.

Synopsis :

DA20 FLC HAS NMAC AT HWV.

Time

Date : 200211
Day : Sun
Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : DRO.Airport
State Reference : CO

Environment

Flight Conditions : VMC
Ceiling : CLR

Aircraft / 1

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

Aircraft / 2

Operator.Common Carrier : Air Carrier
Make Model : De Havilland Canada Undifferentiated or Other Model
Mission : Passenger
Flight Phase.Descent : Approach

Person / 1

Function.Flight Crew : Single Pilot
Experience.Flight Time.Total : 90
Experience.Flight Time.Last 90 Days : 20
Experience.Flight Time.Type : 90
ASRS Report : 566861

Person / 2

Function.Oversight : PIC
Function.Flight Crew : Captain

Events

Anomaly.Conflict : NMAC
Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.Flight CrewA : 1
Resolutory Action.Flight Crew : Took Evasive Action
Miss Distance.Vertical : 150
Miss Distance.Horizontal : 70

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

I WAS TAKING OFF FROM DURANGO ARPT, CO, WHEN I NOTICED ACFT Y LNDG. I RPTED MY INTENTIONS AND ACTIONS AT ALL TIMES AS WELL AS MONITORED THE TFC ON THE APPROPRIATE FREQ. I HEARD NO FEEDBACK. I TOOK OFF NOT KNOWING THAT THERE WAS AN ACFT ON FINAL IN THE OPPOSITE DIRECTION. AFTER LIFTOFF, I IMMEDIATELY OFFSET TO MY L AND CONTINUED TO CLB. WE CLRED EACH OTHER WITH CONSIDERABLE DISTANCE. I THEN DID A RADIO CHK WITH GND OPS, AND DISCOVERED THAT THE VOLUME TO MY RADIO WAS FAIRLY LOW.

Synopsis :

DEPARTING C172 FROM DRO ARPT FAILS TO RECOGNIZE HIS AIR-TO-GND COM VOLUME IS TURNED DOWN BELOW AUDIBLE LEVEL AND CONFLICTS WITH A LNDG, OPPOSITE DIRECTION DHC8.