

ASRS Database Report Set

Multi-Engine Turbojet Aircraft Upsets Incidents

Report Set Description.....A sampling of reports concerning turbojet uncommanded control surface movement and unusual aircraft attitudes.

Update Number.....9.0

Date of UpdateOctober 9, 2003

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

Number of New Records in Report Set7

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

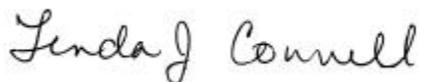
The attached material is furnished pursuant to a request for data from the NASA Aviation Safety Reporting System (ASRS). Recipients of this material are reminded of the following points, which must be considered when evaluating these data.

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

Place

State Reference : MN

Environment

Flight Conditions : IMC
Ceiling.Single Value : 1000

Aircraft / 1

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

Person / 1

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

Person / 2

Function.Controller : Approach

Person / 3

Function.Controller : Radar

Events

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

Supplementary

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

Narrative :

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

Synopsis :

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

Time

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

Place

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

Environment

Flight Conditions : VMC
Ceiling : CLR

Aircraft / 1

Controlling Facilities.Tower : ZZZ.Tower
Operator.General Aviation : Corporate
Make Model : Super King Air 300
Mission : Business

Aircraft / 2

Make Model : B757-200

Aircraft / 3

Make Model : IAI1123 Westwind

Person / 1

Experience.Flight Time.Total : 955
Experience.Flight Time.Last 90 Days : 180
Experience.Flight Time.Type : 25
ASRS Report : 533545

Person / 2

Function.Oversight : PIC
Function.Flight Crew : Captain

Events

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

Supplementary

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

Narrative :

WE ESTABLISHED VISUAL CONTACT WITH AN FBO MARSHALL WHO WAS 1 OF 3 WOMEN STANDING TOGETHER. SHE DIRECTED US TO TAXI BTWN 2 ACFT (A B757 ON THE L, AND A WESTWIND ON THE R). THE CAPT AND I BOTH COMMENTED THAT IT LOOKED LIKE AN AWFULLY TIGHT FIT. AS WE CONTINUED FORWARD, WE STOPPED PRIOR TO PASSING BY THE ACFT ON BOTH SIDES OF US BECAUSE AGAIN, IT LOOKED TIGHT. THE CAPT ASKED IF THE R WING WAS CLR, AND COMMENTED THAT THE L WING WOULD BE OK. I LOOKED AT THE MARSHALL, SHE GAVE ME A 'THUMBS UP' AND MOTIONED HER RAISED ARMS IN A FORWARD MOTION. AS WE MOVED FORWARD, I LOOKED AT THE L SIDE, AND AS I LOOKED BACK TO THE R, I SAW THE WINGLET OF OUR R WING START TO GO UNDER THE HORIZ STABILIZER OF THE WESTWIND. I CALLED FOR THE CAPT TO STOP IMMEDIATELY, AND WHEN HE HIT THE BRAKES, THE ACFT SLID ANOTHER 6-8 INCHES ON THE ICE AND SNOW COVERED RAMP. WE LEFT THE ACFT IN PLACE, AND IT WAS LATER BACKED AWAY FROM THE WESTWIND WITH A TUG, AFTER THE WESTWIND WAS JACKED UP USING HYD LIFTS. ONE OF THE PRIMARY FACTORS LEADING TO THIS SIT WAS OUR TRUST IN THE MARSHALL'S INSTRUCTIONS TO CONTINUE FORWARD, BELIEVING WE WERE CLR OF THE OTHER ACFT. ANOTHER FACTOR WAS THE SNOW AND ICE COVERED RAMP, WHICH CAUSED THE ACFT TO SLIDE AFTER BRAKING ACTION WAS APPLIED. A THIRD AND IMPORTANT FACTOR WAS THE DECISION OF THE CAPT AND MYSELF TO CONTINUE TAXIING INTO A SIT WE WERE NOT COMFORTABLE WITH. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: THE RPTR STATED THE DAMAGE WAS LIMITED TO A CREASE IN THE BEECH 350 R HORIZ STABILIZER TIP AND NO DAMAGE TO THE WESTWIND OR THE B757. THE RPTR SAID THE BEECH TIP WAS REPLACED THAT DAY AND RETURNED TO SVC.

Synopsis :

A BEECH 350 BEING GUIDED INTO A PARKING AREA BTWN A B757 AND A WESTWIND. THE BEECH 350 STRUCK THE WESTWIND INCURRING DAMAGE TO THE R HORIZ STABILIZER TIP.

Time

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

Place

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

Environment

Flight Conditions : VMC

Aircraft / 1

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

Person / 1

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

Person / 2

Function.Controller : Radar

Events

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

Supplementary

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

Narrative :

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

Synopsis :

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

Time

Date : 200112
Day : Thu

Place

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

Environment

Flight Conditions : Mixed
Ceiling.Bound Upper : 6500

Aircraft / 1

Controlling Facilities.ARTCC : ZDC.ARTCC
Operator.General Aviation : Instructional
Make Model : PA-28 Cherokee/Archer Ii/Dakota/Pillan/Warrior
Mission : Training
Flight Phase.Cruise : Enroute Altitude Change

Person / 1

Function.Flight Crew : Single Pilot
Experience.Flight Time.Total : 350
Experience.Flight Time.Last 90 Days : 147
Experience.Flight Time.Type : 306
ASRS Report : 533553

Person / 2

Function.Controller : Radar

Events

Anomaly.Altitude Deviation : Undershoot
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Declared Emergency
Resolatory Action.Flight Crew : Landed As Precaution
Resolatory Action.Flight Crew : Took Evasive Action
Resolatory Action.Controller : Issued New Clearance
Resolatory Action.Controller : Provided Flight Assist

Supplementary

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

Narrative :

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

Synopsis :

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

Time

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

Place

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

Aircraft / 1

Controlling Facilities.TRACON : N90.TRACON
Operator.General Aviation : Personal
Make Model : PA-31 Navajo Chieftan/Majave/Navajo
Mission : Pleasure
Flight Phase.Descent : Intermediate Altitude

Person / 1

Function.Flight Crew : Single Pilot
Experience.Flight Time.Total : 668
Experience.Flight Time.Last 90 Days : 26
Experience.Flight Time.Type : 34
ASRS Report : 533885

Person / 2

Function.Controller : Local

Events

Anomaly.Altitude Deviation : Excursion From Assigned Altitude
Anomaly.Altitude Deviation : Overshoot
Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.ControllerA : 2
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Declared Emergency
Resolatory Action.Flight Crew : Landed In Emergency Condition
Resolatory Action.Flight Crew : Returned To Assigned Altitude
Resolatory Action.Controller : Issued New Clearance
Resolatory Action.Controller : Provided Flight Assist

Supplementary

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

Narrative :

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

Synopsis :

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

Time

Date : 200112

Day : Fri

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : ALN.Airport

State Reference : OR

Environment

Flight Conditions : VMC

Aircraft / 1

Operator.General Aviation : Personal

Make Model : J3 Cub

Mission : Pleasure

Flight Phase.Cruise : Level

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 1460

Experience.Flight Time.Last 90 Days : 100

Experience.Flight Time.Type : 910

ASRS Report : 533906

Events

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Landed In Emergency Condition

Supplementary

Problem Areas : Aircraft

Problem Areas : Flight Crew Human Performance

Narrative :

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

Synopsis :

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

Time

Date : 200112

Day : Fri

Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : S21.Airport

State Reference : OR

Environment

Flight Conditions : VMC

Ceiling.Single Value : 2000

Aircraft / 1

Operator.General Aviation : Corporate

Make Model :

Mission : Business

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 5016

Experience.Flight Time.Last 90 Days : 100

Experience.Flight Time.Type : 560

ASRS Report : 534347

Events

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.None Taken : Unable

Supplementary

Problem Areas : Environmental Factor

Problem Areas : Flight Crew Human Performance

Narrative :

DIVERTED TO S21 (VMC) CANCELLED FLT PLAN WHEN I DROPPED BELOW RADAR COVERAGE AREA (7000 FT MSL) TO 5500 FT MSL. FLEW ALONG W SIDE OF RWY 18. INSPECTED VASI, LIGHTED WINDSOCK (CALM WINDS) AND PLOWED CONDITION OF SURFACE. THE LIGHTS WERE NOT VISIBLE ON THE RAMP, HUMPED RWY BUT THEY WERE AIRBORNE -- EDGE LIGHTS WERE OBSCURED BY SNOW BERMS. MADE A R TURN 180 DEGS TO RWY 36, ALIGNED ACFT AND ABORTED TOUCHDOWN DUE TO LONG PROJECTED TOUCHDOWN. RETRACTED GEAR, CLBED OUT AND EXECUTED COURSE REVERSAL TO ALIGN AIRPLANE WITH RWY 18, DSNDDED AT 90 KTS -- FULL FLAPS, 84 KTS, AND TOUCHED DOWN NEAR CTR OF RWY. AS I STARTED TO PULL PLT CTL LEVER INTO REVERSE, THE AIRPLANE VEERED TO L -- THE R RUDDER AND AILERON INPUTS WERE INEFFECTIVE IN CORRECTING THE DIVERGENCE PRIOR TO IMPACTING THE AIRPLANE ON TOP OF A 3 FT DEPTH OF SNOW. THE PLANE CAME TO REST WITH THE R WING 2 FT ABOVE THE SNOW BERM ON THE L SIDE OF THE RWY. IT WAS APPROX 1/3 OF THE WAY DOWN THE RWY (5000 FT BY 70 FT WIDE). THE WING SPAN IS 50 FT (APPROX). DECELERATION WAS SMOOTH AND PAX IN AFT CABIN WERE NOT INJURED. THE AIRPLANE WAS NOSE DOWN DUE TO DRAG LINK OF NOSE GEAR SNAPPING. FUSELAGE WAS NOT DENTED OR DISTORTED. 2 INCHES OF NOSE GEAR LNDG GEAR DOORS WERE BROKEN OFF AND 4 BLADE PROPS WERE BENT. IT IS UNKNOWN WHETHER ICY (BLACK ICE) RWY OR MECHANICAL CONDITION CONTRIBUTED TO ACFT EXITING RWY ON L SIDE. RWY (BRAKING ACTION) WAS RPTED FOLLOWING DAY TO BE POOR. PLT ASSISTED PAX OUT OF ACFT AND APPROPRIATE NOTIFICATION PROCS WERE IMPLEMENTED VIA CELL PHONE. CONTRIBUTING FACTORS WERE: FLYING 10 OUT OF 11 DAYS BACK-TO-BACK, LATE NIGHT OPS, 14 HR DUTY DAY.

Synopsis :

A PC12 PLT, LNDG AT SUNRISE, OR (S21), EXITED THE L SIDE OF THE RWY.

ACN: 534348

Time

Date : 200112

Day : Fri

Local Time Of Day : 0001 To 0600

Place

State Reference : FL

Altitude.MSL.Single Value : 42500

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.ARTCC : ZMA.ARTCC

Operator.Common Carrier : Air Taxi

Make Model : Learjet 35

Mission : Ambulance

Flight Phase.Cruise : Enroute Altitude Change

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 8000

Experience.Flight Time.Last 90 Days : 180

Experience.Flight Time.Type : 1500

ASRS Report : 534348

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Radar

Events

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

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Declared Emergency

Resolatory Action.Flight Crew : Diverted To Another Airport

Resolatory Action.Flight Crew : Landed In Emergency Condition

Resolatory Action.Controller : Issued New Clearance

Resolatory Action.Controller : Provided Flight Assist

Resolatory Action.None Taken : Detected After The Fact

Supplementary

Problem Areas : Aircraft

Problem Areas : FAA

Narrative :

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

Synopsis :

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

ACN: 534909

Time

Date : 200201

Day : Tue

Local Time Of Day : 0001 To 0600

Place

Locale Reference.Airport : CRW.Airport

State Reference : WV

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : CRW.Tower

Operator.Common Carrier : Air Taxi

Make Model : Baron 58/58tc

Mission : Freight

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 3000

Experience.Flight Time.Last 90 Days : 250

Experience.Flight Time.Type : 150

ASRS Report : 534909

Person / 2

Function.Controller : Ground

Events

Anomaly.Conflict : Ground Critical

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.None Taken : Unable

Supplementary

Problem Areas : Airport

Problem Areas : Environmental Factor

Problem Areas : Flight Crew Human Performance

Problem Areas : Weather

Narrative :

TAXIING OFF RAMP, SLOWLY DUE TO ICY CONDITIONS. AS I STARTED L TURN ONTO TXWY B FOR TAXI TO DEP RWY, ACFT TAXIED OVER CLR, BLACK ICE ON TXWY. ACFT LOST TRACTION AND SLID SLOWLY OFF TXWY. R PROP STRUCK TXWY LIGHT. SHUT DOWN IMMEDIATELY. LATER, WHEN WALKING OUT TO INSPECT ACFT, I SLIPPED AND FELL ON ICE A FEW FT FROM ACFT.

Synopsis :

A BE58 CARGO FLT SKIDS OFF THE TXWY THAT WAS COVERED WITH 'BLACK ICE,' DAMAGING THE R PROP TO SHUTTING DOWN AT CRW, WV.

Time

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

Place

Locale Reference.Airport : DAY.Airport
State Reference : OH

Environment

Flight Conditions : VMC
Ceiling.Single Value : 7500

Aircraft / 1

Controlling Facilities.Tower : DAY.Tower
Operator.General Aviation : Corporate
Make Model : Beech Jet 400
Mission : Passenger

Person / 1

Function.Flight Crew : First Officer
Experience.Flight Time.Total : 4965
Experience.Flight Time.Last 90 Days : 90
Experience.Flight Time.Type : 390
ASRS Report : 535012

Person / 2

Function.Oversight : PIC
Function.Flight Crew : Captain

Person / 4

Function.Controller : Local

Events

Independent Detector.Other.Flight CrewA : 1
Resolatory Action.None Taken : Unable

Supplementary

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

Narrative :

FOLLOWING AN UNEVENTFUL FLT, VISUAL APCH, AND LNDG TO RWY 6L AT DAY, THE CAPT SLOWED THE ACFT ON THE RWY TO TAXI SPD AND BEGAN A R TURN ONTO TXWY Z. ABOUT 2/3 THE WAY THROUGH THE TURN I FELT THE ACFT LURCH FORWARD AND REALIZED WE WERE SLIDING. THE CAPT CYCLED THE BRAKES, THEN APPLIED THRUST REVERSERS IN AN EFFORT TO STOP THE ACFT. THE ACFT SLID STRAIGHT AHEAD OFF THE TXWY BTWN TAXI LIGHTS INTO AN OPEN AREA OF SNOW-COVERED GRASS. THE TWR WAS NOTIFIED AND WE ELECTED TO CALL FOR A TUG RATHER THAN TAXI OUT OF THE GRASS, AS WE COULD NOT DETERMINE WHAT MIGHT BE HIDDEN UNDER THE 3 INCHES OF FRESH SNOW. ARPT OPS VEHICLES ARRIVED A SHORT TIME LATER, AND WE OBSERVED THEM SLIDE ON THE TXWY AS WELL. SAND TRUCKS WERE DISPATCHED AND TREATED THE AREA BEFORE THE TUG ARRIVED. ANOTHER ACFT LANDED A FEW MINS AFTER US ON THE SAME RWY AND EXITED ANOTHER TXWY AND RPTED THAT BRAKING ACTION WAS POOR TO NIL THERE AS WELL. ATIS WAS RECEIVED PRIOR TO THE VISUAL APCH, AND THERE WAS NO MENTION OF BRAKING ADVISORIES. THE RWY AND ASSOCIATED TXWYS APPEARED TO HAVE BEEN PLOWED RECENTLY, AND APPEARED TO BE MOSTLY CLR WITH A FEW PATCHES OF THIN SNOW. ON FURTHER INSPECTION OF TXWY Z, THE PAVEMENT WAS COVERED BY A THIN LAYER OF CLR ICE. AN ARPT OPS WORKER OFFERED THE OPINION THAT THE TXWY HAD BEEN PLOWED AN HR OR SO PREVIOUSLY, BUT THE SUN HAD COME OUT AND MAY HAVE HELPED TO MELT SOME OF THE SNOW, WHICH THEN REFROZE. NO INJURIES OR DAMAGE WERE CAUSED DURING THIS EVENT. OUR TAXI SPD WAS APPROPRIATE FOR THE PERCEIVED CONDITIONS. ADDITIONAL CHKS BY THE ARPT VEHICLES OF THE TXWYS MIGHT HAVE PREVENTED THIS OCCURRENCE.

Synopsis :

A BE40 CREW, AFTER LNDG AT DAY, WERE UNABLE TO NEGOTIATE THE EXIT, SLIDING OFF THE TXWY.

Time

Date : 200201

Day : Sun

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : FOK.Airport

State Reference : NY

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : FOK.Tower

Operator.General Aviation : Instructional

Make Model : Musketeer 23

Mission : Training

Person / 1

Experience.Flight Time.Total : 3000

Experience.Flight Time.Last 90 Days : 60

Experience.Flight Time.Type : 40

ASRS Report : 535833

Person / 4

Function.Controller : Ground

Events

Independent Detector.Aircraft Equipment.Other Aircraft Equipment : acft taxi ctl

Independent Detector.Other.Flight CrewA : 1

Supplementary

Problem Areas : Aircraft

Problem Areas : Flight Crew Human Performance

Problem Areas : Weather

Narrative :

INCIDENT OCCURRED DURING TAXI PHASE OF A FLT PRIOR TO DEP FOK. CONDITIONS WERE VFR SOME 10 HRS AFTER A SNOW STORM THAT DEPOSITED ABOUT 2-3 INCHES OF SNOW ON THE GND. WINDS WERE FROM 330 DEGS AT 11 KTS. TXWY WAS PLOWED AND IN GOOD CONDITION WITH ONLY VERY FEW SNOW/ICE PATCHES. PIC IS CFI IN A HIGH SCHOOL AVIATION PROGRAM TAKING 2 STUDENTS ON AN INTRODUCTION FLT FOR HAVING OBTAINED BEST SCORES IN THE CLASS FINAL EXAM. CFI WAS IN RIGHT SEAT. AS ACFT BEGAN TAXIING ALL WAS OKAY. BRAKES WERE CHKED AND FOUND OKAY. DURING TAXI, THERE WAS A SLIGHT TENDENCY FOR ACFT TO VEER TO THE RIGHT AND CFI ASKED STUDENT TO USE LEFT RUDDER AND LEFT BRAKE PEDAL AS NECESSARY TO KEEP ACFT ON TXWY CENTERLINE. THIS WAS ACCOMPLISHED SATISFACTORILY FOR ABOUT 1500 YARDS WITH STUDENT MANAGING FAIRLY WELL TO CTL ACFT WITHIN 3-4 FT OF THE TXWY CENTERLINE. CFI HELPED OUT WITH LEFT RUDDER ON (FIRST 90 DEGS) TURN TO THE LEFT AND STUDENT CONTINUED HOLDING WHAT I FELT TO BE LEFT RUDDER FOR CORRECTION. AT END OF FIRST TURN, ACFT WAS ON PROPER COURSE, VERY NEAR THE CENTERLINE AND THEN BEGAN TO VEER TO THE RIGHT AGAIN. CFI ATTEMPTED FULL LEFT RUDDER WHICH WAS ALREADY ON AND THEN LEFT BRAKE WHICH HAD LITTLE EFFECT. PWR WAS REDUCED TO 500-600 RPM AND ACFT CONTINUED TOWARD THE RIGHT SHOULDER OF TXWY. CFI'S APPLICATION OF BOTH BRAKES ONLY MADE MATTERS WORSE AS RIGHT BRAKE TURNED ACFT FURTHER TO THE RIGHT. CFI ASKED STUDENT TO GET OFF TH BRAKES AND RUDDER. CFI WAS ABLE TO MOVE ACFT BETWEEN TWO TXWY LIGHTS, AVOIDING ONE BY 2-3 FT. AFTER PUMPING THE BRAKES, LEFT BRAKE FUNCTION WAS ADEQUATE TO ALLOW NORMAL TAXI OPERATION AND TAXI RESUMED NORMALLY (WITHOUT THE STUDENT USING THE RUDDER PEDALS OR BRAKES) CFI DID REMAINING TAXI WITH RUDDER AND BRAKE USE. FLT WAS UNEVENTFUL, LNDG BY CFI AND TAXI BY CFI AT ARPT OF DEP WERE UNEVENTFUL AND 3 LEFT TURNS HAD T BE MADE FROM LNDG ROLL TO PARKING WITH NO PROB. (EXCEPT FOR A LOW LEFT BRAKE PEDAL). CONTRIBUTING FACTORS: FIRST FLT BY NEW STUDENT. CFI DID NOT REALIZE THAT STUDENT WAS USING 70-80 PERCENT LEFT RUDDER AND LEFT BRAKE DURING TAXI TO KEEP ACFT ON TXWY CENTERLINE. CONSTANT LEFT BRAKE PRESSURE BY STUDENT MAY HAVE RESULTED IN TEMPORARY RELEASE OF HYDRAULIC FLUID AD REDUCED LEFT BRAKE EFFECTIVENESS.

Synopsis :

BEECH MUSKETEER DEPARTED TXWY DURING TAXI OUT DUE TO LOSS OF DIRECTIONAL CTL BY STUDENT BEING GIVEN A FAMILIARIZATION FLT FROM A FLT INSTRUCTOR.

Time

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

Place

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

Environment

Flight Conditions : Marginal
Ceiling.Single Value : 1000

Aircraft / 1

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

Person / 1

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

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Departure

Person / 4

Function.Controller : Local

Events

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

Supplementary

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

Narrative :

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

Synopsis :

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

Time

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

Place

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

Environment

Flight Conditions : IMC
Ceiling.Single Value : 900

Aircraft / 1

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

Person / 1

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

Person / 2

Function.Controller : Approach

Events

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

Supplementary

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

Narrative :

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

Synopsis :

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

Time

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

Place

State Reference : WY

Environment

Flight Conditions : IMC

Aircraft / 1

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

Person / 1

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

Person / 2

Function.Controller : Radar

Events

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

Supplementary

Problem Areas : Aircraft
Problem Areas : Weather

Narrative :

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

Synopsis :

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

Time

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

Place

Locale Reference.Airport : COS.Airport
State Reference : CO
Altitude.MSL.Single Value : 11000

Environment

Flight Conditions : Mixed
Ceiling.Single Value : 3000

Aircraft / 1

Controlling Facilities.ARTCC : ZDV.ARTCC
Operator.Common Carrier : Air Taxi
Make Model : Airliner C99
Mission : Freight
Flight Phase.Cruise : Level

Person / 1

Function.Flight Crew : Single Pilot
Experience.Flight Time.Total : 2700
Experience.Flight Time.Last 90 Days : 150
Experience.Flight Time.Type : 350
ASRS Report : 536715

Person / 2

Function.Controller : Radar

Events

Independent Detector.Aircraft Equipment.Other Aircraft Equipment : Fuel quantity gauges.Fuel venting over board
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Declared Emergency
Resolatory Action.Flight Crew : Diverted To Alternate
Resolatory Action.Flight Crew : Landed In Emergency Condition
Resolatory Action.Controller : Provided Flight Assist

Supplementary

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

Narrative :

TOOK OFF FROM DEN AT XA15. AFTER LEVELING AT 11000 FT MSL, DID MY SYS CHKS AND NOTED THE FUEL GAUGES SHOWED 1300 LBS IN EACH WING (FULL). FUEL ON TKOF WAS 900 LBS IN EACH WING. CHKD FUEL SYS CIRCUIT BREAKERS, BUT THEY WERE NORMAL. CHKD LEVEL IN NACELLE TANKS AND THEY WERE FULL (AS EXPECTED). APPROX 10 MINS LATER, I ENTERED IMC. SINCE THERE WAS AN AIRMET FOR ICE AND IT WAS DARK, I TURNED ON THE WING ICE LIGHTS TO CHK FOR ICE. AT THAT POINT, I NOTED FUEL STREAMING FROM THE FUEL FILLER INLET IN THE L WING. I CHKD THE R WING AND ALSO NOTED FUEL COMING FROM THE FUEL INLET. THE FUEL CAP WAS DISPLACED BUT ATTACHED TO THE AIRFRAME BY ITS PLASTIC CONNECTING STRAP. UPON FURTHER SCRUTINY, I COULD TELL THE L WING FUEL CAP WAS MISSING. I CONTACTED ZDV, DECLARED AN EMER AND REQUESTED AN IMMEDIATE VECTOR TO COS OR PUB, WHICHEVER WAS CLOSER. THE CTLR SAID THEY WERE EQUIDISTANT, BUT I REMEMBERED THAT PUB WAS NOTAMED CLOSED. AFTER CHKING, THE CTLR CONFIRMED THE CLOSURE, SO I WENT DIRECT TO COS. THE WX THERE WAS APPROX 3000 FT, 10 MI. I ELECTED TO LAND ON RWY 35R BECAUSE IT WAS CLOSEST. THE LNDG WAS UNEVENTFUL. FUEL HAD STOPPED SIPHONING FROM THE WINGS BEFORE LNDG, AND THE QUANTITY AFTER LNDG WAS 450 LBS IN THE L WING AND 750 LBS IN THE R. I HAD ORDERED FUEL AT DIA AFTER LNDG THE PREVIOUS NIGHT. THE FUELER HAD LEFT A TICKET FOR 80 GALLONS, BUT I WAS NOT PRESENT DURING THE REFUELING. I LOOKED AT THE FUEL CAPS DURING PREFLT BUT FAILED TO NOTICE THEY WERE NOT PROPERLY SECURED. I HAD REFUELED AT DIA MANY TIMES AND THE FBO THAT DOES THE REFUELING SEEMED TO HAVE VERY WELL TRAINED PEOPLE. MY PRIOR EXPERIENCE WITH THIS AND OTHER REPUTABLE FBO'S LULLED ME INTO TRUSTING THEM MORE THAN I SHOULD HAVE. GIVEN THE LIGHTING CONDITIONS ON THE CARGO RAMP AFTER DARK, I SHOULD HAVE MADE A MORE THOROUGH PREFLT CHK.

Synopsis :

BEECH 90 CARGO PLT DECLARED AN EMER AND DIVERTED TO LAND AFTER FINDING THAT FUEL WAS STREAMING OVERBOARD OUT OF EACH MAIN WING TANK DUE TO THE FUEL CAP MISSING FROM TANK AND THE OTHER HANGING BY A PLASTIC STRAP.

Time

Date : 200201

Day : Fri

Local Time Of Day : 1201 To 1800

Place

State Reference : AK

Environment

Flight Conditions : VMC

Ceiling : CLR

Aircraft / 1

Operator.General Aviation : Personal

Make Model : Cessna 150

Mission : Pleasure

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 80

Experience.Flight Time.Last 90 Days : 14

Experience.Flight Time.Type : 60

ASRS Report : 536824

Person / 2

Function.Controller : Local

Events

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.None Taken : Detected After The Fact

Supplementary

Problem Areas : Cabin Crew Human Performance

Problem Areas : Flight Crew Human Performance

Narrative :

IT WAS A BEAUTIFUL SUNNY DAY AND SINCE I HAVE BEEN WORKING ON MY INST RATING I CHOSE TO GO ON A BRIEF VFR FLT TO ENJOY THE SCENERY. I RENTED A C150 FROM THE LCL FBO WHERE I RECEIVED MY PVT PLT'S LICENSE FROM. I DID A THOROUGH PREFLT AND FOUND THE ACFT TO BE AIRWORTHY. THERE WAS SOME LIGHT FROST ON THE WINGS AND SURFACES AND I BRUSHED THEM DOWN VERY THOROUGHLY WITH A BROOM TO REMOVE AS MUCH AS I COULD. I STARTED THE PLANE, TAXIED TO RWY 15 AND DID A RUN-UP. THE TWR CLRED ME TO TAKE OFF AND I APPLIED FULL PWR AND BEGAN MY TKOF. 1/2 WAY DOWN THE RWY AND PAST VR, THE PLANE JUST DIDN'T 'FEEL' LIKE IT WAS DEVELOPING ENOUGH LIFT AND I ABORTED THE TKOF. UNFORTUNATELY, THE RWY WAS COVERED IN PATCHY ICE AND BRAKING WAS POOR. I SUBSEQUENTLY WAS UNABLE TO STOP IN TIME AND SLID OFF THE END OF THE RWY, DESPITE HAVING PLENTY OF RWY TO STOP IN UNDER NORMAL CIRCUMSTANCES. MY ANALYSIS OF THE INCIDENT HAS LED ME TO A NUMBER OF CONCLUSIONS: 1) HAVING ALWAYS HAD WING COVERS ON ACFT I'D FLOWN PREVIOUSLY, I WAS A LITTLE UNCOMFORTABLE WITH THE FROST ON THE WINGS. I BRUSHED IT VERY WELL BUT IT WAS STILL A CONCERN IN THE BACK OF MY MIND. 2) I HADN'T FLOWN A C150 IN ABOUT 2 MONTHS. I HAD BEEN FLYING C172'S WHILE WORKING ON MY INST RATING, SO I WAS NOT TOTALLY USED TO FLYING IT, BUT I FELT COMFORTABLE ENOUGH TO MAKE THE FLT. 3) I CHOSE RWY 15, WHICH IS 2600 FT LONG, INSTEAD OF RWY 6, WHICH IS 4000 FT LONG, OUT OF HABIT BECAUSE IT IS CLOSER TO THE FBO AND THE ONE I USED MOST OF THE TIME IN PREVIOUS FLTS. 4) I STILL QUESTION WHETHER MY DECISION TO ABORT WAS THE CORRECT CHOICE. WHILE THE PLANE DIDN'T 'FEEL' LIKE IT WAS GOING TO LIFT OFF SOON, I MAY NOT HAVE PULLED BACK FAR ENOUGH ON THE YOKE. THE FROST I HAD BRUSHED DOWN SO WELL WAS STILL A CONCERN TO ME AND AS SOON AS I 'FELT' LIKE THE PLANE WASN'T GOING TO FLY, I DECIDED TO ABORT. OTHER PLTS WHO SAW THE PLANE AFTERWARDS SAID THAT I SHOULD HAVE HAD NO PROB DEVELOPING LIFT WITH HOW WELL THE WINGS HAD BEEN BRUSHED. IF I HAD TAKEN THE LONGER RWY, I WOULDN'T HAVE FELT THE URGENCY TO ABORT WITH THE EXTRA RWY AHEAD OF ME AND MIGHT HAVE TAKEN OFF JUST FINE. BUT THEN AGAIN, I MIGHT NOT HAVE, AND I DIDN'T WANT TO HIT THE END OF THE RWY GOING FAST. MY COMFORT WITH THE ACFT AND HABIT OF USING THE RWY I CHOSE ALONG WITH MY APPREHENSION OF HAVING ANY KIND OF FROST ON THE WING AND LACK OF RECENT TIME IN THE MODEL OF PLANE WERE ALL CONTRIBUTING FACTORS. I HAVE CERTAINLY LEARNED A LOT FROM THIS EXPERIENCE. I WILL ALWAYS TAKE THE LONGEST RWY AVAILABLE FROM NOW ON, AND IF I AM APPREHENSIVE ABOUT SOMETHING LIKE THE FROST, I WILL EITHER CONSULT OTHERS ABOUT MY CONCERNS, OR CANCEL THE FLT. I WILL ALSO BE MORE VIGILANT ABOUT BEING COMPLACENT AND DOING THINGS OUT OF HABIT RATHER THAN STOPPING AND THINKING THEM THROUGH.

Synopsis :

A C150 PLT GOES OFF THE END OF A 2600 FT RWY ON A FROSTY DAY AFTER PURPORTING TO HAVE REMOVED FROST FROM WINGS DURING PREFLT. RWY CONDITION WAS PATCHY ICE.

Time

Date : 200201

Day : Tue

Local Time Of Day : 1201 To 1800

Place

State Reference : NY

Environment

Flight Conditions : Mixed

Aircraft / 1

Controlling Facilities.ARTCC : ZBW.ARTCC

Operator.General Aviation : Instructional

Make Model : Skyhawk 172/Cutlass 172

Mission : Training

Flight Phase.Cruise : Level

Person / 1

Experience.Flight Time.Total : 10000

Experience.Flight Time.Last 90 Days : 160

Experience.Flight Time.Type : 5000

ASRS Report : 536837

Person / 3

Function.Controller : Radar

Events

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Controller : Issued New Clearance

Resolatory Action.None Taken : Anomaly Accepted

Supplementary

Problem Areas : ATC Human Performance

Problem Areas : Flight Crew Human Performance

Problem Areas : Weather

Narrative :

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

Synopsis :

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

Time

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

Place

Locale Reference.Airport : RST.Airport
State Reference : MN
Altitude.MSL.Single Value : 8000

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.TRACON : RST.TRACON
Operator.General Aviation : Personal
Make Model : PA-28 Cherokee/Archer Ii/Dakota/Pillan/Warrior
Mission : Pleasure
Flight Phase.Cruise : Level

Person / 1

Function.Flight Crew : Single Pilot
ASRS Report : 537113

Person / 2

Function.Controller : Approach

Events

Independent Detector.Aircraft Equipment.Other Aircraft Equipment : ENGINE QUIT
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Overcame Equipment Problem

Supplementary

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

Narrative :

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

Synopsis :

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

Time

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

Place

Locale Reference.Airport : ZZZ1.Airport
State Reference : US
Altitude.MSL.Single Value : 27000

Environment

Flight Conditions : VMC
Ceiling.Single Value : 6000

Aircraft / 1

Controlling Facilities.ARTCC : ZZZ.ARTCC
Operator.Common Carrier : Air Carrier
Make Model : Do 328
Mission : Ferry
Flight Phase.Cruise : Level

Person / 1

Function.Oversight : PIC
Function.Flight Crew : Captain
Experience.Flight Time.Total : 4100
Experience.Flight Time.Last 90 Days : 180
Experience.Flight Time.Type : 500
ASRS Report : 537187

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Radar

Events

Independent Detector.Aircraft Equipment.Other Aircraft Equipment : RIGHT VIBRATION INDICATION
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Declared Emergency
Resolatory Action.Flight Crew : Diverted To Another Airport
Resolatory Action.Flight Crew : Exited Adverse Environment
Resolatory Action.Flight Crew : Landed In Emergency Condition
Resolatory Action.Controller : Issued New Clearance

Supplementary

Problem Areas : Aircraft

Narrative :

WE TOOK THE ACFT FROM ANOTHER CREW AT XA00 IN ZZZ. THE INBOUND CREW HAD WRITTEN UP THE L-HAND DC GENERATOR AND WE WERE ON MAINT. THERE WERE ALREADY 3 DEFERRED ITEMS IN THE LOGBOOK (GALLEY LIGHT INOP, CABIN INTERIOR LIGHTING, AND CYCLE ICE TIMER). ABOUT 1 HR LATER, CONTRACT MAINT INFORMED US THEY WERE GOING TO EXCHANGE THE L-HAND GENERATOR FOR THE R-HAND GENERATOR SO THAT THE INOP GENERATOR COULD BE DEFERRED. (A L-HAND GENERATOR CANNOT BE DEFERRED IN THE ACFT.) WE ASSISTED CONTRACT MAINT IN THE FORM OF ENG STARTS/STOPS. AFTER THE GENERATORS WERE EXCHANGED, ALL SYS (EXCEPT THE R-HAND GENERATOR) WERE TESTED AND OPERATED NORMALLY. CONTRACT MAINT WENT TO CONFER WITH ACR MAINT OVER THE PHONE AND RETURNED AT APPROX XE15 AND TOLD US THE R-HAND GENERATOR WAS DEFERRED PROPERLY AND HANDED ME THE LOGBOOK. I POINTED OUT TO HIM THAT THE R-HAND GENERATOR WAS NOT PROPERLY DEFERRED. THE SLIP CONTAINED THE WRONG MEL NUMBER, THE WRONG CATEGORY (AND THEREFORE THE WRONG EXPIRATION DATE), AND NO MAINT PROCS HAD BEEN FILLED IN. ADDITIONALLY, MAINT HAD COMPLETELY IGNORED ALMOST 3 PAGES OF PROCS IN THE MEL. WE HELPED CONTRACT MAINT PERFORM THESE PROCS IN THE FORM OF ENG STARTS/STOPS AND THEN CONFERRED WITH ACR MAINT TO PEN AND INK THE MAINT SLIP CORRECTLY. ABOUT 30 MINS INTO THE FLT, WE NOTICED AN AMBER R FUEL PRESSURE LOW CAS MESSAGE AND COMPLIED WITH THE QRH. ALTHOUGH THE MESSAGE WAS AT FIRST INTERMITTENT, IT EVENTUALLY STAYED ON CONTINUOUSLY. THE QRH SIMPLY SAYS TO MINIMIZE THRUST LEVER MOVEMENT AND AVOID SUDDEN ROLL MOVEMENTS. WE MESSAGED DISPATCH CONCERNING THIS VIA ACARS. ABOUT 45 MINS LATER WE NOTICED A 'VIBRATION' ICON ON THE EICAS AND WHEN WE PULLED UP THE ENG PAGE WE SAW A L-HAND ENG VIBRATION OF ONLY .1 INCHES PER SECOND, BUT A R-HAND ENG VIBRATIONS OF .3 TO .4 INCHES PER SECOND. WE COMPLIED WITH THE QRH, BUT BRINGING THE THRUST LEVER BACK TO IDLE DID NOT HELP. SOON AFTER THE VIBRATION GOT TO 1.3 INCHES PER SECOND. WE BOTH HEARD A LOW FREQ HUMMING WE WERE NOT ACCUSTOMED TO, AND LATER THE FO RELATED THAT HE ALSO FELT A DEFINITE VIBRATION. I CANNOT VERIFY THE SENSATION OF VIBRATION, ONLY THE LOW HUM. IN ACCORDANCE WITH THE QRH, WE SECURED THE R-HAND ENG. I WAS THE PF AND DECLARED AN EMER AS MY FO FOLLOWED THE QRH AND BEGAN THE PROCESS OF NOTIFYING DISPATCH. THIS NOTIFICATION BECAME A TIME CONSUMING PROCESS BECAUSE AN ACR Y FLT WAS HAVING PROBS OF ITS OWN (WITH A POSSIBLE EMER). WITHOUT BEING ABLE TO CONFER WITH DISPATCH, I ASKED ATC FOR THE NEAREST ARPT AND HE BEGAN GIVING ME VECTORS FOR ZZZ1. I INFORMED MY FO TO SIMPLY TELL DISPATCH THAT WE WERE DIVERTING SINGLE ENG TO ZZZ1 AND THAT I NEEDED HIM 'BACK IN THE COCKPIT.' WHILE DSNDRG INTO THE ZZZ1 AREA, WE NOW HAD A 'BLEED SOV FAIL' MESSAGE AND I NOTICED THAT THE L-HAND ENG LOW PRESSURE BLEED HAD FAILED CLOSED. WE WERE IN ICING CONDITIONS FOR A SHORT DURATION DURING THE DSCNT AND WHEN WE SELECTED THE SINGLE MODE CYCLE ICE WE INDEED RECEIVED AN AIR FOIL DEICE FAIL MESSAGE. FORTUNATELY, WE WERE NOT IN ICING CONDITIONS LONG ENOUGH FOR THIS TO BE A PROB. THE ENTIRE QRH WAS COMPLETED BEFORE WE MADE AN UNEVENTFUL LNDG IN ZZZ1 AND TAXIED TO THE GATE WITHOUT FURTHER INCIDENT. CFR ESCORTED US TO THE GATE. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: THE RPTR STATED THE MAINT FINDINGS WERE THE STARTER DRIVE SHAFT HAD FAILED ON THE ACCESSORY GEAR BOX SIDE ALLOWING THE SHAFT TO BE DRIVEN BY THE ENG CAUSING THE VIBRATION AND HUM. THE FAA SAFETY INSPECTOR CHKD THE LOGBOOK ON ARR AND WAS INTERESTED IN THE SWAPPING OF THE GENERATORS PRIOR TO DEP.

Synopsis :

A DORNIER 328J IN CRUISE AT FL270 DECLARED AN EMER AND DIVERTED DUE TO THE R ENG VIBRATION INDICATION AND AUDIBLE HUM. CAUSED BY A FAILED STARTED DRIVE SHAFT.

Time

Date : 200202
Day : Fri
Local Time Of Day : 0001 To 0600

Place

Locale Reference.Airport : GRR.Airport
State Reference : MI
Altitude.MSL.Single Value : 2350

Environment

Flight Conditions : Mixed
Ceiling.Single Value : 500

Aircraft / 1

Controlling Facilities.ARTCC : ZAU.ARTCC
Controlling Facilities.Tower : GRR.Tower
Operator.Common Carrier : Air Taxi
Make Model : Commander 500
Mission : Freight
Flight Phase.Descent : Approach

Aircraft / 2

Controlling Facilities.Tower : GRR.Tower
Make Model : Commander 500
Flight Phase.Descent : Approach

Person / 1

Function.Oversight : PIC
Function.Flight Crew : Captain
Experience.Flight Time.Total : 2014
Experience.Flight Time.Last 90 Days : 213
Experience.Flight Time.Type : 400
ASRS Report : 537274

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Oversight : PIC
Function.Flight Crew : Captain

Person / 4

Function.Controller : Radar

Person / 6

Function.Controller : Radar
Function.Controller : Supervisor

Person / 5

Function.Controller : Local

Events

Anomaly.Non Adherence : FAR
Resolutory Action.None Taken : Anomaly Accepted

Supplementary

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

Problem Areas : Weather

Narrative :

WE WERE IN CONTACT WITH ZAU ALL THE WAY AND WERE CLR FOR THE APCH AT GRR 10 MI BEHIND ANOTHER AC500, IN OUR WAY IN 4.5 MI FROM MAP WE WERE TOLD BY CTR THAT CANCELLATION FROM THE OTHER TFC WAS RECEIVED AND THAT WE WERE CLR FOR THE APCH, THAT CHANGE OF FREQ WAS APPROVED, SO WE BROADCAST DISTANCE AND INTENTIONS ON THE CTAF FREQ. AT 3.2 MI FINAL A VOICE CAME OVER THE FREQ AND SAID THEY WERE CLOSING THE RWYS DUE TO SOME FREEZING RAIN THAT WENT PAST THE ARPT AND LEFT A SHEET OF ICE OVER THE RWY. I SIMPLY SAID TO HER, WE WERE 2 MI FINAL AND THAT WE WERE LNDG AT OUR OWN RISK. I THOUGHT THIS WAS SOMEONE PLAYING WITH US, SINCE ARTCC ALREADY HAD CLRED US FOR THE APCH AND WE HAD THE RWY IN SIGHT, BUT THEN CTRL IMPLIED TO ME THAT, THAT THIS WAS GOING TO BE A DEV AND THAT THEY NEEDED SOME INFO FROM ME. I DID NOT KNOW WHAT A DEV WAS SO I ASKED. CTRL SIMPLY SAID IT WAS AN ARPT PROC, ONCE THEY OPEN A CLOSED RWY FOR SOMEONE'S USE, IN MY RECOLLECTION WE WERE NEVER TOLD BY ZAU THAT THEY HAD PUT A NOTAM FOR GRR AND THAT THEY WERE GOING TO CLOSE THE RWYS, FURTHER MORE WE WERE CLR FOR THE APCH. ON THE GND, I CALLED CTR AND TOLD HIM WHAT HAD HAPPENED THAT HE DID NOT SAY ANYTHING TO US ABOUT THE NOTAM ON GRR, HE SIMPLY SAID THAT HE HAD JUST BEEN TOLD AND TALKED TO ARPT OPS AT GRR AND THAT THEY INFORMED HIM THAT THEY WERE CLOSING THE RWYS. LNDG WAS UNEVENTFUL. WE FOUND FAIR BRAKING ACTION, BUT I FEEL ATC PEOPLE SHOULDN'T BROADCAST BLINDLY OVER CTAF AND FURTHER MORE TO CLOSE A RWY WHEN AN ACFT IS 3 MI FINAL. THEY SHOULD HAVE BETTER COM WITH CTR FREQ, ESPECIALLY AT NIGHT WHEN TWR IS NOT IN OP.

Synopsis :

AN AC50 CREW, ON SHORT FINAL TO GRR, WERE INFORMED BY CTAF, THE RWY WAS CLOSED. THEY ELECTED TO LAND DESPITE THE CLOSURE.

ACN: 537521

Time

Date : 200202

Day : Thu

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : EVV.Airport

State Reference : IN

Environment

Flight Conditions : IMC

Aircraft / 1

Controlling Facilities.TRACON : EVV.TRACON

Operator.General Aviation : Personal

Make Model : Skylane 182/Rg Turbo Skylane/Rg

Mission : Training

Flight Phase.Cruise : Enroute Altitude Change

Flight Phase.Cruise : Level

Person / 1

Experience.Flight Time.Total : 1480

Experience.Flight Time.Last 90 Days : 110

Experience.Flight Time.Type : 350

ASRS Report : 537521

Person / 3

Function.Controller : Approach

Events

Anomaly.Altitude Deviation : Excursion From Assigned Altitude

Anomaly.Altitude Deviation : Undershoot

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.ControllerA : 3

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Exited Adverse Environment

Resolatory Action.Flight Crew : Took Precautionary Avoidance Action

Resolatory Action.Controller : Issued New Clearance

Supplementary

Problem Areas : ATC Human Performance

Problem Areas : Environmental Factor

Problem Areas : Flight Crew Human Performance

Problem Areas : Weather

Narrative :

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

Synopsis :

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

Time

Date : 200202

Day : Thu

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : EKY.Airport

State Reference : AL

Environment

Flight Conditions : IMC

Aircraft / 1

Controlling Facilities.TRACON : BHM.TRACON

Operator.Common Carrier : Air Taxi

Make Model : Centurion/Turbo Centurion 210c

Mission : Passenger

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Single Pilot

ASRS Report : 537809

Person / 2

Function.Controller : Departure

Events

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Exited Adverse Environment

Resolatory Action.Controller : Issued New Clearance

Resolatory Action.Controller : Provided Flight Assist

Supplementary

Problem Areas : Flight Crew Human Performance

Problem Areas : Weather

Narrative :

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

Synopsis :

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

Time

Date : 200201

Day : Wed

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : MGY.Airport

State Reference : OH

Environment

Flight Conditions : IMC

Ceiling.Single Value : 800

Aircraft / 1

Controlling Facilities.Tower : DAY.Tower

Operator.General Aviation : Personal

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

Mission : Business

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 1300

Experience.Flight Time.Last 90 Days : 60

ASRS Report : 538200

Events

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.None Taken : Detected After The Fact

Supplementary

Problem Areas : Airport

Problem Areas : Company

Problem Areas : Flight Crew Human Performance

Problem Areas : Weather

Narrative :

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

Synopsis :

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

Time

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

Place

Locale Reference.Airport : LAS.Airport
Altitude.MSL.Single Value : 11000

Environment

Flight Conditions : IMC
Ceiling.Single Value : 5000

Aircraft / 1

Operator.General Aviation : Corporate
Make Model : Citation V
Mission : Passenger
Flight Phase.Descent : Approach

Person / 1

Function.Oversight : PIC
Function.Flight Crew : Captain
Experience.Flight Time.Total : 8000
Experience.Flight Time.Last 90 Days : 85
Experience.Flight Time.Type : 750
ASRS Report : 538719

Person / 2

Function.Flight Crew : First Officer
Experience.Flight Time.Total : 6641
Experience.Flight Time.Last 90 Days : 42
Experience.Flight Time.Type : 82
ASRS Report : 538181

Person / 3

Function.Controller : Approach

Events

Anomaly.Non Adherence : Company Policies
Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.ControllerA : 3
Resolatory Action.Controller : Issued Alert
Resolatory Action.Controller : Issued New Clearance

Supplementary

Problem Areas : Company
Problem Areas : Flight Crew Human Performance

Narrative :

FLT FROM KUDD-KLAS. WE HAD PROGRAMMED THE FMS TO OUR FILED RTE AND DEPARTED UDD VFR AND PICKED UP OUR CLRNC ENRTE, REMAINING VFR. WE PICKED UP OUR CLRNC FROM PSP DEP, AND IT WAS DIFFERENT THAN WHAT WAS FILED. THE PNF PROCEEDED TO CHANGE THE RTE IN THE FMS. THE BIGGEST CHANGE WAS THE ARR INTO LAS. THE FILED ARR WAS THE CRESSO 3, WHICH WAS CHANGED TO THE SKEBR 1. BOTH ARRS CAN START AT CRAMS. AS HE WAS CHKING THE FIXES, I CALLED THEM OUT TO HIM TO VERIFY IT WAS CORRECT, BUT HE HAD THE CRAMS 1 ARR IN HAND, SO IT LOOKED GOOD. AS WE STARTED THE ARR, WE WERE INSTRUCTED TO DSND TO 11000 FT, AND CONTINUE ON SKEBR 1, NEITHER OF US REALIZED THAT WE STILL DID NOT HAVE THE CORRECT ARR AND CONTINUED. THEN APCH ASKED US OUR HDG, WHICH WAS 015 DEGS. WE WERE THEN INSTRUCTED TO TURN TO 350 DEGS, AND THE PREVIOUS HDG WOULD NOT KEEP US ON SKEBR 1 ARR. AT THIS POINT WE REALIZED SOMETHING WAS WRONG AND I STARTED TURNING TO 035 DEGS. AGAIN, APCH QUERIED US OF OUR HDG AND INSTRUCTED US TO TURN TO 350 DEGS. APCH THEN VECTORED US THE REMAINDER OF THE ARR AND WE LANDED WITH NO OTHER PROBS. AT THE TIME, WE WERE IMC, IN TURB, GETTING LIGHT ICE. JUST PREVIOUSLY, PNF WAS GETTING ATIS AND INFORMING THE FBO OF OUR ARR. AT THAT TIME, PF WAS FLYING AND MONITORING CTR FREQ. AT ABOUT THE TIME OF THE PROB, BOTH PLTS WERE PERFORMING THEIR DUTIES, BUT BOTH WERE CONFUSED ABOUT THE SIT. I FEEL IF I WOULD HAVE ASKED THE PNF TO REPEAT THE ARR AFTER INITIAL CLRNC WAS GIVEN AND SHOULD HAVE BEEN VERIFYING THE ARR AS PNF WAS ENTERING THE INFO INTO THE FMS, THIS WOULD NOT HAVE HAPPENED. SUPPLEMENTAL INFO FROM ACN 538181: I ENTERED CRAMS AND THEN INADVERTENTLY ENTERED THE CRAMS 1 ARR INTO THE FMS. SEVERAL FACTORS LED TO THIS SIT. AS THE PNF, IT WAS MY DUTY TO PROGRAM THE FMS AND CHANGES. THESE ARE TO BE DISCUSSED AND CONFIRMED BY THE PF. I ALLOWED MYSELF TO BE DISTR FROM COMMUNICATING AND COMPLETING THIS CONFIRMATION BY SIMULTANEOUSLY ATTEMPTING TO RETRIEVE ATIS AND NOTIFY THE FBO OF OUR ARR AND CONFIRM PAX GND TRANSPORTATION REQUIREMENTS. THIS SIT COULD HAVE BEEN PREVENTED BY: 1) ADDITIONAL CONCENTRATION, FOCUS, AND PERSONAL COMMITMENT TO 'CORRECTLY' ENTER CLRNCs AND CHANGES INTO THE FMS. 2) ADHERENCE TO COMPANY POLICY TO PROPERLY COMMUNICATE, CONFIRM, AND VERIFY FMS ENTRIES. 3) PROPERLY PRIORITIZING THE WORKLOAD TO INCLUDE FLYING THE AIRPLANE, COMPLYING WITH ATC CLRNCs, AND OMITTING NON ESSENTIAL DUTIES TO PREVENT FLC DISTR.

Synopsis :

C560 CREW HAD TRACK DEV AFTER A CHANGE IN STAR INTO LAS.

Time

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

Place

State Reference : VA
Altitude.MSL.Single Value : 6000

Environment

Flight Conditions : IMC
Ceiling.Single Value : 800

Aircraft / 1

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

Person / 1

Function.Flight Crew : Single Pilot
Experience.Flight Time.Total : 170
Experience.Flight Time.Last 90 Days : 30
Experience.Flight Time.Type : 120
ASRS Report : 538768

Person / 2

Function.Controller : Approach

Events

Anomaly.Non Adherence : Clearance
Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.ControllerA : 2
Resolatory Action.Flight Crew : Returned To Intended or Assigned Course
Resolatory Action.Controller : Issued Alert
Resolatory Action.Controller : Provided Flight Assist
Resolatory Action.None Taken : Detected After The Fact

Supplementary

Problem Areas : Flight Crew Human Performance
Problem Areas : Weather

Narrative :

ABOUT 6 WKS AFTER GETTING MY IFR TRAINING AND ENDORSEMENT IN CRYSTAL CLR VFR WX, I FINALLY HAD THE CHANCE TO EXPERIENCE ACTUAL IFR CONDITIONS ON A SUNDAY MORNING. A WARM DRIZZLE WAS FALLING SO I DIDN'T HAVE TO WORRY ABOUT ICE, AND THE CLOUDS WERE LOW (ABOUT 800 FT) AND THICK (PRETTY CONSTANT BTWN ENTRY AND MY CRUISE AT 6000 FT, WITH NO THINNING IN SIGHT). I DECIDED TO GO TO LYH VIA DIRECT MOL AND THEN V143. NOT DIRECT, BUT IT LET ME FLY LOW ENOUGH TO STAY SAFELY BELOW THE FREEZING LEVEL. THE FLT WENT FINE UNTIL I GOT CLOSE TO MOL. I WANTED TO START PLANNING MY ILS APCH INTO LYH, SO I TURNED ON THE AUTOPLT AND LOOKED DOWN. AFTER ABOUT 30 SECONDS ROANOKE APCH ASKED ME WHERE I THOUGHT I WAS GOING, AND I LOOKED UP FROM MY LAP TO SEE THE ACFT HAD MADE A NICE STANDARD RATE TURN 90 DEGS TO THE R, AND THE PLANE WAS STILL BANKED. NEEDLESS TO SAY, I DISCONNECTED THE AUTOPLT AND GOT BACK ON COURSE AS QUICKLY AS I COULD. I'M HAPPY TO RPT I AVOIDED AN UNUSUAL ATTITUDE, BUT I WAS CONFUSED ENOUGH THAT LUCK WAS PROBABLY THE MOST IMPORTANT FACTOR IN DOING SO. AFTER I SHOT A COUPLE OF GOOD APCHS AND GOT IN MY CAR TO RETURN HOME, I STARTED THINKING ABOUT WHAT HAPPENED. I REALIZED I HADN'T REALLY USED MY AUTOPLT IN ABOUT 3 MONTHS AS I WANTED TO FLY BY HAND IN PREPARATION FOR MY 10 DAY INST COURSE, AND I CERTAINLY DIDN'T USE IT DURING MY IFR TRAINING OR CHK RIDE. AFTER I HAD FINISHED, I WAS A CERTIFIED INST PLT WITH AN ATTRACTIVE PIECE OF EQUIP I HAD NEVER USED DURING TRAINING. ALL OF MY TIME UNDER THE HOOD, BOTH IN TRAINING AND ON THE CHK RIDE, WERE SPENT HAND-FLYING THE PLANE. WHEN I GOT IN REAL IFR AND NEEDED TO THINK FOR A SECOND, I WAS UNPREPARED TO ACTUALLY USE THE AUTOPLT. I JUST TURNED IT ON AND HAD IT TRACK THE VOR. I NEVER SET THE HEADING BUG WHICH THE AUTOPLT USES FOR INITIAL HEADING EVEN IN NAV MODE. WHILE HAND-FLYING DURING IFR TRAINING IS CERTAINLY CRITICAL, CFII'S SHOULD HAVE THEIR STUDENTS USE THE AUTOPLT (AND ANY OTHER EQUIP IN THE PLANE) AS PART OF THE TRAINING. IT DOESN'T HAVE TO LAST LONG, BUT NEWLY CERTIFIED IFR PLTS SHOULD BE COMFORTABLE WITH ALL OF THEIR EQUIP ON THE PLANE, NOT JUST THE PIECES THEY'RE ALLOWED TO USE ON CHK RIDES. LEAVING PLTS TO PLAY WITH THEIR EQUIP UNDER LIMITED VISIBILITY ON THEIR OWN IS JUST A BAD IDEA.

Synopsis :

C172 PLT, IN IMC CONDITIONS HAD TRACK DEV IN ROA CLASS E.

Time

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

Place

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

Environment

Flight Conditions : Marginal
Ceiling.Single Value : 1000

Aircraft / 1

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

Person / 1

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

Person / 3

Function.Controller : Local

Events

Independent Detector.Other.Flight CrewA : 1

Supplementary

Problem Areas : Flight Crew Human Performance
Problem Areas : Weather

Narrative :

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

Synopsis :

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

Time

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

Place

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

Environment

Flight Conditions : IMC

Aircraft / 1

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

Person / 1

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

Person / 3

Function.Controller : Approach

Events

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

Supplementary

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

Narrative :

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

Synopsis :

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

ACN: 539340

Time

Date : 200202

Day : Mon

Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : LIT.Airport

State Reference : AR

Environment

Ceiling.Single Value : 2000

Aircraft / 1

Controlling Facilities.TRACON : LIT.TRACON

Controlling Facilities.Tower : LIT.Tower

Operator.General Aviation : Corporate

Make Model : Skylane 182/Rg Turbo Skylane/Rg

Mission : Business

Flight Phase.Descent : Intermediate Altitude

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 10000

Experience.Flight Time.Last 90 Days : 250

Experience.Flight Time.Type : 2000

ASRS Report : 539340

Person / 3

Function.Controller : Approach

Events

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Controller : Provided Flight Assist

Supplementary

Problem Areas : FAA

Problem Areas : Weather

Narrative :

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

Synopsis :

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

Time

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

Place

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

Environment

Flight Conditions : IMC
Ceiling.Single Value : 1200

Aircraft / 1

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

Person / 1

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

Person / 2

Function.Flight Crew : Single Pilot

Person / 6

Function.Controller : Approach

Person / 5

Function.Controller : Departure

Events

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

Supplementary

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

Narrative :

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

Synopsis :

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

Time

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

Place

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

Environment

Flight Conditions : Mixed
Ceiling.Bound Lower : 600
Ceiling.Bound Upper : 2000

Aircraft / 1

Controlling Facilities.TRACON : ZZZ.TRACON
Controlling Facilities.Tower : ZZZ.Tower
Operator.General Aviation : Personal
Make Model : Helicopter
Mission : Passenger
Flight Phase.Cruise : Level

Person / 1

Function.Flight Crew : Single Pilot
Experience.Flight Time.Total : 2350
Experience.Flight Time.Last 90 Days : 37
Experience.Flight Time.Type : 100
ASRS Report : 539404

Person / 3

Function.Controller : Approach

Person / 4

Function.Controller : Local

Person / 5

Function.Controller : Local

Events

Anomaly.Non Adherence : Company Policies
Anomaly.Non Adherence : FAR
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Diverted To Alternate
Resolatory Action.Flight Crew : Landed As Precaution
Resolatory Action.Controller : Provided Flight Assist

Supplementary

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

Narrative :

I AM A PLT OF A BELL HELI AND DROPPED OFF A PATIENT AT XXX HOSPITAL IN XXX CITY UNDER PART 135. WHEN I LANDED THERE THE VISIBILITY WAS 10 MI AND THE CEILING AROUND 7000 FT. WE WERE AT THE HOSPITAL FOR ABOUT 45 MINS. BY THIS TIME IT IS DARK OUTSIDE AND STARTING TO SNOW. IT IS STILL VFR AND THE XXX ASOS SAID 3 MI AND 1900 FT CEILING. THE MEDICAL CREW (3 ON THIS FLT) AND I TOOK OFF HEADING E TOWARDS ZZZ TO OUR HOME BASE IN YYY, US, WHICH IS ABOUT 9 MI ENE OF THE ZZZ ARPT. THE VISIBILITY PROGRESSIVELY GOT WORSE BUT THE ZZZ ARPT WAS RPTING 5 MI AND CEILING WELL ABOVE 1000 FT. I CAN'T REMEMBER THE CEILING ALT BUT THEY WERE VFR. IT GOT TO THE POINT WHERE THE SNOW GOT HVY AND I COULD NOT SEE IN FRONT ANYMORE BUT WE COULD STILL SEE THE OCCASIONAL LIGHTS BELOW US. I CALLED UP ZZZ APCH, I THINK, ABOUT 25 MI NW OF THEM BUT I'M NOT SURE. AT THIS POINT I'M PRETTY NERVOUS FROM THE SHOCK OF INADVERTENT IMC. I ADVISE THEM I WAS NOW IN IMC AND NEEDED THEIR ASSISTANCE. THEY WANTED TO GIVE ME AN IFR CLRNC BUT I DID NOT THINK I COULD LEGALLY ACCEPT THAT DUE TO NOT BEING IFR CURRENT. WE PRACTICE IMC AND APCHS EACH QUARTER AND I AM INST RATED, JUST NOT CURRENT. WE ARE A VFR EMS PROGRAM. I CAN'T REMEMBER THE EXACT CONVERSATION OR THE ORDER AND WAS CONCENTRATING ON FLYING THE ACFT. ZZZ APCH GAVE ME A SPECIAL VFR INTO THE CLASS C AIRSPACE, I THOUGHT. THERE SEEMS TO BE SOME CONFUSION THERE. AT FIRST I WAS WANTING TO GET THE LIGHTED AREA OF THE CITY AND MAY BE ABLE TO MAKE IT BACK TO OUR BASE DUE TO THE VISIBILITY BEING BETTER THERE. BUT THE VISIBILITY CAME DOWN VERY QUICKLY WITH THE CEILING AND SNOW. ZZZ APCH SUGGESTED FOLLOWING THE LOC FOR RWY 9 AND THEN MAYBE PROCEEDING TO OUR BASE. I DECIDED NOT TO DO THAT AND REQUESTED THE ILS RWY 9 APCH BUT I DID NOT WANT TO CLB TO THE 2000 FT ALT DUE TO POSSIBLE ICING IN THE CLOUDS. I INITIALLY WAS AT 2000 FT WHEN I FIRST CALLED THEM BUT DROPPED TO 1500 FT DUE TO THE CEILING COMING DOWN AND POSSIBLE ICE. THEY GAVE ME RADAR VECTORS TO THE LOC FOR RWY 9. AT SOME POINT THEY SAID THE VISIBILITY WAS DOWN TO 1/4 TO 1/2 MI AND THE CEILING WAS DROPPING TO EITHER 600 OR 800 FT, I CAN'T BE SURE. THEY CANCELED MY SPECIAL VFR BUT DID NOT SAY WHY. I THINK IT WAS DUE TO THE VISIBILITY DROPPING BELOW THE 1 MI MINIMUM FOR HELI SVFR. NOW I AM IN IMC IN CTLED AIRSPACE, WITHOUT A CLRNC AND NOT INST CURRENT. I FOLLOWED THE LOC FOR RWY 9 AND LANDED. THE TWR TOLD ME TO GIVE THEM A CALL. I SHOULD HAVE DECLARED AN EMER. IN MY MIND I DID WHEN I CALLED FOR ASSISTANCE BUT DID NOT SAY IT VERBALLY.

Synopsis :

IMC IN VFR FLT PERFORMED BY AN EMS PLT IN ROTARY WINGED TFC INCIDENT THAT REQUIRED A FLT ASSIST AND DIVERSION TO ALTERNYSR ARPT NEAR ZZZ, UNITED STATES.

Time

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

Place

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

Environment

Flight Conditions : Marginal
Ceiling.Single Value : 4000

Aircraft / 1

Controlling Facilities.TRACON : N90.TRACON
Operator.General Aviation : Corporate
Make Model : Gulfstream IV
Mission : Passenger

Aircraft / 2

Controlling Facilities.TRACON : N90.TRACON
Operator.General Aviation : Personal
Make Model : Any Unknown or Unlisted Aircraft Manufacturer
Mission : Pleasure
Flight Phase.Cruise : Level

Person / 1

Function.Flight Crew : First Officer
Experience.Flight Time.Total : 7100
Experience.Flight Time.Last 90 Days : 80
Experience.Flight Time.Type : 380
ASRS Report : 539424

Person / 2

Function.Oversight : PIC
Function.Flight Crew : Captain
Experience.Flight Time.Total : 17300
Experience.Flight Time.Last 90 Days : 112
Experience.Flight Time.Type : 1665
ASRS Report : 539419

Person / 3

Function.Flight Crew : Single Pilot

Person / 4

Function.Controller : Departure

Events

Anomaly.Altitude Deviation : Crossing Restriction Not Met
Anomaly.Altitude Deviation : Overshoot
Anomaly.Conflict : Airborne Critical
Anomaly.Non Adherence : Clearance
Anomaly.Non Adherence : Published Procedure
Anomaly.Non Adherence : Required Legal Separation
Independent Detector.Aircraft Equipment : TCAS
Independent Detector.Other.ControllerA : 4
Resolatory Action.Controller : Issued Alert
Resolatory Action.Controller : Separated Traffic
Miss Distance.Horizontal : 6000

Supplementary

Problem Areas : Airspace Structure

Problem Areas : Chart Or Publication

Problem Areas : Flight Crew Human Performance

Problem Areas : Weather

Narrative :

WE WERE DEPARTING TEB VIA THE TEB 5 SID. THE CAPT (PF) HAD INSTRUCTED ME TO CONDUCT THE EXTERIOR PREFLT INSPECTION WHILE HE DID THE INTERIOR AND SET UP THE COCKPIT FOR THE FLT. FOR OUR DEP RWY, THE TEB 5 SID CALLS FOR A CLB ON RWY HDG UNTIL 1500 FT, THEN A R TURN TO A HDG OF 280 DEGS UPON REACHING 4.5 DME FROM TEB, A CLB TO 2000 FT. THE CAPT BRIEFED THE DEP PROPERLY BUT ELECTED TO SET THE ALT ALERTER TO 2000 FT, THE FINAL ALT ON THE SID RATHER THAN THE INITIAL ALT OF 1500 FT. WHEN I FLY THIS DEP, I ALWAYS ELECT TO SET THE INITIAL SID ALT, AS DO MOST OTHER PLTS WITH WHOM I HAVE FLOWN, BUT IT SEEMS TO BE AN ITEM OF PERSONAL PREFERENCE. IMMEDIATELY AFTER DEP, I EXECUTED THE CAPT'S COMMANDS FOR GEAR UP AND FLAPS UP. AS PER OUR COMPANY SOP, I ACCOMPLISHED THE AFTER TKOF FLOW. AS I WAS DOING SO, THE CAPT CALLED FOR WING ANTI-ICE (WE DEPARTED IN A RAIN/SNOW MIX) AND THE TWR TOLD US TO CONTACT DEP CTL. CONCURRENT WITH THE TWR'S INSTRUCTION TO CONTACT DEP, THE CAPT CALLED FOR HDG SELECT ON THE FLT GUIDANCE PANEL AND A HDG OF 280 DEGS. I ENGAGED THE HDG MODE ON THE FLT GUIDANCE PANEL AND AS I WAS SETTING 280 DEGS IN THE HDG SELECT WINDOW, WE RECEIVED A TCASII TA. THE CAPT INSTRUCTED ME TO ATTEMPT TO ACQUIRE THE ACFT VISUALLY. AS I WAS LOOKING FOR THE TFC, I KEYED THE MIKE AND CHKED IN WITH DEP CTL. DEP IMMEDIATELY POINTED OUT TO US THAT WE SHOULD HAVE BEEN AT 1500 FT SINCE WE HAD NOT CROSSED THE 4.5 DME FIX FROM TEB. I THEN RETURNED MY ATTN TO INSIDE THE COCKPIT AND VERIFIED FOR MYSELF THAT WE HAD NOT CROSSED THE 4.5 DME FIX. I ACKNOWLEDGED DEP'S INSTRUCTIONS TO DSND TO 1500 FT AND APOLOGIZED FOR OUR ERROR. I BELIEVE THIS ERROR COULD HAVE BEEN AVOIDED IF THE CAPT HAD SET THE ALT PRESELECT TO THE APPROPRIATE INITIAL SID ALT. WHILE I REGRET NOT BEING ABLE TO ALERT THE CAPT PRIOR TO HIS FAILURE TO MAINTAIN THE PROPER ALT ON THE SID, MY WORKLOAD WAS HVY AND FOLLOWING HIS INSTRUCTIONS KEPT MY ATTN DIVERTED FROM THE FLT INSTS. I WAS NOT AWARE THAT WE HAD NOT PASSED THE 4.5 DME FIX WHEN THE CAPT CONTINUED THE CLB BEYOND 1500 FT. WITH OUR INITIAL RATE OF CLB, WE WOULD HAVE CLBED FROM 1500 FT TO 2000 FT WITHIN 10 SECONDS. SUPPLEMENTAL INFO FROM 539419: AT 1000 FT MSL, TA OFF L FRONT COULD NOT READ VERT DISTANCE BECAUSE OF TCASII CLUTTER. MADE R TURN CLBING 1500 FT MSL, HDG SELECT 280 DEGS AUTOPLT ENGAGED. I CONTINUED TO MONITOR TCASII. PNF SELECTED 2000 FT ON FLT GUIDANCE COMPUTER. AFTER LEVELOFF, ATC CONFIRMED OUR ALT THEN INSTRUCTED US TO DSND BACK DOWN TO 1500 FT, WHICH I DID IMMEDIATELY.

Synopsis :

POTENTIAL CONFLICT AND AN ALTDEV DURING A TEB 5 SID DURING A TCASII TA ALERT BY A GIV FLC OUT OF TEB, NJ.

Time

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

Place

State Reference : NV
Altitude.MSL.Single Value : 9000

Environment

Flight Conditions : IMC
Ceiling.Single Value : 5000

Aircraft / 1

Controlling Facilities.TRACON : L30.TRACON
Operator.General Aviation : Corporate
Make Model : Gulfstream III
Mission : Passenger
Flight Phase.Descent : Vacating Altitude

Person / 1

Function.Oversight : PIC
Function.Flight Crew : Captain
Experience.Flight Time.Total : 11000
Experience.Flight Time.Last 90 Days : 70
Experience.Flight Time.Type : 2600
ASRS Report : 540829

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Approach

Events

Anomaly.Altitude Deviation : Excursion From Assigned Altitude
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Exited Adverse Environment
Resolatory Action.Flight Crew : Regained Aircraft Control
Resolatory Action.Flight Crew : Returned To Assigned Altitude
Resolatory Action.Controller : Issued Advisory

Supplementary

Problem Areas : Airspace Structure
Problem Areas : ATC Human Performance
Problem Areas : Chart Or Publication
Problem Areas : Environmental Factor
Problem Areas : FAA
Problem Areas : Weather

Narrative :

WHILE ON THE FINAL PHASE OF THE SKEBR 1 (RNAV) ARR TO LAS, WE WERE GIVEN A VECTOR AND TOLD TO EXPECT TURB ON ARR DUE TO HIGH WINDS OVER THE MOUNTAINS. WHILE ON A VECTOR OVER THE SPRING MOUNTAINS, WE GOT MODERATE PLUS TURB, PLUS STRONG UP AND DOWN DRAFTS. I LOST 400 FT AT ONE POINT. THESE ARE NEW RNAV ARRS AND ARE BEING TESTED. MANY PLTS, INCLUDING MYSELF, HAVE TOLD LAS APCH THAT THEY NEED TO CHANGE THIS PROC BECAUSE OF SITS LIKE THIS. WX (TSTMS, ICE, TURB) UP AND DOWN DRAFTS) ARE PREVALENT IN THIS PHYSICAL LOCATION ALL THE TIME. IT IS NO PLACE TO HAVE ARRS COME IN AT LOW ALT. I'M GOING TO LOOK INTO FILING A DIFFERENT FLT PLAN SUFFIX TO GET ANOTHER ARR FROM NOW ON. MY PAX ARE TIRED OF GETTING BEAT UP TOO. IT'S UNUSUAL FOR A GULFSTREAM TO ENCOUNTER TURNS WHERE THE BANK IS GOING 300 FT AND PITCH UP AND DOWN 10 DEGS OR MORE. THANKS FOR THE ASRS PROGRAM. YOU GUYS HAVE A NECESSARY PURPOSE. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: RPTR ADVISED THAT HIS JOB TOOK HIM AWAY FROM A PLANNED AVIATION COMMUNITY MEETING WITH THE FAA WHICH WAS SCHEDULED TO PROVIDE USER INPUT TO THE NEW RNAV PROCS INTO LAS. THE RPTR ADVISED THAT, DUE TO WX FACTORS AND TURB, HE WOULD SOONER TAKE VECTORS AN ADDITIONAL 10-20 MI FURTHER E OF THE ARPT RATHER THAN FLY THE PRESENT SKEBR STAR. CALLBACK CONVERSATION WITH LAS SPECIALIST REVEALED THE FOLLOWING INFO: ADVISED THAT A USER MEETING WAS HELD EARLY THIS MONTH TO OBTAIN INPUT ON THE NEW RNAV PROCS. AS A RESULT OF THIS MEETING, THE SKEBR STAR WILL BE AMENDED. 2 INTXN XING ALTS THAT CROSS THE MOUNTAINOUS TERRAIN ENTERING THE VALLEY TO LAS WILL BE RAISED AN ADDITIONAL 1000 FT. OTHER CARTOGRAPHIC DEPICTIONS WILL BE AMENDED TO MORE CLOSELY REFLECT FAA CHARTING STANDARDS. THE SPECIALIST ADVISED THAT ANOTHER USER MEETING IS SCHEDULED OCT/XA/02 TO AGAIN OBTAIN AND RESPOND TO USER CONCERNS.

Synopsis :

GIII FLC ENCOUNTER MODERATE TURB EXECUTING THE SKEBR RNAV STAR INTO LAS CLAIMING THE STAR NEEDS AMENDMENT DUE TO RTE PROX TO TERRAIN.

Time

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

Place

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

Environment

Flight Conditions : VMC
Ceiling : CLR

Aircraft / 1

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

Person / 1

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

Person / 2

Function.Controller : Departure

Events

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

Supplementary

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

Narrative :

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

Synopsis :

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

Time

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

Place

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

Environment

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

Aircraft / 1

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

Person / 1

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

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Departure

Events

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

Supplementary

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

Narrative :

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

Synopsis :

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

ACN: 540971

Time

Date : 200203

Day : Sat

Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : LAR.Airport

State Reference : WY

Environment

Flight Conditions : IMC

Aircraft / 1

Controlling Facilities.ARTCC : ZDV.ARTCC

Operator.General Aviation : Corporate

Make Model : Super King Air 200 Hdc

Mission : Passenger

Flight Phase.Descent : Approach

Route In Use.Approach : Visual

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

Experience.Flight Time.Total : 7500

Experience.Flight Time.Last 90 Days : 60

Experience.Flight Time.Type : 2000

ASRS Report : 540971

Person / 2

Function.Flight Crew : First Officer

Events

Anomaly.Conflict : Ground Critical

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.None Taken : Insufficient Time

Supplementary

Problem Areas : Airport

Problem Areas : ATC Facility

Problem Areas : Environmental Factor

Problem Areas : Flight Crew Human Performance

Problem Areas : Weather

Narrative :

DUE TO POOR RWY ALIGNMENT I LANDED WITH THE R MAIN GEAR ON AN UNPLOWED PORTION OF THE RWY. THIS PULLED THE ACFT INTO THE SNOW AND OFF THE RWY RESULTING IN DAMAGE TO THE R PROP. DISTR IN THE COCKPIT AND A CHALLENGING ENVIRONMENT WERE THE 2 MAJOR FACTORS THAT LED TO THIS INCIDENT. THE FLT DEPARTED CHEYENNE FOR LARAMIE. CONTACT WITH CTR, AWOS AND UNICOM WERE UNCLR TO ME (PIC) DUE TO THE DIFFERENCE IN MY AND THE COPLT'S RADIO SWITCH POS. I NEVER DID HEAR THE RPTD VISIBILITY. WE BOTH HAD VISUAL CONTACT WITH THE ARPT IN VISUAL CONDITION AT MORE THAN 10 MI FROM THE ARPT. HAVING THE ARPT IN SIGHT I WAS NOT OVERLY CONCERNED AS TO THE VISIBILITY AND CONCENTRATED MY ATTN ON OTHER THINGS. DUE TO LACK OF VISUAL REFS AND DISTR ON FINAL APCH, I DID NOT ALIGN THE ACFT WITH THE RWY AS WELL AS I COULD HAVE. ON SHORT FINAL, THE COPLT CHANGED THE INTENSITY OF THE ARPT'S LIGHTS AT LEAST 3 TIMES. THE LAST NOTICEABLE INTENSITY OF THE LIGHTS BEFORE TOUCHDOWN WAS LESS THAN MAX. THE LESSER AND CHANGING INTENSITY OF THE RWY LIGHTS CREATED DISTR IN THE CRITICAL PHASE OF LNDG THE ACFT. THOUGH I COULD SEE THE RWY, AS I FLARED I LOST THE LIGHTS. POS ON THE RWY BECAME UNCLR. THE RWY WAS COVERED WITH ICE, A THIN LAYER OF SNOW AND NOT PLOWED TO FULL WIDTH. I DID NOT SEE THAT PART OF THE RWY WAS UNPLOWED. THE UNPLOWED PORTION NEAR THE ACFT WAS NOT VISIBLE DUE TO THE NOSE OF THE ACFT. FURTHER DOWN THE RWY, WHERE I COULD SEE, IT BLENDED IN WITH THE SURROUNDINGS. POOR RWY ALIGNMENT DUE TO LOSS OF VISUAL REFS (WHETHER DUE TO DISTR, ILLUMINATION OR BOTH) I LANDED WITH THE R MAIN GEAR ON AN UNPLOWED PORTION OF THE RWY.

Synopsis :

LOSS OF ACFT CTL WHEN A CPR BE30 SUPER KING AIR PLT ENCOUNTERS A SNOW BERM ON LNDG DURING A NIGHT OP AT LAR, WY.

Time

Date : 200202

Day : Sun

Local Time Of Day : 1201 To 1800

Place

State Reference : WA

Environment

Flight Conditions : VMC

Ceiling.Single Value : 2000

Aircraft / 1

Make Model : AS 350 Astar/Ecureuil

Mission : Passenger

Person / 1

Function.Flight Crew : Single Pilot

Experience.Flight Time.Total : 14000

Experience.Flight Time.Last 90 Days : 80

Experience.Flight Time.Type : 700

ASRS Report : 540975

Events

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Exited Adverse Environment

Supplementary

Problem Areas : Aircraft

Problem Areas : Environmental Factor

Problem Areas : Flight Crew Human Performance

Narrative :

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

Synopsis :

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

Time

Date : 200203
Day : Sun
Local Time Of Day : 0001 To 0600

Place

Locale Reference.Airport : UMP.Airport
State Reference : IN

Environment

Flight Conditions : VMC
Ceiling.Single Value : 12000

Aircraft / 1

Controlling Facilities.TRACON : IND.TRACON
Operator.General Aviation : Personal
Make Model : PA-32 Cherokee Six/Lance/Saratoga
Mission : Pleasure

Person / 1

Function.Flight Crew : Single Pilot
Experience.Flight Time.Total : 652
Experience.Flight Time.Last 90 Days : 8
Experience.Flight Time.Type : 388
ASRS Report : 540993

Person / 2

Function.Controller : Local

Events

Anomaly.Non Adherence : Clearance
Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.ControllerA : 2
Resolatory Action.None Taken : Detected After The Fact

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

I HAD FLT PLANNED DAY IN ADVANCE (03/SAT/02), BUT DUE TO STORM, TURB, ICING CONDITIONS DECIDED TO DELAY UNTIL XA00 AM, DATE OF OCCURRENCE (03/SUN/02). MY ORIGINAL PLAN BASED ON FORECASTED AND 'FA' WINDS AT IND WAS TO DEPART SBOUND WITH FINAL DEST CRG. WHEN I PREFLTD, WINDS FAVORED RWY 33 SLIGHTLY, SO I TAXIED TO RWY 33. AFTER OBTAINING CLRNC, CLRNC DELIVERY ASKED WHICH RWY AND HOW SOON. I RESPONDED 'RWY 15, AND 1 MIN.' I WAS THEN CLRED FOR DEP 'RWY 15.' I READ BACK 'RWY 15,' BUT WAS AT RWY 33 AND DID NOT 'CONNECT' THAT I HAD CHANGED PLANS TO RWY 33. I DEPARTED RWY 33, BUT REALIZED IMMEDIATELY AFTER COMMENCING DEP AND WAS ASKED WHICH RWY I HAD DEPARTED. SUGGESTION: I AM NOW INCLUDING IN MY FINAL CHK BEFORE TAXI MY 'DITTS' CHK. DIRECTION OF RWY, INSTS, XPONDER, TIME, AND SEAT BELTS.

Synopsis :

PA32 PLT USED A DIFFERENT RWY FOR TKOF THAN HE INFORMED THE LCL CTLR HE WOULD USE AT VMP.

Time

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

Place

Locale Reference.Airport : MDT.Airport
State Reference : PA

Aircraft / 1

Operator.General Aviation : Corporate
Make Model : Citation II
Mission : Passenger

Person / 1

Function.Oversight : PIC
Function.Flight Crew : Captain
Experience.Flight Time.Total : 2900
Experience.Flight Time.Last 90 Days : 120
Experience.Flight Time.Type : 500
ASRS Report : 541093

Person / 2

Function.Flight Crew : First Officer

Events

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

Supplementary

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

Narrative :

OUR TRIP SCHEDULE HAD SHOWN 7 PAX ON THE LIST AND THE ACFT WAS CONFIGURED TO HOLD 7 PAX. THIS CITATION 2 HAS A SEAT IN THE LAVATORY, HOWEVER, I DISCOVERED AT AROUND XA00 THAT THE LAVATORY SEAT DID NOT HAVE A BELT. THE PROB WAS THAT WHEN OUR PAX GOT ON THE AIRPLANE AT XQ00 THEY HAD AN EXTRA PERSON THAT THEY DID NOT MENTION TO ME OR THE FO. WE BOARD OUR PAX IN A HANGAR AND THEN WE GET PULLED OUT TO START. BEFORE THEY GOT ON, THEY HAD A MEETING IN THE OFFICE AND THEN CAME OUT TO THE ACFT. USUALLY THE CAPT GETS IN FIRST TO START THE CHKLST WHILE THE FO BOARDS AND BRIEFS THE PAX. HOWEVER, THE FO SAID HE DID NOT NOTICE THE 8TH PAX AS THEY BOARDED. THE 8TH PAX SAT IN THE LAVATORY AND MUST HAVE BEEN LEANING BACK ON THE SIDEWAY FACING SEAT BECAUSE WHEN THE FO BRIEFED THE PAX HE DID NOT NOTICE SOMEONE SITTING IN THE LAVATORY. THIS MAY BE DUE TO THE AIRPLANE BEING INSIDE AND WITHOUT THE LIGHTS ON (AS IS COMMON DURING THE DAY) THE LAVATORY IS VERY DARK. DURING THE BRIEFING, THE SEATBELTS WERE CLRLY MENTIONED AND THE FO ASKED IF ANYONE HAD ANY QUESTIONS. THE EXTRA PAX DID NOT MENTION ANYTHING. AFTER THE BRIEF, THE FO TOOK HIS SEAT AND WE PROCEEDED WITH THE FLT. UPON REACHING OUR DEST, THE FO EXITED FIRST TO DEPLANE THE PAX. AS I TURNED AROUND TO EXIT, I NOTICED SOMEONE COMING OUT OF THE LAVATORY. AT THE TIME, I DIDN'T THINK MUCH ABOUT IT BECAUSE IT IS COMMON TO HAVE THE LAVATORY SEAT OCCUPIED ON OTHER CITATION 2'S EQUIPPED WITH A SEATBELT. HOWEVER, (I HAVE GONE OUT TO CHK THE ICE IN THE COOLER) AS I DISCOVERED AT XA00 OUR CURRENT C550 DID NOT HAVE THE SEATBELT -- ONLY A CARGO BELT ON THE AFT WALL. THIS IS WHEN I CALLED OUR DISPATCHER TO INFORM THEM THAT THERE WERE 8 PAX AND I WOULD NOT BE ABLE TO MAKE THE RETURN FLT TO OUR BASE WITH ALL OF THE PAX. DISPATCH SENT OUT AN ADDITIONAL ACFT TO CARRY THE PAX HOME. NO ONE WAS INJURED AND NOTHING ELSE WAS SAID OF THE SIT EXCEPT A DISCUSSION WITH OUR CHIEF PLT. I DON'T KNOW IF THE PAX TRIED TO DO THIS ON PURPOSE, BUT THEY ARE REGULAR PAX. DISPATCH DID TELL ME THAT THE LEAD PAX HAD INQUIRED ABOUT HAVING 8 PEOPLE BUT WAS TOLD THE ACFT WOULD ONLY HOLD 7. THE PAX INFORMED US THAT THEY WERE RUNNING LATE. I WILL BE CONDUCTING A HEAD COUNT AND NAME CHK FOR EVERY FLT. I WILL HAVE THE CABIN LIGHTS ON HIGH DURING BOARDING, AND FOR THE BRIEF.

Synopsis :

PAX COUNT NOT MADE ON A CE550 RESULTING IN AN OVERAGE BY 1 WITH NO SEATBELT WHEN SEATED IN THE LAVATORY FOR DEP FROM MDT, PA.

Time

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

Place

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

Environment

Flight Conditions : IMC

Aircraft / 1

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

Person / 1

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

Person / 2

Function.Controller : Radar

Events

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

Supplementary

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

Narrative :

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

Synopsis :

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

Time

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

Place

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

Environment

Flight Conditions : IMC
Ceiling.Single Value : 8000

Aircraft / 1

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

Person / 1

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

Person / 2

Function.Oversight : Supervisor

Events

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

Supplementary

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

Narrative :

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

Synopsis :

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

Time

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

Place

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

Environment

Flight Conditions : VMC
Ceiling.Single Value : 5000

Aircraft / 1

Controlling Facilities.TRACON : SCT.TRACON
Operator.General Aviation : Instructional
Make Model : PA-28 Cherokee Arrow Iv
Mission : Training
Flight Phase.Cruise : Level

Person / 1

Function.Oversight : PIC
Experience.Flight Time.Total : 430
Experience.Flight Time.Last 90 Days : 40
Experience.Flight Time.Type : 50
ASRS Report : 541927

Person / 3

Function.Controller : Approach

Events

Anomaly.Non Adherence : Clearance
Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.ControllerA : 3
Resolatory Action.Flight Crew : Returned To Intended or Assigned Course
Resolatory Action.Controller : Issued Alert
Resolatory Action.Controller : Issued New Clearance
Resolatory Action.None Taken : Detected After The Fact

Supplementary

Problem Areas : Flight Crew Human Performance
Problem Areas : Weather

Narrative :

ON IFR TRAINING FLT WITH A STUDENT. WE WERE INSTRUCTED BY ATC TO FLY HDG 020 DEGS AND JOIN V21. WHEN IT BECAME OBVIOUS TO THE STUDENT THAT THE 020 DEG HDG WAS NOT GOING TO GET US ONTO V21 BEFORE SLI, HE TURNED TO A HDG OF 350 DEGS. ATC NOTICED THE TURN AND ASKED WHAT HDG WE WERE FLYING. STUDENT RESPONDED 350 DEGS. WE WERE INSTRUCTED THAT OUR ASSIGNED HDG WAS 020 DEGS, AND THAT WE WERE TO JOIN V21 E OF SLI. WE TURNED BACK TO 020 DEGS IMMEDIATELY. CONTRIBUTING TO THE INCIDENT WAS THE FACT THAT THE STUDENT AND I HAD BOTH ASSUMED THAT WE WERE TO JOIN V21 W OF SLI. THE 020 DEG HDG WOULD HAVE ALLOWED US TO JOIN V21 E OF SLI, BUT NOT W OF IT. OF COURSE, WE SHOULD HAVE MAINTAINED OUR ASSIGNED HDG WHETHER OR NOT WE THOUGHT IT WOULD HAVE RESULTED IN OUR REACHING THE AIRWAY. I EXPLAINED TO THE STUDENT THE IMPORTANCE OF MAINTAINING ANY HDG ASSIGNED BY ATC. LATER IN THE FLT, WHILE AT 7000 FT, ATC DIRECTED US TO CLB TO 11000 FT. THE MEA FOR NEXT PORTION OF THE AIRWAY ROSE TO 9500 FT. IMMEDIATELY BEFORE THAT COM, WE HEARD A PIREP OF ICING IN THE CLOUDS ABOVE US AT 9000 FT. 11000 FT WOULD NOT HAVE GOTTEN US TO ON-TOP CONDITIONS. WE TOLD THE CTLR THAT WE WERE UNABLE TO CLB DUE TO THE KNOWN ICING CONDITIONS ABOVE US. WE WERE IN IMC WITH RAPIDLY RISING TERRAIN AHEAD OF US, HOWEVER. WE INFORMED ATC THAT IF WE DIDN'T BREAK OUT SOON, WE WOULD NEED TO DO A 180 DEG BACK TO VMC, OR DSND (POSSIBLY TO A LOWER MVA) OUT OF THE CLOUDS. WE EVENTUALLY BROKE OUT AND CANCELED OUR IFR FLT PLAN, PROCEEDING TO OUR DEST UNDER VFR. THE REST OF THE FLT WAS UNEVENTFUL.

Synopsis :

PA28 INSTRUCTOR AND STUDENT HAD TRACK DEV WHILE ON VECTORS IN SCT CLASS E AIRSPACE.

Time

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

Place

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

Environment

Flight Conditions : IMC
Ceiling.Single Value : 200

Aircraft / 1

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

Person / 1

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

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Departure

Events

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

Supplementary

Problem Areas : Flight Crew Human Performance
Problem Areas : Weather

Narrative :

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

Synopsis :

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

Time

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

Place

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

Environment

Flight Conditions : Mixed

Aircraft / 1

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

Person / 1

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

Person / 2

Function.Controller : Radar

Person / 3

Function.Controller : Approach

Person / 4

Function.Controller : Local

Events

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

Supplementary

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

Narrative :

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

Synopsis :

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

Time

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

Place

Locale Reference.Airport : VRB.Airport
State Reference : FL
Altitude.MSL.Single Value : 3000

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.ARTCC : ZMA.ARTCC
Controlling Facilities.Tower : VRB.Tower
Operator.General Aviation : Corporate
Make Model : Beech Jet 400
Mission : Business

Aircraft / 2

Controlling Facilities.ARTCC : ZMA.ARTCC
Make Model : Any Unknown or Unlisted Aircraft Manufacturer

Person / 1

Function.Flight Crew : First Officer
Experience.Flight Time.Total : 5300
Experience.Flight Time.Last 90 Days : 120
Experience.Flight Time.Type : 1300
ASRS Report : 544737

Person / 2

Function.Oversight : PIC
Function.Flight Crew : Captain

Person / 3

Function.Oversight : PIC

Person / 4

Function.Controller : Radar

Events

Anomaly.Conflict : Airborne Critical
Independent Detector.Aircraft Equipment : TCAS
Independent Detector.Aircraft Equipment.Other Aircraft Equipment : RUDDER TRIM INDICATOR
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Diverted To Another Airport
Resolatory Action.Flight Crew : Landed As Precaution
Resolatory Action.Flight Crew : Overrode Automation
Resolatory Action.Flight Crew : Regained Aircraft Control
Resolatory Action.None Taken : Detected After The Fact
Miss Distance.Vertical : 500
Miss Distance.Horizontal : 3000

Supplementary

Problem Areas : Aircraft
Problem Areas : Flight Crew Human Performance

Narrative :

ABOUT 2 MINS AFTER TKOF AND DURING HAND FLYING IN A VERY SMOOTH MORNING AND WHILE ACCELERATING TO 250 KIAS AND PASSING 3000 FT MSL, I STARTED TO HAVE A LITTLE DIFFICULTY MAINTAINING HDG. THIS DIFFICULTY WAS INCREASING RAPIDLY. INITIALLY, I WAS THINKING THAT THE CAUSE WAS A FLOATING SPOILER, SO I TOLD THE PNF TO CHK ON HER WING AND SEE IF SHE COULD SEE SOMETHING ABNORMAL, AND I WAS DOING THE SAME THING AT THE SAME TIME. WHILE DOING ALL OF THIS, ATC WAS GIVING US HDG AND ALT TO MAINTAIN, WHICH WE COULDN'T COMPLY EXACTLY WITH (ESPECIALLY WITH HDG) BECAUSE THE FACT OF TRYING TO KEEP THE AIRPLANE FLYING WAS KEEPING US REALLY BUSY AND IT WAS EXTREMELY HARD TO MAINTAIN HDG IN SUCH CONDITIONS. THERE WERE MOMENTS WHERE BOTH PLTS HAD TO BE AT THE CTLS AT THE SAME TIME. I TRIED TO APPLY DIFFERENTIAL PWR SETTINGS AND IT HELPED UP TO A CERTAIN POINT, BUT THEN WHEN WE NEEDED TO COMPLY WITH CLBING INSTRUCTIONS FROM ATC, IT WAS NECESSARY TO APPLY PWR ON BOTH SIDES AGAIN. IN THE MEANTIME, I REALIZED THAT THE CAUSE OR REASON OF THE FLT CTL PROB WAS A RUDDER TRIM RUNAWAY, BY LOOKING AT THE RUDDER TRIM INDICATOR. (IN THE BEECHJET 400A, THE RUDDER TRIM SYS IS THE ONLY ONE THAT DOES NOT HAVE A HORN WHEN IT IS RUNNING AWAY.) ATC ASKED US IF WE WERE DECLARING AN EMER, WHICH WE REPLIED 'NO,' THAT ALL WE WANTED WAS TO GO BACK TO THE ARPT AND ASKED FOR A DIFFERENT HDG. WE TOLD THEM THAT WE WERE EXPERIENCING PROBS, TO KEEP SPECIFIED HDG AND THAT WE WERE GOING BACK FOR A LNDG. WHILE TRYING TO MAINTAIN HDG, I ASKED FOR EMER CHKLIST (RUDDER TRIM RUNAWAY) AND WE EXECUTED THE APPROPRIATE PROC. WHILE SLOWING DOWN THE AIRPLANE, I STARTED TO GET MORE CTL OF THE AIRPLANE SO I ASKED FOR APCH AND BEFORE LNDG CHKLIST AND MADE A LNDG WITHOUT ANY PROB.

Synopsis :

BE400 CREW WAS HAVING DIRECTIONAL CTL PROBS WITH THE ACFT. THIS APPEARED TO CAUSE LESS THAN LEGAL SEPARATION WITH ANOTHER ACFT.

Time

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

Place

Locale Reference.Airport : PHL.Airport
State Reference : PA

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : PHL.Tower
Operator.Common Carrier : Air Carrier
Make Model : A319
Mission : Passenger
Flight Phase.Descent.Other : FLARE
Route In Use.Approach : Visual

Person / 1

Function.Oversight : PIC
Function.Flight Crew : Captain
Experience.Flight Time.Total : 23000
Experience.Flight Time.Last 90 Days : 240
Experience.Flight Time.Type : 500
ASRS Report : 546130

Person / 2

Function.Flight Crew : First Officer

Person / 4

Function.Controller : Local

Events

Anomaly.Non Adherence : Company Policies
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Overrode Automation
Resolatory Action.None Taken : Insufficient Time

Supplementary

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

Narrative :

ON APR/MON/02, I WAS FLYING AN AIRBUS 319 ACFT, FROM ROC TO PHL. APCHING THE PHL AREA, MY FO AND I DISCUSSED THE SURFACE WINDS, WHICH WERE GUSTING TO 30 KTS OUT OF THE NW. WE ELECTED TO UTILIZE THE COMPANY RECOMMENDED PROCS FOR LNDG THE AIRBUS 319 IN GUSTY SURFACE WIND CONDITIONS. SO, WE UTILIZED A 'FLAP 3 DEG' CONFIGN FOR LNDG AND 'VAPP' WAS 10 KTS ABOVE THE 'VLS' SPD. JUST AFTER XING THE END OF THE RWY, AT APPROX 40 FT ABOVE THE GND, I HAD JUST BEGUN TO MOVE THE THRUST LEVERS OUT OF THE CLB DETENT BACK TOWARD THE IDLE DETENT. SUDDENLY, THE AIRPLANE SETTLED RAPIDLY TOWARD THE RWY. ALTHOUGH THERE WAS STILL A WIDE RANGE OF AUTOTHRUST AUTH STILL AVAILABLE, THE AUTOTHRUST SYS FAILED TO RESPOND, SO I MANUALLY SELECTED 'TOGA' THRUST WITH THE THRUST LEVERS AND MANAGED TO ARREST THE DSCNT SUFFICIENTLY TO AVOID A 'HARD' LNDG, BUT IT WAS DEFINITELY A FIRM LNDG WITH A SLIGHT BOUNCE. ONE OF OUR FLT ATTENDANT RPTED SOME SLIGHT BACK PAIN, AS A RESULT OF THE ACFT TOUCHING DOWN SLIGHTLY MISALIGNED, AS A RESULT OF A PREMATURE TOUCHDOWN. IT IS MY BELIEF THAT AIRLINE PROCS REQUIRING THE USE OF AUTOTHRUST FOR ALL REGIMES OF FLT, INCLUDING LNDGS, RESULTED IN THIS MARGINALLY SAFE/UNSAFE SIT, RESULTING IN THE ACFT BEING TEMPORARILY OUT OF CTL. ORDINARILY, A PLT HAS COMPLETE AND IMMEDIATE THRUST CTL THROUGH ALL REGIMES OF FLT, BUT NOT HERE AT ACR X. PREVIOUS ACCIDENTS WITH THE AIRBUS SERIES OF ACFT BEAR OUT THAT GUSTY WIND LNDGS ARE A PROB WITH THE ACFT, PRIMARILY BECAUSE OF THE WAY THAT IT IS MANDATED TO BE FLOWN. IT IS MY SUGGESTION THAT THE FOLLOWING PROC (THE '20/10' RULE) TO BE USED: I SUGGEST THAT WHEN THE SURFACE WINDS ARE ABOVE 20 KTS, EITHER GUSTING OR STEADY STATE, AND THERE IS A DIFFERENCE BTWN THE STEADY STATE WIND AND THE GUSTS OF MORE THAN 10 KTS, THAT PLTS THEN BE ALLOWED TO DISCONNECT THE AUTOTHRUST SYS BY 1000 FT AGL, AND CTL THE THRUST MANUALLY, SO AS TO HAVE MORE IMMEDIATE RESPONSE AND CTL. IT IS MY UNDERSTANDING THAT OTHER ACR'S ALLOW THEIR AIRBUS CREWS TO MANUALLY CTL THE THRUST OF THE ACFT. IT IS MY HOPE THAT ACR X MAY RECOGNIZE THAT THE AUTOTHRUST SYS MAY NOT BE ABLE TO 'KEEP UP' IN SOME LLWS CONDITIONS, AND TO ALLOW THE PLTS TO 'FLY THE ACFT.' AFTER ALL, ISN'T THAT WHY WE ARE THERE IN THE FIRST PLACE? CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: COMPANY POLICY IS THE RECOMMENDED USE OF AUTOTHRUST FOR ALL APCHS REGARDLESS OF WIND CONDITIONS. THE EXIT FROM AUTOTHRUST, IF DETERMINED TO BE NECESSARY BY THE PLT, IS LIMITED TO THE SELECTION OF TOGA (TKOF/GAR) THRUST WHICH GIVES FULL THRUST AUTH BACK TO THE PLT BUT BEGINS WITH MAX THRUST MAKING IT A VERY CONVOLUTED MANEUVER WITH POSSIBLY MORE THAN THE REQUIRED THRUST INITIALLY. THERE IS NO GUST FACTOR ADDED TO THE REF SPD WHEN GUSTY WINDS ARE PRESENT. THE ACFT AUTOFLT SYS RESTRICTS PITCH IF AIRSPD IS LOW. THE UNION TRAINING COMMITTEE HAS MADE AN EFFORT TO CONVINCING THE COMPANY TO CHANGE THE AUTOTHRUST POLICY DUE TO MANY PLT COMPLAINTS. TO DATE THERE HAS BEEN NO RESPONSE FROM THE COMPANY.

Synopsis :

AN ACR PLT QUESTIONS HIS COMPANY'S POLICY OF AUTOTHRUST USE IN THE AIRBUS 319 ACFT DURING GUSTY SURFACE WIND CONDITIONS DURING THE APCH AND LNDG MANEUVER.

Time

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

Place

Locale Reference.Airport : DSM.Airport
State Reference : IA

Environment

Ceiling.Single Value : 1000

Aircraft / 1

Controlling Facilities.Tower : DSM.Tower
Operator.Common Carrier : Air Carrier
Make Model : B727-200
Mission : Freight

Person / 1

Function.Oversight : PIC
Function.Flight Crew : Captain
Experience.Flight Time.Total : 3090
Experience.Flight Time.Last 90 Days : 137
Experience.Flight Time.Type : 875
ASRS Report : 546361

Person / 2

Function.Flight Crew : First Officer
Experience.Flight Time.Total : 6000
Experience.Flight Time.Last 90 Days : 120
Experience.Flight Time.Type : 660
ASRS Report : 546412

Person / 3

Function.Flight Crew : Second Officer
Experience.Flight Time.Total : 1400
Experience.Flight Time.Last 90 Days : 100
Experience.Flight Time.Type : 1000
ASRS Report : 546404

Person / 4

Function.Controller : Local

Events

Independent Detector.Other.Flight CrewA : 1
Resolatory Action.None Taken : Unable

Supplementary

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

Narrative :

ON APR/TUE/02, I WAS FLYING ACFT X INTO DES MOINES, IA. THE WX AT THE TIME OF LNDG WAS MODERATE RAIN, APPROX 4-5 MI VISIBILITY, AND 1000 FT CEILING. I COMMENCED AN ILS APCH TO RWY 13 AND LANDED WITHOUT ANY PROBS IN THE TOUCHDOWN ZONE AT XA15Z. I WAS INSTRUCTED TO TAKE ANY L TXWY OFF THE RWY TO GO TO S CARGO WHERE WE PARK. SINCE THE CARGO AREA IS AT THE END OF RWY 13, I DECIDED TO ROLL TO THE END OF TXWY D1. I SLOWED TO TAXI SPD WELL PRIOR TO THE END OF THE RWY. I STARTED TO APPLY BRAKES AND TURN THE TILLER TO MAKE A L TURN. I NOTICED THE PLANE WAS NOT TURNING AND WAS SLIDING -- LIKE I WAS ON A SKATING RINK (VERY SLICK). SINCE BRAKING WAS NOT SLOWING US DOWN, I USED REVERSE THRUST, WHICH DIDN'T HELP EITHER. JUST PRIOR TO ROLLING OFF THE RWY, THE PLANE DID START TO TURN L, BUT THERE WAS NOT ENOUGH HARD SURFACE TO STOP. THE PLANE PARTIALLY ROLLED INTO THE GRASS AS THE L MAIN GEAR STAYED ON THE HARD SURFACE. THE END OF THE RWY WAS RECENTLY PAINTED. WHILE THE RWY APPEARED WET, THERE WAS NO STANDING WATER, AND IT CAUSED THIS AREA TO BE SLICK, WITH ABSOLUTELY NO BRAKING ACTION. I REQUESTED THE ARPT AUTH DO A BRAKING TEST, BUT THEY REFUSED. THEY ALSO REFUSED TO ALLOW ACR X MECHS TO GO ON THE RWY TO LOOK AT THE AREA IN QUESTION. THE DAMAGE TO THE ARPT INCLUDED 1 RED REIL, AND 2 BLUE TAXI LIGHTS TO THE S PORTION OF TXWY D1. DAMAGE TO THE AIRPLANE CONSISTED OF CUTS IN BOTH THE R MAIN TIRES AND 1 NOSE TIRE. NUMEROUS PEOPLE WITNESSED THIS EVENT, NOTING HOW SLOW I WAS ROLLING, THE FRONT GEAR TURNING WITH NO RESULTS, AND HEARING THE ENGS GOING INTO REVERSE, ALL TRYING TO STOP THE ACFT, BUT WITH NO EFFECT. WE WERE PULLED FROM THE GRASS AREA AND TOWED TO THE GATE -- BRAKES WERE SET AT XD00Z. THIS ALL OCCURRED AFTER THE FLT PORTION WAS COMPLETED. I HEARD FROM OUR GND HANDLER THAT THE PAINT WAS EXPERIMENTAL. IT WAS STRIPPED OFF THE ARPT WITHIN 24 HRS OF THE INCIDENT. SUPPLEMENTAL INFO FROM ACN 546412: THE CAPT AND I WERE JUMP SEATING OUT THE FOLLOWING NIGHT. WE TAXIED OVER THE SAME AREA YET AGAIN. IT WAS OBVIOUS TO ALL OF US ON BOARD THAT SOMEONE HAD SCUFFED UP THE SAME PAINTED AREA THAT WE HAD INQUIRED ABOUT ON THE MORNING OF 04/TUE/02. FOR THE RECORD, I WOULD LIKE TO MENTION THAT I FLEW CONTINUOUSLY WITH CAPT X FOR 3 1/2 WKS PRIOR TO THE INCIDENT. NOT ONCE DURING THAT TIME DID I WITNESS HIM TAXI AT EXCESSIVE SPDS OR EXHIBIT UNSAFE PRACTICES. ON THE CONTRARY, BEING A NEW CAPT, HE TENDED TO BE SOMEWHAT CONSERVATIVE IN HIS PROCS. CALLBACK CONVERSATION WITH RPTR ACN 546361 REVEALED THE FOLLOWING INFO: RPTR HAS HEARD NO FURTHER WORD FROM HIS COMPANY WITH REGARD TO THE STATUS OF THE INVESTIGATION. CALLBACK CONVERSATION WITH AN INSPECTOR FROM THE LCL FLT SAFETY OFFICE REVEALED THE FOLLOWING INFO: THE INCIDENT IS BEING LOOKED INTO. NO INFO WAS FORTHCOMING WITH REGARD TO THE EXPERIMENTAL PAINT ISSUE.

Synopsis :

A B727 CREW, AFTER LNDG AT DSM, WERE UNABLE TO MAKE THEIR PLANNED TURN AT RWY END, COMING TO A STOP WITH THE R MAIN AND NOSE GEAR OFF THE HARD SURFACE.

Time

Date : 200206
Day : Sun
Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : CVG.Airport
State Reference : KY

Environment

Flight Conditions : VMC

Aircraft / 1

Controlling Facilities.Tower : CVG.Tower
Operator.Common Carrier : Air Carrier
Make Model : B737-800
Mission : Passenger

Person / 1

Function.Oversight : PIC
Function.Flight Crew : Captain
Experience.Flight Time.Total : 10700
Experience.Flight Time.Last 90 Days : 200
Experience.Flight Time.Type : 250
ASRS Report : 550790

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Local

Events

Anomaly.Non Adherence : Company Policies
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Regained Aircraft Control
Resolatory Action.Flight Crew : Rejected Takeoff
Resolatory Action.None Taken : Detected After The Fact

Supplementary

Problem Areas : Flight Crew Human Performance

Narrative :

TKOF ROLL. RWY 36R CVG. PWR ADVANCED TOWARDS TKOF THRUST. AUTOTHROTTLES COMMANDED TO ENGAGE. THROTTLES MOVING TOWARDS TKOF PWR SIMULTANEOUSLY. ACFT VEERED HARD L ON TKOF ROLL FROM ORIGINAL CTRLINE ALIGNMENT. NOSEWHEEL STEERING COMMANDED TOWARDS R TO COUNTERACT AGGRESSIVE PULL TOWARDS L. NO RESPONSE FROM NOSEWHEEL STEERING USING TILLER. APPLIED DIFFERENTIAL BRAKING TO CORRECT ACFT BACK TO CTRLINE. HOPPING/SCRAPING OF NOSEWHEEL OR DRAGGING OF L MAIN BRAKE CREATED BURNT RUBBER SMELL FROM SKIDDING TIRES. TKOF ROLL DISCONTINUED AT 15 KTS. ACFT WITHIN 30 FT FROM DEPARTING PREPARED SURFACE. CLRED ACTIVE RWY ONTO FIRST AVAILABLE TXWY. TOWED BACK TO GATE. HUMAN PERFORMANCE QUESTIONS: 1) NOSEWHEEL STEERING CTRED BEFORE TKOF ROLL? YES, I BELIEVE I ROLLED ACFT FORWARD ON TKOF ALIGNMENT. 2) DIFFERENTIAL THRUST APPLIED ON TKOF ROLL? I DON'T THINK SO. I DID USE #2 ENG PWR MORE DURING L TURN DURING ALIGNMENT ON POS AND HOLD, BUT I NOTED BOTH THROTTLES MOVING FORWARD TOWARD TKOF THRUST ON INITIAL PWR-UP.

Synopsis :

B737-800 CAPT LOST DIRECTIONAL CTL BECAUSE BOTH ENGS WERE NOT ALLOWED TO STABILIZE AT PARTIAL PWR BEFORE TOGA WAS ENGAGED.

ACN: 555363

Time

Date : 200207

Day : Thu

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : DFW.Airport

State Reference : TX

Aircraft / 1

Controlling Facilities.Tower : DFW.Tower

Operator.Common Carrier : Air Carrier

Make Model : MD-80 Super 80

Mission : Passenger

Flight Phase.Descent : Approach

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 555363

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Local

Events

Independent Detector.Aircraft Equipment.Other Aircraft Equipment : AUTO PLT DISCONNECT

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Regained Aircraft Control

Supplementary

Problem Areas : Aircraft

Problem Areas : ATC Human Performance

Problem Areas : Flight Crew Human Performance

Narrative :

ACFT X REQUIRED AN AUTOLAND FLT CONFIDENCE CHK. I THOUGHT WE KEPT SAME ACFT NEXT 3 LEGS OF DUTY PERIOD. NO CAT II/III RWYS AT PHX OR PBI, SO ELECTED TO DO CHK AT DFW. SEVERE CLR DFW WINDS 190 DEGS AT 10 KTS. NO LAHSO CLRNC GIVEN IN OUR LNDG CLRNC. WE CONTINUED TO MONITOR RWY ENVIRONMENT ALL THE WAY DOWN FINAL. TFC LANDED AHEAD OF US BY A GOOD 3 MI AND WAS WELL CLR OF RWY. LNDG APPEARED NORMAL, AND STABLE APCH. FLARED OK AT 50 FT, BUT THEN AT ABOUT 30 FT, NOSED OVER AND AUTOPLT KICKED OFF. I GRABBED IT AND LANDED ON MAINS FIRST, BUT WITH A MODERATE BOUNCE, NOT WHAT I WOULD CONSIDER AN ACTUAL 'HARD' LNDG -- BUT FIRM. I HAD 8 YRS R SEAT MD80 BEFORE MOVING TO L SEAT LAST FALL. ACFT X WAS WRITTEN UP IN LOGBOOK AS CHK FAILED. IN RETROSPECT, THINK IT MAY BE POSSIBLE THAT THERE WAS UNSEEN INTERFERENCE IN THE ILS CRITICAL AREA, THOUGH I SAW NONE. I KNOW TWR WILL NOT PROTECT ILS CRITICAL AREA WHEN WX IS ABOVE 800 FT 2 DME, ESPECIALLY AT BUSY FIELDS. NOW THAT WE HAVE TO DO THESE FLT CONFIDENCE CHKS MORE OFTEN, I WONDER HOW GOOD AN IDEA IT IS TO TRY TO DO THEM AT BUSY FIELDS DURING GOOD WX DAYS. FROM NOW ON, I KNOW I WILL ONLY ATTEMPT SUCH CHKS AT OUTSTATIONS OR WX BELOW 800 FT 2 DME AT BUSY FIELDS.

Synopsis :

AN MD80 CREW, WHILE PERFORMING AN AUTOLAND CHK AT DFW, EXPERIENCED A NOSE OVER AND AUTOPLT DISCONNECT AT 30 FT.

Time

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

Place

Locale Reference.Airport : HPN.Airport
State Reference : NY

Environment

Flight Conditions : IMC
Ceiling.Single Value : 500

Aircraft / 1

Controlling Facilities.Tower : HPN.Tower
Operator.General Aviation : Corporate
Make Model : Falcon 900
Mission : Passenger

Person / 1

Function.Oversight : PIC
Function.Flight Crew : Captain
Experience.Flight Time.Total : 9319
Experience.Flight Time.Last 90 Days : 90.2
Experience.Flight Time.Type : 668
ASRS Report : 567406

Person / 2

Function.Flight Crew : First Officer

Person / 3

Function.Controller : Local

Events

Independent Detector.Other.Flight CrewA : 1
Resolatory Action.None Taken : Anomaly Accepted

Supplementary

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

Narrative :

LNDG ACCOMPLISHED AT KHPN DURING SNOW EVENT. RPTED BRAKING: FAIR ON FIRST HALF OF RWY 16, FAIR TO POOR ON LAST HALF. NORMAL DECELERATION FROM TOUCHDOWN AT VREF OF 120 KTS, AIR BRAKES, REVERSER AND WHEEL BRAKES APPLIED AT 110 KTS. MID-FIELD DECELERATION SLOWED AT 60 KTS. DEPARTED HARD SURFACE BY 30 FT. ENGS WERE SHUT DOWN, PAX DEPLANED, AND TOW OPS COMMENCED. NO INJURIES OR ACFT DAMAGE WAS INCURRED.

Synopsis :

DA900EX FLC HAS RWY EXCURSION AT KHPN.

ACN: 569381

Time

Date : 200212

Day : Sun

Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : TPA.Airport

State Reference : FL

Environment

Flight Conditions : IMC

Aircraft / 1

Controlling Facilities.ARTCC : ZMA.ARTCC

Controlling Facilities.TRACON : TPA.TRACON

Operator.Common Carrier : Air Carrier

Make Model : B737-700

Mission : Passenger

Person / 1

Function.Oversight : PIC

Function.Flight Crew : Captain

ASRS Report : 569381

Person / 2

Function.Flight Crew : First Officer

ASRS Report : 569382

Person / 3

Function.Controller : Departure

Person / 4

Function.Controller : Radar

Events

Anomaly.Altitude Deviation : Overshoot

Anomaly.Non Adherence : Clearance

Independent Detector.Other.Flight CrewA : 1

Resolutive Action.Flight Crew : Declared Emergency

Resolutive Action.Flight Crew : Exited Adverse Environment

Resolutive Action.Flight Crew : Regained Aircraft Control

Supplementary

Problem Areas : Environmental Factor

Problem Areas : Flight Crew Human Performance

Problem Areas : Weather

Narrative :

FLT DEPARTED RWY 18R IN TPA, CLBING TO 12000 FT ON A HDG OF 180 DEGS. COPLT WAS HAND FLYING ACFT AND I WAS WORKING ATC AND RADAR. APCHING 10000 FT, WE ENCOUNTERED MODERATE TURB, WHICH RAPIDLY ESCALATED TO SEVERE TURB ACCOMPANIED BY VERY HVY PRECIP. COPLT ASKED FOR HELP CTLING THE ACFT AND BOTH OF US WERE UNABLE TO LEVEL IT OFF AT 12000 FT. THE ACFT WAS BOUNCING SO HARD THAT THE INSTS WERE IMPOSSIBLE TO READ SO I TOLD THE COPLT TO CONTINUE ON AND I ATTEMPTED TO DECLARE AN EMER. WAS UNABLE TO GET THROUGH INITIALLY, DUE TO OTHER RADIO TFC, AND WHEN I FINALLY GOT THROUGH AND DECLARED THE EMER, WE WERE AT APPROX 13500 FT. I WAS IMMEDIATELY SWITCHED OVER TO ZMA, RE-DECLARED THE EMER WITH THEM AND WAS CLRED TO FL230. 1 MIN OR 2 LATER, WE BROKE OUT OF THE WORST OF THE WX, AND WAS ASKED AGAIN ABOUT THE EMER BY ZMA. SINCE WE APPEARED TO BE CLR OF THE WORST OF IT AND THE COPLT WAS ONCE MORE ABLE TO CTL THE ACFT BY HERSELF, I TOLD ZMA TO CANCEL THE EMER. THE REMAINDER OF THE FLT WAS UNEVENTFUL AND POSTFLT INSPECTION OF THE ACFT BY THE COPLT REVEALED NO PERCEPTIBLE DAMAGE. SUPPLEMENTAL INFO FROM ACN 569382: PASSING THROUGH 10000 FT, WE ENCOUNTERED SEVERE TURB WITH HVY HAIL. PASSING THROUGH FL180, THIS TURB SUBSIDED. THE CAPT ENTERED THE EVENT INTO THE MAINT LOGBOOK.

Synopsis :

B737 FLC OVERSHOT CLRED ALT WHEN SEVERE TURB ENCOUNTERED AND CTL OF ACFT LOST.