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

Update Number..................................................31.0

Date of Update..................................................October 30, 2018
Number of Records in Report Set.........................50

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

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.
TH: 262-7

MEMORANDUM FOR: Recipients of Aviation Safety Reporting System Data

SUBJECT: Data Derived from ASRS Reports

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

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

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

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

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

Becky L. Hooey, Director
NASA Aviation Safety Reporting System
CAVEAT REGARDING USE OF ASRS DATA

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

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

One thing that can be known from ASRS data is that the number of reports received concerning specific event types represents the lower measure of the true number of such events that are occurring. For example, if ASRS receives 881 reports of track deviations in 2010 (this number is purely hypothetical), then it can be known with some certainty that at least 881 such events have occurred in 2010. With these statistical limitations in mind, we believe that the real power of ASRS data is the qualitative information contained in report narratives. The pilots, controllers, and others who report tell us about aviation safety incidents and situations in detail – explaining what happened, and more importantly, why it happened. Using report narratives effectively requires an extra measure of study, but the knowledge derived is well worth the added effort.
Report Synopses
<table>
<thead>
<tr>
<th>ACN: 1573537</th>
<th>(1 of 50)</th>
<th>Synopsis</th>
</tr>
</thead>
<tbody>
<tr>
<td>An instructor pilot reported entering the runway to depart causing an arriving aircraft on short final to go around.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>ACN: 1573186</th>
<th>(2 of 50)</th>
<th>Synopsis</th>
</tr>
</thead>
<tbody>
<tr>
<td>Flight instructor reported sighting a drone while on an instructional flight at 4500 feet.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>ACN: 1573184</th>
<th>(3 of 50)</th>
<th>Synopsis</th>
</tr>
</thead>
<tbody>
<tr>
<td>C172 student pilot reported a loss of control and runway excursion during crosswind landing.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>ACN: 1572928</th>
<th>(4 of 50)</th>
<th>Synopsis</th>
</tr>
</thead>
<tbody>
<tr>
<td>C182 instructor pilot reported a NMAC in the pattern at LXT a non-towered airport.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>ACN: 1572925</th>
<th>(5 of 50)</th>
<th>Synopsis</th>
</tr>
</thead>
<tbody>
<tr>
<td>C172 instructor pilot reported experiencing &quot;intense&quot; rotor wash from a helicopter flying directly overhead during taxi to parking.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>ACN: 1572904</th>
<th>(6 of 50)</th>
<th>Synopsis</th>
</tr>
</thead>
<tbody>
<tr>
<td>GA Flight Instructor reported that maintenance had been misrepresented and that the aircraft had serious discrepancies.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>ACN: 1572898</th>
<th>(7 of 50)</th>
<th>Synopsis</th>
</tr>
</thead>
<tbody>
<tr>
<td>C150 instructor pilot reported a loss of engine power and off field landing due to fuel starvation.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>ACN: 1572573</th>
<th>(8 of 50)</th>
<th>Synopsis</th>
</tr>
</thead>
<tbody>
<tr>
<td>C152 instructor reported a NMAC on downwind.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>ACN: 1572507</td>
<td></td>
<td></td>
</tr>
<tr>
<td>---------------</td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Synopsis</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Pilot reported a confusing depiction of a crossing restriction on the VOR Runway 10 approach plate for CLL airport.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>ACN: 1572152</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Synopsis</strong></td>
</tr>
<tr>
<td>C172 pilot reported rough running engine and returning to destination airport.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>ACN: 1571064</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Synopsis</strong></td>
</tr>
<tr>
<td>Cessna 172 pilot reported that the engine lost power right at liftoff.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>ACN: 1570660</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Synopsis</strong></td>
</tr>
<tr>
<td>PA-18 Cub pilot reported experiencing a ground loop during landing in gusty wind conditions.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>ACN: 1570565</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Synopsis</strong></td>
</tr>
<tr>
<td>C152 student pilot reported loss of control after landing due to excessive braking resulting in a runway excursion and hitting a taxiway light.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>ACN: 1570563</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Synopsis</strong></td>
</tr>
<tr>
<td>PA28 student pilot reported a gear up landing.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>ACN: 1569900</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Synopsis</strong></td>
</tr>
<tr>
<td>Diamond DA-42 flight instructor reported on final approach they neglected to lower the landing gear.</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>ACN: 1569306</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Synopsis</strong></td>
</tr>
<tr>
<td>C150 instructor pilot reported a NNMAC in the pattern at a non-towered airport.</td>
</tr>
</tbody>
</table>
### Synopsis
GA pilot reported NMAC in FFZ pattern with unresponsive aircraft. Pilot reported this as a common occurrence in the area especially due to lack of English proficiency.

**ACN: 1568216 (18 of 50)**

### Synopsis
Light Sport Aircraft pilot reported a NMAC due to haze and use of the incorrect CTAF frequency.

**ACN: 1568213 (19 of 50)**

### Synopsis
GA instructor reported improper BVI METAR weather dissemination via AISR. Instructor reported AWOS 3P is not auto processing and measures to correct this have not resolved the issue.

**ACN: 1567527 (20 of 50)**

### Synopsis
Military Pilot reported a NMAC because they missed an ATC restriction.

**ACN: 1567511 (21 of 50)**

### Synopsis
Instructor pilot reported a runway excursion by the student during landing.

**ACN: 1567266 (22 of 50)**

### Synopsis
EA300L pilot reported returning to departure airport after the engine began running rough shortly after takeoff.

**ACN: 1566523 (23 of 50)**

### Synopsis
C172 instructor pilot reported rejecting the takeoff after the student experienced directional control difficulties on the takeoff roll.

**ACN: 1566249 (24 of 50)**

### Synopsis
DA40 pilot reported that the aircraft encountered a very hard landing.

**ACN: 1565483 (25 of 50)**
**Synopsis**
Piper Seneca pilot reported a throttle control problem resulted in a partial-throttle precautionary landing.

**ACN: 1565422** *(26 of 50)*

**Synopsis**
SR20 flight instructor reported an engine vibration during climb led to a precautionary landing at departure airport.

**ACN: 1565142** *(27 of 50)*

**Synopsis**
GA flight instructor reported a NMAC with another light aircraft in a practice area near TFD VOR.

**ACN: 1564857** *(28 of 50)*

**Synopsis**
Engine failed after touch and go, aircraft landed in a lake; no injuries indicated.

**ACN: 1564854** *(29 of 50)*

**Synopsis**
Piper Cherokee Pilot reported executing an aborted takeoff that resulted in a runway excursion.

**ACN: 1564476** *(30 of 50)*

**Synopsis**
C172 student pilot reported a loss of control and runway excursion during landing.

**ACN: 1564471** *(31 of 50)*

**Synopsis**
LSA pilot reported that he was unable to avoid another aircraft following his aircraft.

**ACN: 1564467** *(32 of 50)*

**Synopsis**
Cessna 172 flight instructor reported an engine failure after takeoff.

**ACN: 1564082** *(33 of 50)*

**Synopsis**
C172 instructor pilot reported a loss of control by a student pilot in crosswind conditions that resulted in a runway excursion and prop strike.

**ACN: 1563971 (34 of 50)**

**Synopsis**
DA40 instructor pilot reported a near midair collision on departure.

**ACN: 1563952 (35 of 50)**

**Synopsis**
C152 instructor pilot reported a NMAC in the airport traffic pattern.

**ACN: 1562795 (36 of 50)**

**Synopsis**
DA-40 flight instructor and instrument pilot in training reported a NMAC.

**ACN: 1561927 (37 of 50)**

**Synopsis**
An instructor pilot reported observing the student descend too low on the approach when ATC issued a low altitude alert.

**ACN: 1561893 (38 of 50)**

**Synopsis**
C172 pilot reported a NMAC with another aircraft in cruise flight.

**ACN: 1561232 (39 of 50)**

**Synopsis**
An instructor pilot reported a NMAC with departing traffic while entering the pattern at the non-towered airport.

**ACN: 1560677 (40 of 50)**

**Synopsis**
A motorglider pilot reported that due to distraction the landing gear was never deployed during landing.

**ACN: 1560384 (41 of 50)**

**Synopsis**
C152 instructor pilot reported a NMAC with a helicopter in the pattern at BFI airport.
<table>
<thead>
<tr>
<th>ACN: 1560360 (42 of 50)</th>
</tr>
</thead>
</table>
**Synopsis**
C172 instructor pilot reported a NMAC with another aircraft while landing at VTI airport.

<table>
<thead>
<tr>
<th>ACN: 1560354 (43 of 50)</th>
</tr>
</thead>
</table>
**Synopsis**
GA instructor pilot and student reported observing aircraft on the opposite end of the runway during takeoff.

<table>
<thead>
<tr>
<th>ACN: 1560003 (44 of 50)</th>
</tr>
</thead>
</table>
**Synopsis**
Cessna 172 student pilot reported losing communications during a solo cross country flight and striking a runway light during landing.

<table>
<thead>
<tr>
<th>ACN: 1559989 (45 of 50)</th>
</tr>
</thead>
</table>
**Synopsis**
C172 pilot and flight instructor reported a loss of control on landing due to a failed main gear tire.

<table>
<thead>
<tr>
<th>ACN: 1559968 (46 of 50)</th>
</tr>
</thead>
</table>
**Synopsis**
C172 flight instructor and pilot reported performing touch and go landing on one runway when clearance had been a full stop landing on a different runway.

<table>
<thead>
<tr>
<th>ACN: 1559952 (47 of 50)</th>
</tr>
</thead>
</table>
**Synopsis**
PA44 flight instructor reported a nose landing gear failure on landing.

<table>
<thead>
<tr>
<th>ACN: 1559942 (48 of 50)</th>
</tr>
</thead>
</table>
**Synopsis**
C172 flight instructor reported a loss of control and runway excursion due to a student pilot's improper crosswind correction.

<table>
<thead>
<tr>
<th>ACN: 1559925 (49 of 50)</th>
</tr>
</thead>
</table>
**Synopsis**
C182 pilot and non-flying observer reported an engine failure followed by an electrical system failure resulted in a diversion to a nearby airport.
Synopsis
BE36 instructor reported an engine failure during a training exercise.
Report Narratives
**Time / Day**
Date: 201808
Local Time Of Day: 1201-1800

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

**Environment**
Flight Conditions: VMC
Light: Daylight

**Aircraft : 1**
Reference: X
ATC / Advisory.CTAF: ZZZ
Aircraft Operator: FBO
Make Model Name: Skyhawk 172/Cutlass 172
Crew Size.Number Of Crew: 2
Operating Under FAR Part: Part 91
Flight Plan: VFR
Mission: Training
Flight Phase: Takeoff
Route In Use: Visual Approach

**Aircraft : 2**
Reference: Y
Make Model Name: Any Unknown or Unlisted Aircraft Manufacturer
Flight Phase: Final Approach
Airspace.Class C: ZZZ

**Person**
Reference: 1
Location Of Person.Aircraft: X
Location In Aircraft: Flight Deck
Reporter Organization: Personal
Function.Flight Crew: Instructor
Qualification.Flight Crew: Flight Instructor
Qualification.Flight Crew: Commercial
Experience.Flight Crew.Total: 1425
Experience.Flight Crew.Last 90 Days: 227
Experience.Flight Crew.Type: 640
ASRS Report Number.Accession Number: 1573537
Human Factors: Communication Breakdown
Human Factors: Situational Awareness
Human Factors: Training / Qualification
Events
Anomaly.Conflict : Ground Conflict, Critical
Detector.Person : Flight Crew
Miss Distance.Vertical : 100
When Detected : In-flight
Result.Flight Crew : Took Evasive Action
Result.Flight Crew : Executed Go Around / Missed Approach

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

Narrative: 1
I was conducting an instructional flight. We were getting ready to enter the runway. Advisory had advised there was an aircraft on final approach, although I don't remember exactly how far out the aircraft was. I remember hearing at least 1 mile.

We did our visual check to look for aircraft on base and final before entering the runway, and did not see anyone on final. The view from where the departure end of the runway makes it hard to see low flying aircraft because it sits below a berm, and then there is a building not far from the edge of the berm.

Because we did not see the approaching aircraft, and thought he was at least 1 mile out, we entered the runway and began the takeoff roll at which point the aircraft on final radioed that he was going around and executing a 180 degree climbing turn, and became very irate on the radio and requesting our tail number from Advisory so he could report us. Advisory told him that they were not responsible for aircraft separation, and gave him the number for Tower, and then I heard nothing else on the radio because we were well beyond the airspace for [the] airport.

The traffic control system worked and we were advised about the aircraft, but having a less than desirable line of sight from the end of the runway to see low traffic was the cause of this incident.

Synopsis
An instructor pilot reported entering the runway to depart causing an arriving aircraft on short final to go around.
**ACN: 1573186 (2 of 50)**

**Time / Day**
- Date: 201808
- Local Time Of Day: 1201-1800

**Place**
- Altitude.MSL.Single Value: 4500

**Environment**
- Flight Conditions: VMC
- Weather Elements / Visibility: Haze / Smoke
- Weather Elements / Visibility. Visibility: 30
- Light: Daylight
- Ceiling. Single Value: 25000

**Aircraft**
- Reference: X
- Aircraft Operator: Personal
- Make Model Name: Skyhawk 172/Cutlass 172
- Crew Size. Number Of Crew: 1
- Operating Under FAR Part: Part 91
- Flight Plan: None
- Mission: Training
- Flight Phase: Cruise

**Person**
- Reference: 1
- Location Of Person. Aircraft: X
- Location In Aircraft: Flight Deck
- Reporter Organization: Personal
- Function. Flight Crew: Pilot Not Flying
- Function. Flight Crew: Instructor
- Qualification. Flight Crew: Commercial
- Qualification. Flight Crew: Flight Instructor
- Qualification. Flight Crew: Instrument
- Qualification. Flight Crew: Multiengine
- Experience. Flight Crew. Total: 8000
- ASRS Report Number. Accession Number: 1573186
- Human Factors: Situational Awareness

**Events**
- Anomaly. Inflight Event / Encounter: Other / Unknown
- Detector. Person: Flight Crew
- Miss Distance. Horizontal: 2000
- Miss Distance. Vertical: 200
- When Detected: In-flight
- Result. General: None Reported / Taken

**Assessments**
Contributing Factors / Situations: Airspace Structure
Contributing Factors / Situations: Procedure
Primary Problem: Ambiguous

**Narrative: 1**

We saw a medium sized object perhaps 100-300 feet below us; we were at 4,500 feet MSL too small to be a plane. At first we thought balloons, but that didn’t make sense with its track over the ground. It was headed into the wind fairly quickly. My student and I believed it was a drone of some type. There are no current [UAV] NOTAMS in the area we were operating. It was green, black, and silver in color. It had the appearance of a quad copter.

**Synopsis**

Flight instructor reported sighting a drone while on an instructional flight at 4500 feet.
**Time / Day**
- Date: 201808
- Local Time Of Day: 1201-1800

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

**Environment**
- Flight Conditions: VMC
- Weather Elements / Visibility: Visibility: 10
- Light: Daylight
- Ceiling: Single Value: 5000

**Aircraft**
- Reference: X
- ATC / Advisory.Tower: ZZZ
- Aircraft Operator: FBO
- Make Model Name: Skyhawk 172/Cutlass 172
- Crew Size.Number Of Crew: 1
- Operating Under FAR Part: Part 91
- Mission: Training
- Flight Phase: Landing
- Route In Use: Visual Approach

**Component**
- Aircraft Component: Rudder Control System
- Aircraft Reference: X
- Problem: Improperly Operated

**Person**
- Reference: 1
- Location Of Person.Aircraft: X
- Location In Aircraft: Flight Deck
- Reporter Organization: FBO
- Function.Flight Crew: Pilot Flying
- Function.Flight Crew: Single Pilot
- Qualification.Flight Crew: Student
- Experience.Flight Crew.Total: 24
- Experience.Flight Crew.Last 90 Days: 24
- Experience.Flight Crew.Type: 24
- ASRS Report Number.Accession Number: 1573184
- Human Factors: Training / Qualification
- Human Factors: Situational Awareness

**Events**
Anomaly.Ground Excursion : Runway
Anomaly.Inflight Event / Encounter : Loss Of Aircraft Control
Detector.Person : Flight Crew
When Detected : In-flight
Result.Flight Crew : Regained Aircraft Control

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

Narrative: 1
While conducting a solo crosswind landing as a student pilot, I entered into ground effect. I corrected the left to right drift with left aileron and applied right rudder to line up on centerline before touch down. When I flared, the aircraft touched down then ballooned. The aircraft yawed to the left and headed toward the grass to the left of the runway. I attempted to add power to perform a go-around to avoid cross loading the landing gear. As I added power, I felt the aircraft sink, and I pulled power and landed in the left grass off the runway. I notified Tower once I set down and slowed the aircraft to a safe taxi speed. I was asked if I required any assistance. I replied "no," taxied back on to the paved runway, and was cleared back to the flight school. I then notified my instructor and maintenance personnel and provided my information to the ATC. There was no damage to the aircraft, and my flight instructor recommended filing this report. I believe that when the aircraft ballooned, I released the right rudder input, causing the aircraft to yaw into the wind. When I noticed the sink and the potential cross load, I should have applied more right rudder and landed instead of adding power to attempt the go around with a heading left of the runway. ASOS reported winds 18009. ATC wind call when cleared for take-off was 19010.

Synopsis
C172 student pilot reported a loss of control and runway excursion during crosswind landing.
Time / Day
Date: 201808
Local Time Of Day: 1201-1800

Place
Locale Reference.Airport: LXT.Airport
State Reference: MO
Relative Position.Angle.Radial: 0
Relative Position.Distance.Nautical Miles: 0
Altitude.AGL.Single Value: 400

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

Aircraft: 1
Reference: X
ATC / Advisory.CTAF: LXT
Aircraft Operator: Personal
Make Model Name: Skylane 182/RG Turbo Skylane/RG
Crew Size.Number Of Crew: 2
Operating Under FAR Part: Part 91
Flight Plan: None
Mission: Training
Flight Phase: Takeoff

Aircraft: 2
Reference: Y
ATC / Advisory.CTAF: LXT
Aircraft Operator: Personal
Make Model Name: PA-28 Cherokee/Archer/Dakota/Pillan/Warrior
Crew Size.Number Of Crew: 2
Operating Under FAR Part: Part 91
Mission: Training
Flight Phase: Final Approach

Person
Reference: 1
Location Of Person.Aircraft: X
Location In Aircraft: Flight Deck
Reporter Organization: Personal
Function.Flight Crew: Instructor
Function.Flight Crew: Pilot Not Flying
Qualification.Flight Crew: Multiengine
Qualification.Flight Crew: Air Transport Pilot (ATP)
Qualification.Flight Crew: Flight Instructor
Qualification.Flight Crew: Instrument
Experience.Flight Crew.Total : 3480  
Experience.Flight Crew.Last 90 Days : 42  
Experience.Flight Crew.Type : 145  
ASRS Report Number.Accession Number : 1572928  
Human Factors : Communication Breakdown  
Human Factors : Situational Awareness  
Communication Breakdown.Party1 : Flight Crew  
Communication Breakdown.Party2 : Flight Crew  

Events  
Anomaly.Conflict : NMAC  
Anomaly.Deviation - Procedural : Published Material / Policy  
Detector.Person : Flight Crew  
Miss Distance.Horizontal : 500  
Miss Distance.Vertical : 200  
When Detected : In-flight  
Result.Flight Crew : Took Evasive Action  

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

Narrative: 1  
I was checking a [pilot] out in their Cessna 182. We were doing pattern work at LXT, a non-towered airport. We called on the CTAF, giving our position consistently. We had been in the pattern about 20 minutes. We had just taken off after a touch and go on Runway 36, which has a right pattern. We hadn't turned crosswind yet so we were still under 500 feet AGL. We were looking up and caught the glimpse of a Cherokee out of the corner of our eyes just below us and to our left.  

I instructed my student to keep climbing. We then turned right crosswind. When we turned right downwind for 36, we were able to spot the Cherokee. He was now on a low left downwind for runway 36. We called again on the CTAF that we were now "right downwind for 36". At that time he crossed midfield in front of us to enter right downwind also. He called entering right downwind. I responded that he cut in front of us and that we would now be number two for the runway. He responded that he had us in sight.  

My client decided to end the lesson. We landed and taxied to the hangar. The other plane is also based at LXT. There was an instructor and instrument student in the plane. They came up to our hangar to talk. The instructor reprimanded us for not having ADSB as they didn't see us on their tablets. Our plane is equipped with ADSB but we were so low they probably weren't receiving it.  

They were doing a practice VOR A circling approach which cuts across the airport at a low altitude from the northeast. I told them they needed to be looking out the window, especially doing an approach to a non-towered airport and that you can't count on ADSB at very low altitudes.  

They said they made repeated calls and heard no one at LXT. They then admitted that they were still on the frequency of the last airport, until just after the near miss. They both
apologized.

We were scanning at pattern elevation for traffic as we heard no radio calls. They came in very low and at an angle to the runway for their approach. Not where we would have expected traffic.

They weren't looking out the windows for traffic, trusting their equipment to keep them safe around a non-towered airport. They assumed erroneously that everyone has ADSB and that it can be seen at low altitudes. Planes aren't required to have ADSB until January of 2020.

They needed to see and avoid especially as they were doing a non-standard pattern. They were calling on the wrong frequency. They seemed to feel that someone on that frequency should have told them they were on the wrong frequency. If the approach had been properly briefed, they would have put in the correct frequency.

**Synopsis**

C182 instructor pilot reported a NMAC in the pattern at LXT a non-towered airport.
Time / Day
  Date : 201808
  Local Time Of Day : 1801-2400

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

Environment
  Flight Conditions : VMC
  Weather Elements / Visibility.Visibility : 8
  Light : Daylight

Aircraft : 1
  Reference : X
  ATC / Advisory.Tower : LGB
  Aircraft Operator : FBO
  Make Model Name : Skyhawk 172/Cutlass 172
  Crew Size.Number Of Crew : 1
  Operating Under FAR Part : Part 91
  Mission : Training
  Flight Phase : Taxi

Aircraft : 2
  Reference : Y
  ATC / Advisory.Ground : LGB
  Make Model Name : Eurocopter AS 350/355/EC130 - Astar/Twinstar/Ecureuil
  Crew Size.Number Of Crew : 1
  Operating Under FAR Part : Part 91
  Flight Phase : Landing
  Flight Phase : Taxi

Person
  Reference : 1
  Location Of Person.Aircraft : X
  Location In Aircraft : Flight Deck
  Reporter Organization : FBO
  Function.Flight Crew : Instructor
  Function.Flight Crew : Pilot Not Flying
  Qualification.Flight Crew : Commercial
  Qualification.Flight Crew : Flight Instructor
  Experience.Flight Crew.Total : 1220
  Experience.Flight Crew.Last 90 Days : 129
  Experience.Flight Crew.Type : 1001
  ASRS Report Number.Accession Number : 1572925
  Human Factors : Situational Awareness
  Human Factors : Communication Breakdown
Communication Breakdown. Party1 : Flight Crew
Communication Breakdown. Party2 : ATC

Events
Anomaly. ATC Issue : All Types
Anomaly. Conflict : Ground Conflict, Less Severe
Detector. Person : Flight Crew
Miss Distance. Horizontal : 20
When Detected : Taxi
Result. Flight Crew : Took Evasive Action

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

Narrative: 1
We were cleared to taxi to our parking location. Upon turning from a westbound direction on taxiway F to the ramp, a Eurocopter AS350 helicopter flew approximately 20 feet over us (was flying westbound parallel to taxiway F) with no warning from the Ground Controller. Our airplane was blasted with intense rotor wash and we were very surprised when it flew right over us so we stopped abruptly.

Upon parking, I went to talk to the pilot of the Eurocopter and he was surprised that ATC had not notified us or told us to give way to the helicopter (or vice versa). Generally, this is the procedure for helicopters landing at this particular location (usually one will give way to the other to avoid rotor wash or any operations being too close to one another).

Synopsis
C172 instructor pilot reported experiencing "intense" rotor wash from a helicopter flying directly overhead during taxi to parking.
ACN: 1572904 (6 of 50)

Time / Day
Date: 201802

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

Environment
Flight Conditions: VMC
Light: Daylight

Aircraft
Reference: X
Aircraft Operator: Personal
Make Model Name: Small Transport, Low Wing, 2 Turboprop Eng
Crew Size.Number Of Crew: 2
Operating Under FAR Part: Part 91
Mission: Training

Person
Reference: 1
Location Of Person.Aircraft: X
Location In Aircraft: Flight Deck
Reporter Organization: Personal
Function.Flight Crew: Instructor
Function.Flight Crew: Pilot Not Flying
Qualification.Flight Crew: Multiengine
Qualification.Flight Crew: Air Transport Pilot (ATP)
Qualification.Flight Crew: Flight Instructor
Qualification.Flight Crew: Instrument
Experience.Flight Crew.Total: 17000
Experience.Flight Crew.Last 90 Days: 75
Experience.Flight Crew.Type: 300
ASRS Report Number.Accession Number: 1572904
Human Factors: Communication Breakdown
Human Factors: Situational Awareness
Communication Breakdown.Party1: Flight Crew
Communication Breakdown.Party2: Maintenance

Events
Anomaly.Deviation - Procedural: Published Material / Policy
Anomaly.Deviation - Procedural: Maintenance
Anomaly.Deviation - Procedural: FAR
Detector.Person: Other Person
Result.Genernl: Maintenance Action

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

Narrative: 1

Before conducting a yearly recurrent training flight with a pilot in the subject aircraft, I consulted with the Aircraft Mechanic holding Inspection Authorization who had been maintaining the aircraft for the last several years. The mechanic assured me that the aircraft was recently inspected by him in accordance with the manufacturer's approved procedures, the Transponder Checks, Pitot Static Checks, and ELT Checks had been performed. Airworthiness Directives were complied with and the aircraft was in airworthy condition. While the logbooks were not readily available for inspection, he had personally made the appropriate entries and the logbooks were complete and up to date. I had been acquainted with this mechanic for several years, and he was well respected and trusted by many individuals on the airport. I had no reason to doubt his statements.

I performed a preflight inspection of the aircraft with no discrepancies noted. I conducted the training flight without incident.

Now, it has come to my attention that a third party has reviewed the maintenance records for the subject aircraft and has found numerous serious discrepancies. The discrepancies discovered during this maintenance review bring into question the airworthiness of the aircraft going back several years. It appears the mechanic was not performing the maintenance in compliance with the FARs or the manufacturer's maintenance program, even though he was making logbook entries attesting to the fact that the maintenance was being completed properly.

It appears the owner and operators of the aircraft had been deceived for many years by this individual.

Now that these facts have come to light, the aircraft has been delivered to a different maintenance establishment and the discrepancies uncovered are being corrected. The aircraft will be returned to service in an airworthy state.

Synopsis

GA Flight Instructor reported that maintenance had been misrepresented and that the aircraft had serious discrepancies.
Time / Day
Date: 201808
Local Time Of Day: 0601-1200

Place
Locale Reference.Airport: ZZZ.Airport
State Reference: US
Altitude.MSL.Single Value: 4000

Environment
Flight Conditions: VMC
Light: Daylight

Aircraft
Reference: X
ATC / Advisory.Tower: ZZZ
Aircraft Operator: Personal
Make Model Name: Cessna 150
Crew Size.Number Of Crew: 2
Operating Under FAR Part: Part 91
Flight Plan: VFR
Mission: Training
Flight Phase: Initial Approach
Route In Use: Visual Approach
Airspace.Class E: ZZZ

Component: 1
Aircraft Component: Engine
Aircraft Reference: X
Problem: Improperly Operated

Component: 2
Aircraft Component: Fuel
Aircraft Reference: X

Person
Reference: 1
Location Of Person.Aircraft: X
Location In Aircraft: Flight Deck
Reporter Organization: Personal
Function.Flight Crew: Pilot Flying
Qualification.Flight Crew: Instrument
Qualification.Flight Crew: Commercial
Qualification.Flight Crew: Flight Instructor
Qualification.Flight Crew: Multiengine
Experience.Flight Crew.Total: 600
Experience.Flight Crew.Last 90 Days: 100
Experience.Flight Crew.Type: 550
Events

Anomaly. Aircraft Equipment Problem : Critical
Anomaly. Deviation - Procedural : FAR
Anomaly. Inflight Event / Encounter : Fuel Issue
Detector. Person : Flight Crew
When Detected : In-flight
Result. Flight Crew : Landed in Emergency Condition
Result. Flight Crew : Took Evasive Action

Assessments

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

Narrative: 1

It was a normal training flight. We had planned to practice Simulated Emergencies and basic maneuvers. Like always, since we have reduced fuel we estimated how much fuel we would need. We calculated roughly 7 gallons were all we were going to need for our 1.5 hr flight today. The weather was clear. Winds were 200 at 10 knots. Fairly calm.

Upon arrival to the airplane, we began the preflight. Everything checked out to be ok, except for the right tank. The right tank had some water contaminate in the fuel. We had to sump the tank 3 times to get the water out and to be able to verify that the fuel was clean. Once we verified that the fuel was clean, we manually dipped the tanks to find that we had a total of 17 gallons. 9 gallons in the left tank and 8 gallons in the right tank. Seeing that we had 7 gallons we knew that that should give us roughly 2.5 hrs of flight allowing us to meet VFR fuel requirements of a reserve and then some. From there we started the plane up, with no issues. The run up was text book perfect. We had no issues with flying the plane.

We departed from ZZZ and made a slow climb, avoiding Bravo airspace, up to 6,000 feet MSL. We started our maneuvers like Steep Turns and Slow flight. We were in slow flight with reduced power for roughly 30 minutes. We then practiced a Simulated Emergency Engine Failure, which allowed us to get to an altitude appropriate for Ground Reference maneuvers. From there we flew over to ZZZ1 for 1 touch’n’go and 1 go-around. We then departed the area to the north back to ZZZ.

Once we were above the VFR Waypoint at 4,000 feet, we called to Tower and received clearance to enter Right Traffic 17R and to Report Mid-Field Downwind. Shortly after reporting back the call we felt the engine start to sputter. In attempt to give the airplane as much possible power, we gave the airplane a full rich mixture, fuel pump on, and full throttle. We noticed no change in power, so we started to prepare ourselves for a forced landing. I considered turning and trying to glide towards ZZZ since we were so close, but being only 1,500 feet off of the ground the math didn't add up. We wouldn't have made it to ZZZ. Fortunately, my student has a couple of thousands of hours in helicopters, so he took the radios, and I flew the plane. We executed good Crew Resource Management. He helped me by pointing out obstacles to avoid on our way down. I had made my 180 degrees turn to face into the southerly wind and when landing on the [highway] was assured I nosed down to allow myself to have some extra speed to bleed off during the
landing flare. I tried to stay 15-20 feet off the ground while bleeding the speed to allow car traffic to see me. As we slowed down, I slowly bumped in flaps helping keep us aloft. Traffic cleared and we had plenty of space to touch down. We did not hit anything. The touch-down was very soft. There were no injuries to [the student] nor I. There was no damage to the airplane itself.

**Synopsis**

C150 instructor pilot reported a loss of engine power and off field landing due to fuel starvation.
**Time / Day**
- Date: 201808
- Local Time Of Day: 1201-1800

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

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

**Aircraft: 1**
- Reference: X
- ATC / Advisory: Tower: ZZZ
- Aircraft Operator: FBO
- Make Model Name: Cessna 152
- Crew Size.Number Of Crew: 2
- Operating Under FAR Part: Part 91
- Flight Plan: None
- Mission: Training
- Flight Phase: Initial Approach
- Route In Use.Other
- Airspace.Class D: ZZZ

**Aircraft: 2**
- Reference: Y
- ATC / Advisory: Tower: ZZZ
- Aircraft Operator: FBO
- Make Model Name: Cessna 152
- Crew Size.Number Of Crew: 2
- Operating Under FAR Part: Part 91
- Flight Plan: None
- Mission: Training
- Flight Phase: Other
- Airspace.Class D: ZZZ

**Person**
- Reference: 1
- Location Of Person.Aircraft: X
- Location In Aircraft: Flight Deck
- Reporter Organization: FBO
- Function.Flight Crew: Instructor
- Function.Flight Crew: Pilot Not Flying
- Qualification.Flight Crew: Instrument
- Qualification.Flight Crew: Commercial
Qualification.Flight Crew : Flight Instructor
Experience.Flight Crew.Total : 630
Experience.Flight Crew.Last 90 Days : 150
Experience.Flight Crew.Type : 500
ASRS Report Number.Accession Number : 1572573

Events

Anomaly.Conflict : NMAC
Anomaly.Deviation - Procedural : Published Material / Policy
Detector.Person : Flight Crew
Miss Distance.Horizontal : 300
Miss Distance.Vertical : 0
When Detected : In-flight
Result.Flight Crew : Took Evasive Action
Result.Flight Crew : Requested ATC Assistance / Clarification
Result.Air Traffic Control : Issued New Clearance

Assessments

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

Narrative: 1

I was training a student in the pattern at ZZZ in Aircraft X. During our 3rd circuit, soon after leveling off and turning left downwind for runway ZZ at 1,000 feet AGL, an airplane, Aircraft Y, suddenly appeared in front of us, from below, no more than 300 feet in front at the same altitude. This airplane I had heard cleared for takeoff after we had completed our most recent touch-and-go. I immediately took control of the airplane from my student, slowed down and notified tower that an airplane was directly ahead of us a few hundred feet away. Tower notified Aircraft Y that they had turned crosswind too early and to make a right 360, to which they complied. We completed our circuit with a touch-and-go and departed the pattern to the south. As we were departing, I overheard what I assume was an instructor in Aircraft Y notify tower that they’d be exiting the airplane and that a first time solo student would be taking back off.

Synopsis

C152 instructor reported a NMAC on downwind.
ACN: 1572507

Time / Day
Date: 201808
Local Time Of Day: 1201-1800

Place
Locale Reference. Airport: CLL.Airport
State Reference: TX
Relative Position. Distance. Nautical Miles: 8
Altitude. MSL. Single Value: 1400

Environment
Flight Conditions: VMC
Weather Elements / Visibility. Visibility: 12
Light: Daylight
Ceiling. Single Value: 6000

Aircraft
Reference: X
ATC / Advisory. TRACON: I90
Aircraft Operator: Personal
Make Model Name: Citation III, VI, VII (C650)
Operating Under FAR Part: Part 91
Flight Plan: VFR
Mission: Training
Nav In Use. VOR / VORTAC: CLL
Flight Phase: Initial Approach
Route In Use. Other
Airspace. Class D: I90

Person
Reference: 1
Location Of Person. Aircraft: X
Location In Aircraft: Flight Deck
Reporter Organization: Personal
Function. Flight Crew: First Officer
Function. Flight Crew: Pilot Flying
Qualification. Flight Crew: Multiengine
Qualification. Flight Crew: Instrument
Experience. Flight Crew. Total: 2300
Experience. Flight Crew. Last 90 Days: 40
Experience. Flight Crew. Type: 35
ASRS Report Number. Accession Number: 1572507
Human Factors: Training / Qualification
Human Factors: Confusion
Human Factors: Situational Awareness
Analyst Callback: Attempted

Events
Anomaly.ATC Issue : All Types
Anomaly.Deviation - Procedural : Published Material / Policy
Anomaly.Deviation - Procedural : Clearance
Detector.Person : Flight Crew
When Detected : In-flight
Result.Flight Crew : Requested ATC Assistance / Clarification
Result.Flight Crew : Became Reoriented

Assessments

Contributing Factors / Situations : Airspace Structure
Contributing Factors / Situations : Chart Or Publication
Contributing Factors / Situations : Procedure
Primary Problem : Chart Or Publication

Narrative: 1

The plate profile is confusing as it appears to direct a descent when established to cross the VOR at or above 1,300 feet and the plan view conflicts or is easily misread. The Controller [stated this] is a common mistake on this [VOR Runway 10] approach. The Controller indicated that this issue has been reported on numerous occasions.

Synopsis

Pilot reported a confusing depiction of a crossing restriction on the VOR Runway 10 approach plate for CLL airport.
ACN: 1572152

Time / Day
Date: 201808
Local Time Of Day: 0601-1200

Place
Locale Reference.Airport: ZZZ.Airport
State Reference: US
Altitude.AGL.Single Value: 2500

Aircraft
Reference: X
ATC / Advisory.TRACON: ZZZ
Aircraft Operator: FBO
Make Model Name: Skyhawk 172/Cutlass 172
Crew Size.Number Of Crew: 1
Operating Under FAR Part: Part 91
Mission: Training
Flight Phase: Cruise

Person
Reference: 1
Location Of Person.Aircraft: X
Location In Aircraft: Flight Deck
Reporter Organization: FBO
Function.Flight Crew: Pilot Not Flying
Function.Flight Crew: Instructor
Qualification.Flight Crew: Commercial
Qualification.Flight Crew: Instrument
Qualification.Flight Crew: Flight Instructor
ASRS Report Number.Accession Number: 1572152

Events
Anomaly.Aircraft Equipment Problem: Critical
Detector.Person: Flight Crew
Result.Flight Crew: Returned To Departure Airport

Assessments
Contributing Factors / Situations: Aircraft
Contributing Factors / Situations: Equipment / Tooling
Primary Problem: Aircraft

Narrative: 1
While conducting slow flight at 2,500 feet with the carb heat on, the engine began to run very rough suddenly. The crew cycled the magnetos, adjusted the mixture, adjusted the throttle, and cycled the carb heat off then back to the on position. Nothing that the crew did improved the vibration. Given the recent history of the aircraft, the decision was made to immediately return and the PIC contacted ATC, announced his intention and was provided instruction to return to ZZZ. The crew remained at their current altitude at
normal cruise power with carb heat on until landing was assured and made an uneventful landing on Runway XXL.

Synopsis
C172 pilot reported rough running engine and returning to destination airport.
ACN: 1571064 (11 of 50)

Time / Day
Date: 201808
Local Time Of Day: 0601-1200

Place
Locale Reference.Airport: ZZZ.Airport
State Reference: US
Altitude.AGL.Single Value: 50

Environment
Flight Conditions: VMC
Light: Daylight

Aircraft
Reference: X
ATC / Advisory.Tower: ZZZ
Aircraft Operator: Personal
Make Model Name: Skyhawk 172/Cutlass 172
Crew Size.Number Of Crew: 2
Operating Under FAR Part: Part 91
Flight Plan: None
Mission: Training
Flight Phase: Initial Climb
Airspace.Class D: ZZZ

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

Person
Reference: 1
Location Of Person.Aircraft: X
Location In Aircraft: Flight Deck
Reporter Organization: Personal
Function.Flight Crew: Pilot Flying
Qualification.Flight Crew: Instrument
Qualification.Flight Crew: Commercial
Qualification.Flight Crew: Flight Instructor
Experience.Flight Crew.Total: 423
Experience.Flight Crew.Last 90 Days: 41
Experience.Flight Crew.Type: 10
ASRS Report Number.Accession Number: 1571064
Human Factors: Workload
Human Factors: Time Pressure

Events
Assessments
Contributing Factors / Situations : Aircraft
Primary Problem : Aircraft

Narrative: 1

The aircraft had three occupants; a private pilot in the left seat, a private pilot passenger in the rear seat and myself in the right seat acting as a supervising instructor. The intent of the flight was for the pilot in the left seat to refresh currency and proficiency prior to a cross-country flight planned for later in the day. The pilot in the left seat had completed one circuit in the traffic pattern and had departed upwind following a touch and go on Runway XX. On initial climbout, I noted that the engine was not making full power, indicating only 2030 RPM. After checking with the pilot and verifying correctness of throttle position, I took control of the airplane with annunciation inside the cockpit, and promptly [advised ATC]. The aircraft was approximately 50 feet AGL at this point.

The engine was running rough. I determined that we had a slight positive climb rate. I elected to climb while looking for possible landing sites straight ahead. After the aircraft was above the power lines to the right (~400 feet AGL), I turned the airplane slightly to the right and started a left teardrop back to the airport. I was simultaneously assessing whether there was anything to our left that was workable as a landing spot. I was also aware that the Tower had cleared us to land on any runway, and was clearing airspace for us, directing traffic in the pattern away from and above our flight path. Once I knew we could glide to Runway XY, I closed the throttle, deployed full flaps and started side-slipping and S-turning to lose altitude to make the runway.

My attempts to lose altitude were insufficient to make a landing with adequate runway. At the time it was unclear to me why this was so, in spite of the relatively light tailwind (~5 kts) we were dealing with. After seeing that I had only one third of the Runway XY remaining and we were still about 10 to 15 feet off the ground, I made the very uncomfortable decision to apply all available power from the engine and attempt to 'go-around.' Due to the flaps still being fully deployed, and the airplane only running up to ~2000 RPM, the aircraft didn't accelerate or climb well, barely clearing the fence south of the airport boundary. In a moment of haste, I retracted all the flaps, and heard the stall warning horn chirp momentarily - a glance at airspeed indicator showed ~55 knots. Because the flaps are electric, I brought the flap switch down to a partial setting, which likely just paused the retraction I had commanded seconds earlier. I then retracted them fully after a few more seconds.

I deviated slightly to the right on the shallow climbout hoping to put the airplane down near the bike tracks south of the airport. Because of rising terrain in this area, our AGL altitude was perceived to be no higher than 50 feet. I was weighing my decision-making
between landing off airport straight ahead or returning to the airport because I was unsure how long the engine would continue running. The pilot-passenger in the back seat suggested heading to [an alternate airport] but it was unclear if we could climb past the power lines, so I discounted this.

I started a left teardrop turn again to the airport for Runway XX, maneuvering at the level of power lines that run along the east of the airport. Once we were oriented towards Runway XX, I let the airplane continue climbing until just above the normal glide path indicator. I closed the throttle and applied flaps over the pond just short of Runway XX. To the best of my recollection, airspeed was about 75 knots at this point. Best glide was expected to be just under 70, and I was intentionally keeping some margin above this airspeed.

What all occupants remember is that during this power reduction, the engine was not idling. It was running at 1600 RPM and had smoothened out noticeably than when it was making partial power at the full throttle setting. Suspecting that the airplane's engine was not going to idle as expected and also noting that our glide path was causing us to approach the runway faster than desired at 70 to 75 kts, I anticipated needing to kill the engine upon touchdown. We touched down about on the runway in the vicinity [of] taxiway X. I had the left seat occupant turn off the ignition switch as soon as the wheels touched down. I applied maximum braking to stop the airplane about 50 feet short of the airport boundary fence, in the overrun area of the runway.

No injuries or damage to the aircraft resulted. An airport service vehicle helped tow the airplane off the runway. At the time of writing, maintenance personnel had done diagnostic runups after our landing on the engine and indicated one of the magnetos may have been malfunctioning.

Factors affecting my decision making (beyond the inherently unexpected nature of the emergency):
1. Rehearsal for engine failure after takeoff (EFATO) has always been 'full power loss' in my training, and my instructors have maintained that the best course of action is to try to land straight ahead if below pattern altitude. I had some rehearsal for EFATO was as recently as 2 months prior to this event, during checkout of another aircraft type with an instructor. The aircraft in the recent practice sessions was a high-drag two-seat biplane with far worse glide performance than the C172 being flown during the actual emergency.

2. I was acutely aware during the emergency that the 'impossible turn' attempted by pilots after EFATO-type events usually don't work because of the altitude loss during the 180. In spite of all these points, I set myself up for it anyway, because the engine was making some power, and I was able to keep us high enough for an approach to the 'downwind' runway.

3. I deliberately stopped at step 1 of the typical 'emergency checklist;' "Fly the airplane." I reached an initial conclusion in flight that this was likely an induction or ignition issue, with mechanical failure being less likely because of the following: I had good fuel flow, good oil pressure, and engine vibration was not jarring. Because I didn't have the luxury of altitude, I did not touch the ignition switch in case I killed the engine without a landing spot to aim for.

4. Other than the airport, it was very clear that there were no good options to ditch in the vicinity of the area I flew over. Power lines running north to south, along the east of the airport 'boxed us in' over marshes to avoid populated areas.
5. During the second attempt at landing, I wondered if the throttle linkage was preventing me from truly idling the engine, and if this made a tailwind approach on Runway XY impossible. Suspecting this, I anticipated needing to kill the ignition even on Runway XX, where we landed much farther down the runway than is standard.

6. It is entirely possible that the engine was running at 1600 RPM purely from the higher-than best glide airspeed I was maintaining. However, this was hard to accept in the moment since the engine had also 'smoothed out' when the throttle handle was pulled to the closed position. The others on board shared my surprise when I pointed this out on short final. The effect of tailwind on the glidepath was difficult to account for when most landings are attempted into the wind under normal circumstances.

7. My assessment is that my relatively low time in C172s was a contributing factor in inaccurately anticipating how well the aircraft can glide, slip, and slow down with flaps. This was especially true for the attempt on Runway XX. If I were to guess, I'd say that I was faster than recommended for both the approaches I attempted after [advising ATC], likely overcompensating against the spectre of full engine failure, which could have been expected at any time.

8. [The airport]'s runway is short; at only 2,400 feet, it is possible that I could have made it down on something about twice as long during the tailwind landing attempt on Runway XY. It is also possible that, had this issue occurred on a longer runway, a landing straight ahead would have put us back on the runway.

9. Because of task saturation associated with flying the airplane, it was very difficult to respond to all information from ATC. However, I was listening during the whole incident and aware that ATC was offering relevant information, helpful clearances, and clearing the airspace for us.

10. I surprised myself with the near-subconscious decision to announce control of the aircraft and [advising ATC] within seconds of realizing the engine was not behaving. I stuttered a bit scanning for the tail number on the dash - it was my first time flying this airplane. Declaring was a call for help - one that Tower effectively and professionally responded to. I hope that others finding themselves in such a situation are trained to do so without hesitation.

Synopsis

Cessna 172 pilot reported that the engine lost power right at liftoff.
ACN: 1570660

Time / Day
Date: 201808
Local Time Of Day: 0601-1200

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

Environment
Flight Conditions: VMC
Weather Elements / Visibility: Turbulence
Light: Daylight

Aircraft
Reference: X
Aircraft Operator: Personal
Make Model Name: PA-18/19 Super Cub
Crew Size.Number Of Crew: 1
Operating Under FAR Part: Part 91
Flight Plan: VFR
Mission: Training
Flight Phase: Landing
Airspace.Class G: ZZZ

Person
Reference: 1
Location Of Person.Aircraft: X
Location In Aircraft: Flight Deck
Reporter Organization: Personal
Function.Flight Crew: Pilot Flying
Function.Flight Crew: Single Pilot
Qualification.Flight Crew: Instrument
Qualification.Flight Crew: Commercial
Qualification.Flight Crew: Flight Instructor
Qualification.Flight Crew: Multiengine
Experience.Flight Crew.Total: 5691
Experience.Flight Crew.Last 90 Days: 54
Experience.Flight Crew.Type: 2191
ASRS Report Number.Accession Number: 1570660

Events
Anomaly.Ground Excursion: Runway
Anomaly.Ground Event / Encounter: Loss Of Aircraft Control
Detector.Person: Flight Crew
When Detected: In-flight
Result.General: Evacuated
Result.Aircraft: Aircraft Damaged
Assessments

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

Narrative: 1

The sortie was planned as a continuation training event for the solo pilot. Following seven landing patterns of varying flap settings and type, the 8th approach and landing was to a wheeled touch down with the flaps retracted, full stop. Winds according to the visible wind socks on the airfield indicated a right quartering headwind of approximately 5 knots, which differed from the information provided by the ASOS that was checked on each pattern to compare with the wind socks. Also noted was that turbulence and wind changes were gradually descending from 7,200 MSL to approximately 6,500 MSL during the patterns and the intent was to full stop on the eighth landing to avoid dealing with gusty winds.

During a planned full stop landing at approximately 30 mph in a 3-point aircraft attitude following an uneventful right to left wheeled touchdown for the right crosswind, the aircraft was exposed to a strong wind gust from the left side resulting in a the aircraft rotating on three wheels to the left off the runway despite full right rudder and some right brake. The aircraft nosed down during the loop and the prop struck the ground along with the right-wing tip, right aileron, and right elevator. There were no known injuries to the pilot who was the sole occupant. The pilot egressed the aircraft and together with ground crews righted the aircraft and moved it to the aircraft hangar.

Synopsis

PA-18 Cub pilot reported experiencing a ground loop during landing in gusty wind conditions.
**ACN: 1570565 (13 of 50)**

**Time / Day**
- Date: 201808
- Local Time Of Day: 0601-1200

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

**Environment**
- Flight Conditions: VMC
- Weather Elements / Visibility: Visibility: 7
- Weather Elements / Visibility: Other
- Light: Daylight

**Aircraft**
- Reference: X
- ATC / Advisory.Tower: ZZZ
- Aircraft Operator: Personal
- Make Model Name: Cessna 152
- Crew Size.Number Of Crew: 1
- Operating Under FAR Part: Part 91
- Flight Plan: VFR
- Mission: Training
- Flight Phase: Taxi

**Person**
- Reference: 1
- Location Of Person.Aircraft: X
- Location In Aircraft: Flight Deck
- Reporter Organization: Personal
- Function.Flight Crew: Single Pilot
- Qualification.Flight Crew: Student
- Experience.Flight Crew.Last 90 Days: 53
- Experience.Flight Crew.Type: 53
- ASRS Report Number.Accession Number: 1570565
- Human Factors: Training / Qualification

**Events**
- Anomaly.Deviation - Procedural: Published Material / Policy
- Anomaly.Ground Excursion: Runway
- Anomaly.Ground Event / Encounter: Loss Of Aircraft Control
- Anomaly.Ground Event / Encounter: Object
- Detector.Person: Flight Crew
- When Detected: Taxi
- Result.Flight Crew: Regained Aircraft Control

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

**Narrative: 1**

I got a clearance to land Runway 31. After landing I tried to slow down [the] aircraft by [applying] full back pressure. And I got instruction from Tower 'turn B taxi via A to ramp.' I thought aircraft was fast so [I] applied brakes. Then [the] aircraft [skidded a] little bit. So I applied full brakes. Aircraft stopped but crashed [on a] taxiway edge light with right main tire. Tower asked me 'Did you hit something.' I told Tower 'I hit the taxiway edge light with tire' he asked me 'ok is there any damage on aircraft' then I said 'no damage on aircraft just edge light broken.' Tower said 'taxi via A to ramp.' So I taxied to ramp.

**Synopsis**

C152 student pilot reported loss of control after landing due to excessive braking resulting in a runway excursion and hitting a taxiway light.
ACN: 1570563 (14 of 50)

**Time / Day**

Date: 201806
Local Time Of Day: 1801-2400

**Place**

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

**Environment**

Light: Night

**Aircraft**

Reference: X
ATC / Advisory.UNICOM: ZZZ
Aircraft Operator: Personal
Make Model Name: PA-28R Cherokee Arrow All Series
Crew Size.Number Of Crew: 2
Operating Under FAR Part: Part 91
Flight Plan: VFR
Mission: Training
Flight Phase: Landing
Route In Use: Visual Approach
Airspace.Class E: ZZZ

**Component**

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

**Person**

Reference: 1
Location Of Person.Aircraft: X
Location In Aircraft: Flight Deck
Reporter Organization: Personal
Function.Flight Crew: Pilot Flying
Qualification.Flight Crew: Student
Experience.Flight Crew.Total: 30
Experience.Flight Crew.Last 90 Days: 30
Experience.Flight Crew.Type: 1
ASRS Report Number.Accession Number: 1570563
Human Factors: Training / Qualification
Human Factors: Distraction

**Events**

Anomaly.Deviation - Procedural: Published Material / Policy
Anomaly.Ground Event / Encounter: Gear Up Landing
Detector.Person: Flight Crew
When Detected: In-flight
Result.Aircraft: Aircraft Damaged

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

Narrative: 1
Failure to deploy landing gear, which resulted in a gear up landing. What really caused the problem was that my flight school put me in a complex plane for my night [cross-country] and I had never flown one before. I have 30 hours in fixed gear planes and, as a new student, I don’t have enough experience to realize beforehand that I wasn’t ready for this type of plane and hadn’t received the training required to help me be ready for this. My instructor was handling the gear, but got distracted and forgot to deploy the gear.

Synopsis
PA28 student pilot reported a gear up landing.
ACN: 1569900 (15 of 50)

Time / Day
Date: 201806
Local Time Of Day: 1201-1800

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

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

Aircraft
Reference: X
Aircraft Operator.Other
Make Model Name: DA42 Twin Star
Operating Under FAR Part: Part 91
Flight Plan: None
Mission: Training
Flight Phase: Landing
Route In Use: Vectors
Airspace.Class D: ZZZ

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

Person
Reference: 1
Location Of Person.Aircraft: X
Location In Aircraft: Flight Deck
Reporter Organization: FBO
Function.Flight Crew: Instructor
Function.Flight Crew: Pilot Not Flying
Qualification.Flight Crew: Flight Instructor
Qualification.Flight Crew: Commercial
Qualification.Flight Crew: Multiengine
Qualification.Flight Crew: Instrument
Experience.Flight Crew.Total: 885
Experience.Flight Crew.Last 90 Days: 60
Experience.Flight Crew.Type: 260
ASRS Report Number.Accession Number: 1569900
Human Factors: Situational Awareness
Human Factors: Distraction

Events
**Assessments**

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

**Narrative: 1**

It was the student's first day doing simulated engine failures in a light multi engine airplane. The student had been previously trained on maneuvering with an INOP engine in VFR conditions. I had the student under the hood and we had commenced a practice ILS approach into ZZZ. At the FAF I had noticed that the student had not put the gear down. I figured the student had elected to wait until we were closer to drop the gear for performance reasons. When we got closer to the airport on a 3 mile final Tower informed me that there was landing traffic on the crossing runway and to expect my clearance on short final. This diverted a lot of my attention as the instructor making sure we would remain clear of traffic in the congested traffic pattern and that we would get our clearance. The student was also having a hard time maintaining control of the plane with one engine due to the fact that he was not yet used to the added rudder pressure. So I was also helping him with that to a large extent. We finally received our clearance just before we crossed the threshold of the runway as the crossing runway traffic passed through the intersection. At that point my attention was diverted to making sure the student maintained control through landing. As we started to flare tower called gear up go around. I applied power and configured for a go around. By the time I had realized that the props hit the ground it was too late to abort on the runway. I got the aircraft climbing and circled to land on the runway. We dropped the gear and made a landing at ZZZ and were able to taxi in on our own power. Since the incident I have found myself putting my finger on the dash any time the student is forgetting gear or choosing to leave it up for performance. This forces me to think of why my finger is in an unusual position and reminds me of the configuration of the aircraft during critical phases of flight. Furthermore I have been making it a point to make gear callouts more frequently on the approach than I did before. I used to call it out once at the FAF and once when I dropped the gear. Now I am making the callout 3 or 4 times during the approach. Once in the decent briefing. Again at the FAF and at least 2 times on the final. However the big lesson I took away from this incident was that I should have just elected to go on a missed approach and discontinue the practice approach when I learned about the traffic situation at ZZZ.

**Synopsis**

Diamond DA-42 flight instructor reported on final approach they neglected to lower the landing gear.
**Time / Day**

Date: 201808  
Local Time Of Day: 0601-1200

**Place**

Locale Reference: Airport: MNV.Airport  
State Reference: TN  
Altitude.AGL.Single Value: 200

**Environment**

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

**Aircraft: 1**

Reference: X  
ATC / Advisory.CTAF: MNV  
Make Model Name: Cessna Single Piston Undifferentiated or Other Model  
Crew Size.Number Of Crew: 2  
Operating Under FAR Part: Part 91  
Flight Plan: None  
Mission: Training  
Flight Phase: Final Approach  
Route In Use: Visual Approach  
Airspace.Class G: MNV

**Aircraft: 2**

Reference: Y  
ATC / Advisory.CTAF: MNV  
Make Model Name: Baron 55/Cochise  
Crew Size.Number Of Crew: 1  
Operating Under FAR Part: Part 91  
Flight Plan: IFR  
Flight Phase: Final Approach  
Route In Use: Visual Approach  
Airspace.Class G: MNV

**Person**

Reference: 1  
Location Of Person.Aircraft: X  
Location In Aircraft: Flight Deck  
Function.Flight Crew: Instructor  
Function.Flight Crew: Pilot Not Flying  
Qualification.Air Traffic Control: Fully Certified  
Qualification.Flight Crew: Air Transport Pilot (ATP)  
Qualification.Flight Crew: Instrument  
Qualification.Flight Crew: Flight Instructor  
Experience.Flight Crew.Total: 17000  
Experience.Flight Crew.Last 90 Days: 50
Experience.Flight Crew.Type : 260
ASRS Report Number.Accession Number : 1569306
Human Factors : Situational Awareness

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

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

Narrative: 1
This is a report of a near miss at an uncontrolled general aviation airport.

I am a CFII. I was doing VFR patterns at MNV airport with a pre-solo student. On the third pattern my student made a call "final for Runway 23 Monroe County" as we rolled out on final. I then heard a call "Baron XXXX final Runway 23 Monroe County." I immediately asked the Baron for his position. The reply was "1 mile final." I was inside 1 mile and stated that I was "past the church" (a well-known landmark for the airport), thinking the pilot might know that reference. I honestly do not recall the exact reply, but it was to the effect of "inside 1 mile." I knew a Baron would be faster than my 70 MPH and would over run me.

As I looked to my right I observed the shadow of an airplane on the ground. I did not consciously think it but did know that due to the time of day the shadows would be to the right of the plane, and the shadow was to my right.

I immediately took control of the plane and made an aggressive correction to the left and down from my flight path. As I did so the light twin aircraft passed to my right, probably well within 200 feet. I continued to the left of the runway and flew a pattern to landing on Rw23.

The twin was at the fuel pump. I asked the pilot what happened because I did not hear any calls prior to the one noting on final. He said he was sorry, and that he was on an IFR flight plan. I noted that did not change the requirement for radio calls for a VFR pattern. He noted that he had 25,000 hours (so what) I said "I have 17,000, we should have done better."

I asked him if he had seen me. He said that his passenger saw me. I noted that if the passenger saw me then we were in front of him and below him and that we had the "right of way." He did not say the passenger made any verbal comment at the time.

My student later commented that she thought she had heard calls for Morristown (not Madisonville, the local town) that seemed clearer that a distant airport usually made on the very common CTAF frequency. I admit I often hear only the first words/location of a radio call and do not concentrate on the rest of the transmission if it does not pertain to my airport.
Several pilots in the area had observed the twin fly directly over the airport at something above pattern altitude then drop down into the downwind at pattern altitude. He must have been behind me at that time because I certainly did not see him on down wind and he would have easily out run my aircraft if he had been in front of me. Several of the pilots observed our aircraft in close proximity as he landed and I flew on alongside the runway, and later made comments about how close it must have been.

Lesson learned is for any uncontrolled airport.

1. I need to not get too involved in my instruction that I lose situational awareness of other aircraft.
2. For aircraft on IFR into uncontrolled airports the communications to other NON-IFR is paramount.
3. Fly the standard pattern so others know where the risk factors comes into play.

**Synopsis**

C150 instructor pilot reported a NNMAC in the pattern at a non-towered airport.
ACN: 1568307  (17 of 50)

Time / Day
Date: 201808
Local Time Of Day: 0601-1200

Place
Locale Reference: Airport: FFZ.Airport
State Reference: AZ
Altitude: MSL. Single Value: 2400

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

Aircraft: 1
Reference: X
ATC / Advisory: Tower: FFZ
Aircraft Operator: FBO
Make Model Name: Small Aircraft, High Wing, 1 Eng, Fixed Gear
Crew Size: Number Of Crew: 1
Operating Under FAR Part: Part 91
Flight Plan: None
Mission: Training
Flight Phase: Final Approach
Route In Use: None
Airspace: Class D: FFZ

Aircraft: 2
Reference: Y
ATC / Advisory: Tower: FFZ
Make Model Name: Small Aircraft, Low Wing, 1 Eng, Fixed Gear
Crew Size: Number Of Crew: 1
Operating Under FAR Part: Part 91
Flight Plan: None
Flight Phase: Final Approach
Airspace: Class D: FFZ

Person
Reference: 1
Location Of Person: Aircraft: X
Location In Aircraft: Flight Deck
Reporter Organization: FBO
Function: Flight Crew: Instructor
Qualification: Flight Crew: Instrument
Qualification: Flight Crew: Commercial
Qualification: Flight Crew: Flight Instructor
Qualification: Flight Crew: Multiengine
Experience: Flight Crew: Total: 830
Experience: Flight Crew: Last 90 Days: 150
Experience.Flight Crew.Type : 750
ASRS Report Number.Accession Number : 1568307
Human Factors : Communication Breakdown
Human Factors : Distraction
Communication Breakdown.Party1 : Flight Crew
Communication Breakdown.Party2 : ATC

Events

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

Assessments

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

Narrative: 1

Was doing touch and go's on runway 4L. Told ATC that we were going to be a full stop landing and were told to extend the downwind and contact tower [on a different frequency]. We contacted tower and they told us to turn base and that we were cleared to land on 4R. While we were turning base, I looked up and saw Aircraft Y about 100 feet above us and probably about 100 feet horizontal distance. The tower was asking "Aircraft Y do you have traffic in sight" and getting no response. Aircraft Y continued to fly above us on base and turned final on top of us while continuing to ignore tower's calls. I told tower while we were on base "There is Aircraft Y flying right above us", their response was to ask Aircraft Y if they had traffic in sight. Near the end of our base leg, while we were turning final tower asked us if we were on downwind still. I responded that we were on base and they told the Aircraft Y to climb to 3,000 feet and overfly the runway.

[Company of Aircraft Y] is a danger to the skies and too many of these incidents happen on a daily occurrence. They need to be looked into due to the disregard of English proficiency which comes into play for many of these incidents.

Synopsis

GA pilot reported NMAC in FFZ pattern with unresponsive aircraft. Pilot reported this as a common occurrence in the area especially due to lack of English proficiency.
ACN: 1568216

Time / Day
Date: 201808
Local Time Of Day: 1201-1800

Place
Locale Reference.Airport: ZZZ.Airport
State Reference: US
Relative Position.Distance.Nautical Miles: 2
Altitude.MSL.Single Value: 5300

Environment
Weather Elements / Visibility: Haze / Smoke
Weather Elements / Visibility.Visibility: 10
Light: Daylight

Aircraft
Reference: X
ATC / Advisory.CTAF: ZZZ
Aircraft Operator: Personal
Make Model Name: Light Sport Aircraft
Crew Size.Number Of Crew: 2
Operating Under FAR Part: Part 91
Flight Plan: None
Mission: Training
Flight Phase: Initial Approach
Route In Use: Direct
Airspace.Class E: ZZZ

Person
Reference: 1
Location Of Person.Aircraft: X
Location In Aircraft: Flight Deck
Reporter Organization: Personal
Function.Flight Crew: Instructor
Function.Flight Crew: Pilot Not Flying
Qualification.Flight Crew: Multiengine
Qualification.Flight Crew: Commercial
Qualification.Flight Crew: Flight Instructor
Qualification.Flight Crew: Instrument
Experience.Flight Crew.Total: 770
Experience.Flight Crew.Last 90 Days: 120
Experience.Flight Crew.Type: 350
ASRS Report Number.Accession Number: 1568216
Human Factors: Situational Awareness
Human Factors: Communication Breakdown
Human Factors: Human-Machine Interface
Communication Breakdown.Party1: Flight Crew
Communication Breakdown.Party2: Flight Crew
Events
Anomaly.Conflict : NMAC
Anomaly.Deviation - Procedural : Published Material / Policy
Detector.Person : Flight Crew
Miss Distance.Vertical : 300
Result.Flight Crew : Took Evasive Action

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

Narrative: 1
Entering traffic pattern on the 45 to downwind, we misdialed the correct frequency and were .1 off. Because of the haze we didn't see the traffic and because of the frequency misdial we didn't hear the traffic on the crosswind leg, took evasive action (360 to the left) to re-join downwind leg runway 35.

Synopsis
Light Sport Aircraft pilot reported a NMAC due to haze and use of the incorrect CTAF frequency.
Time / Day
Date : 201808

Place
Locale Reference.Airport : BVI.Airport
State Reference : PA

Environment
Flight Conditions : Marginal
Weather Elements / Visibility.Other
Light : Daylight

Aircraft
Reference : X
Aircraft Operator : Personal
Make Model Name : Small Aircraft
Crew Size.Number Of Crew : 1
Operating Under FAR Part : Part 91
Flight Plan : None
Mission : Training
Flight Phase : Parked

Person
Reference : 1
Location Of Person.Aircraft : X
Reporter Organization : Personal
Function.Flight Crew : Check Pilot
Qualification.Air Traffic Control : Fully Certified
Qualification.Dispatch : Dispatcher
Qualification.Flight Crew : Instrument
Qualification.Flight Crew : Commercial
Qualification.Flight Crew : Flight Instructor
Qualification.Flight Crew : Multiengine
Experience.Air Traffic Control.Radar : 30
Experience.Air Traffic Control.Non Radar : 33
Experience.Flight Crew.Total : 5000
Experience.Flight Crew.Last 90 Days : 50
ASRS Report Number.Accession Number : 1568213
Human Factors : Human-Machine Interface
Human Factors : Other / Unknown

Events
Anomaly.Deviation - Procedural : Published Material / Policy
Anomaly.Inflight Event / Encounter : Weather / Turbulence
Detector.Person : Flight Crew
When Detected : Routine Inspection
Result.Flight Crew : Diverted
Assessments
Contributing Factors / Situations: Airport
Contributing Factors / Situations: ATC Equipment / Nav Facility / Buildings
Contributing Factors / Situations: Procedure
Contributing Factors / Situations: Weather
Primary Problem: ATC Equipment / Nav Facility / Buildings

Narrative: 1
The tower at BVI continues to improperly send METAR report via Aeronautical Information System Replacement (AISR) as required. This is the only way the weather report for this training airport gets into the system for preflight planning applications and sites. The AWOS 3P is not connected for auto processing. Therefore when the tower is closed or the weather is not processed correctly by the tower it affects TAF forecasting. This has resulted in two of our students encountering unforecasted weather. One student pilot came up on IMC weather, landed at another airport [which is] a serious safety issue, but the right choice. Discussions with both the tower manager about the processing issue when the tower is open and with the airport manager about AWOS 3P connectivity have not improved or corrected the problem. I discussed with the local NWS office the effect of not having the current METAR on the TAF amendments. They stated it resulted in limited forecasting and delayed amendments. This is a serious safety hazard for this airport and training environment.

Synopsis
GA instructor reported improper BVI METAR weather dissemination via AISR. Instructor reported AWOS 3P is not auto processing and measures to correct this have not resolved the issue.
Time / Day
Date: 201808
Local Time Of Day: 1201-1800

Place
Locale Reference.Airport: SAN.Airport
State Reference: CA
Relative Position.Angle.Radial: 270
Relative Position.Distance.Nautical Miles: 5
Altitude.AGL.Single Value: 300

Environment
Flight Conditions: VMC
Light: Daylight

Aircraft: 1
Reference: X
ATC / Advisory.Tower: SAN
Aircraft Operator: Military
Make Model Name: Mentor/Turbo Mentor (T-34)
Crew Size.Number Of Crew: 2
Operating Under FAR Part: Part 91
Flight Plan: VFR
Mission: Training
Flight Phase: Cruise
Route In Use: Direct
Airspace.Class E: SCT

Aircraft: 2
Reference: Y
Make Model Name: Helicopter
Airspace.Class E: SCT

Person
Reference: 1
Location Of Person.Aircraft: X
Location In Aircraft: Flight Deck
Reporter Organization: Military
Function.Flight Crew: Pilot Flying
Function.Flight Crew: Single Pilot
Qualification.Flight Crew: Flight Instructor
Qualification.Flight Crew: Air Transport Pilot (ATP)
Qualification.Flight Crew: Instrument
Experience.Flight Crew.Total: 1560
Experience.Flight Crew.Last 90 Days: 90
Experience.Flight Crew.Type: 238
ASRS Report Number.Accession Number: 1567527
Human Factors: Communication Breakdown
Human Factors: Situational Awareness
Communication Breakdown. Party 1: Flight Crew
Communication Breakdown. Party 2: ATC

Events
Anomaly. Conflict: NMAC
Anomaly. Deviation - Altitude: Undershoot
Anomaly. Deviation - Altitude: Crossing Restriction Not Met
Anomaly. Deviation - Procedural: Clearance
Detector. Person: Flight Crew
Miss Distance. Horizontal: 500
Miss Distance. Vertical: 200
When Detected: In-flight
Result. Flight Crew: Took Evasive Action

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

Narrative: 1
Aircraft X was executing a VFR transition from south to north with approval from Lindbergh Tower. There were two other aircraft doing the same thing, another [military trainer aircraft] with [same squadron] callsign and a helicopter. This was in addition to the regular tower communication for their normal operations (takeoff and landing). Tower cleared Aircraft X into the Bravo airspace, but I think he gave me a restriction. I rogered up the clearance but missed the restriction. I was about to come up and ask but at that time had a near- midair with a helicopter coming opposite direction. After that, I heard the tower talking to someone on VHF about my missed restriction of 1,000' AGL. I'm very sorry about this. I will brief my [team] during our [review] so that everyone is aware of this possibility of happening and the importance of using good CRM with everyone on freq.

Synopsis
Military Pilot reported a NMAC because they missed an ATC restriction.
ACN: 1567511 (21 of 50)

Time / Day
Date: 201808
Local Time Of Day: 1201-1800

Place
Locale Reference.Airport: CGF.Airport
State Reference: OH
Altitude.AGL.Single Value: 0

Environment
Flight Conditions: VMC
Weather Elements / Visibility.Visibility: 20
Weather Elements / Visibility.Other
Light: Daylight
Ceiling.Single Value: 3000

Aircraft
Reference: X
ATC / Advisory.Tower: CGF
Aircraft Operator: FBO
Make Model Name: Small Aircraft
Crew Size.Number Of Crew: 2
Operating Under FAR Part: Part 91
Flight Plan: None
Mission: Training
Flight Phase: Landing
Route In Use: None

Person
Reference: 1
Location Of Person.Aircraft: X
Location In Aircraft: Flight Deck
Reporter Organization: FBO
Function.Flight Crew: Instructor
Qualification.Flight Crew: Flight Instructor
Qualification.Flight Crew: Commercial
Experience.Flight Crew.Total: 1000
Experience.Flight Crew.Last 90 Days: 250
Experience.Flight Crew.Type: 790
ASRS Report Number.Accession Number: 1567511
Human Factors: Communication Breakdown
Communication Breakdown.Party1: Flight Crew
Communication Breakdown.Party2: Flight Crew

Events
Anomaly.Ground Excursion: Runway
Anomaly.Ground Event / Encounter: Loss Of Aircraft Control
Detector.Person: Flight Crew
When Detected: In-flight
Result: Flight Crew: Took Evasive Action
Result: Flight Crew: Regained Aircraft Control

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

Narrative: 1
I was giving instruction in an aircraft for a commercial rating. Upon landing on the ground roll my student got complacent and did not control the airplane. I then instructed the student to apply full power and apply the proper controls. The student froze up on the controls and proceeded towards the right to the runway edge. I was on the controls by then and proceeded to utilize the grass on the right side of the runway to avoid injury or damage to property and the aircraft. The grass departure was smooth and clear of any obstacles. There was no damage to the airport or aircraft. I then stopped and had a discussion with the student about what happened and how to prevent this from happening again. After the discussion I agreed with the student that we should not end the flight on a bad note and proceeded with the flight without incident. After the flight I gave additional ground training so my student makes the proper decisions on go-arounds and maintaining aircraft control in all phases of flight. I also admit that I have not encountered any of my students freezing up on the controls so it was a learning experience for me as well.

Synopsis
Instructor pilot reported a runway excursion by the student during landing.
ACN: 1567266 (22 of 50)

Time / Day

Date: 201808
Local Time Of Day: 0601-1200

Place

Locale Reference.Airport: ZZZ.Airport
State Reference: US
Altitude.AGL.Single Value: 700

Environment

Flight Conditions: VMC
Light: Daylight

Aircraft

Reference: X
ATC / Advisory.Tower: ZZZ
Aircraft Operator: Personal
Make Model Name: Extra 200/300 Series
Crew Size.Number Of Crew: 1
Operating Under FAR Part: Part 91
Flight Plan: None
Mission: Training
Flight Phase: Takeoff
Route In Use: None
Airspace.Class D: ZZZ

Component

Aircraft Component: Engine
Aircraft Reference: X
Problem: Malfunctioning

Person

Reference: 1
Location Of Person.Aircraft: X
Location In Aircraft: Flight Deck
Reporter Organization: Personal
Function.Flight Crew: Pilot Flying
Function.Flight Crew: Single Pilot
Qualification.Flight Crew: Instrument
Qualification.Flight Crew: Air Transport Pilot (ATP)
Qualification.Flight Crew: Flight Instructor
Qualification.Flight Crew: Multiengine
Experience.Flight Crew.Total: 7400
Experience.Flight Crew.Last 90 Days: 110
Experience.Flight Crew.Type: 450
ASRS Report Number.Accession Number: 1567266

Events
Anomaly. Aircraft Equipment Problem: Critical
Detector. Person: Flight Crew
When Detected: In-flight
Result. Flight Crew: Landed As Precaution
Result. Flight Crew: Returned To Departure Airport
Result. Flight Crew: Requested ATC Assistance / Clarification
Result. Air Traffic Control: Issued New Clearance

Assessments

Contributing Factors / Situations: Aircraft
Primary Problem: Aircraft

Narrative: 1

Shortly after takeoff engine started sputtering and running rough. I informed ATC of my need and intentions to return to the airport for landing. ATC acknowledged and cleared me on [a runway]. During the turn I asked for [a different runway]. ATC complied with my request and instructed airplanes on final to go around. I landed with no further complications and taxied back to the ramp.

Synopsis

EA300L pilot reported returning to departure airport after the engine began running rough shortly after takeoff.
ACN: 1566523 (23 of 50)

Time / Day
- Date: 201808
- Local Time Of Day: 1801-2400

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

Environment
- Flight Conditions: VMC
- Light: Daylight

Aircraft
- Reference: X
- ATC / Advisory.Tower: ZZZ
- Aircraft Operator: Personal
- Make Model Name: Skyhawk 172/Cutlass 172
- Crew Size.Number Of Crew: 1
- Operating Under FAR Part: Part 91
- Mission: Training
- Flight Phase: Takeoff
- Airspace.Class C: ZZZ

Person
- Reference: 1
- Location Of Person.Aircraft: X
- Location In Aircraft: Flight Deck
- Reporter Organization: Personal
- Function.Flight Crew: Instructor
- Function.Flight Crew: Pilot Not Flying
- Qualification.Flight Crew: Commercial
- Qualification.Flight Crew: Flight Instructor
- ASRS Report Number.Accession Number: 1566523
- Human Factors: Training / Qualification
- Human Factors: Situational Awareness

Events
- Anomaly.Ground Event / Encounter: Loss Of Aircraft Control
- Detector.Person: Flight Crew
- When Detected: In-flight
- Result.Flight Crew: Regained Aircraft Control
- Result.Flight Crew: Rejected Takeoff

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

Narrative: 1
We got the clearance for takeoff. The student had a hard time holding centerline during the taxi, so my feet were on the rudder as well. [Student applied] full power and started acceleration. The airplane was on the right side of the centerline, so I was helping him to intercept the centerline with my feet. We were slowly intercepting. [I believe he tried to] intercept the centerline of the runway [too] quickly, and kicked the left rudder abruptly. At the time, airspeed was around 50 and [we] started to skid left and right. I took the controls right away, slowed it down and made it stable. It was close to [a taxiway], so I thought we had better abort the takeoff and move off from the runway. I declared the aborted takeoff and moved off the runway.

**Synopsis**

C172 instructor pilot reported rejecting the takeoff after the student experienced directional control difficulties on the takeoff roll.
**Time / Day**

Date: 201808
Local Time Of Day: 1801-2400

**Place**

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

**Environment**

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

**Aircraft**

Reference: X
ATC / Advisory. CTAF: ZZZ
Aircraft Operator: FBO
Make Model Name: DA40 Diamond Star
Crew Size.Number Of Crew: 2
Operating Under FAR Part: Part 91
Flight Plan: None
Mission: Training
Flight Phase: Landing
Route In Use: Visual Approach

**Person**

Reference: 1
Location Of Person.Aircraft: X
Location In Aircraft: Flight Deck
Reporter Organization: FBO
Function.Flight Crew: Instructor
Function.Flight Crew: Pilot Not Flying
Qualification.Flight Crew: Flight Instructor
Qualification.Flight Crew: Commercial
Experience.Flight Crew.Total: 600
Experience.Flight Crew.Last 90 Days: 164
Experience.Flight Crew.Type: 293
ASRS Report Number.Accession Number: 1566249
Human Factors: Situational Awareness

**Events**

Anomaly.Aircraft Equipment Problem: Critical
Anomaly.Deviation - Procedural: Published Material / Policy
Anomaly.Ground Event / Encounter: Ground Strike - Aircraft
Detector.Person: Flight Crew
When Detected: In-flight
Result.General: Evacuated
Result. Flight Crew: Took Evasive Action
Result. Aircraft: Aircraft Damaged

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

Narrative: 1
This is the third mission for the student, they had more than 10 night landings already. It was a training flight and we were circling above [a crop field], instructor told the student to divert to ZZZ, I asked what is the traffic pattern altitude and what runway are they going to use, the student was a little bit lost so instructor pointed [to] ZZZ. Instructor did the tear drop entry for left traffic rwy XY. On long final our speed was around 80 knots and our landing checklists were completed. Instructor corrected the speed & altitude and gave the student the control again on short final. Instructor was watching the airspeed and outside reference, it was a quick second when instructor applied additional backpressure the aircraft already landed hard, no bounce it was only a 1 hard hit, instructor announced "my aircraft" and I had decisions to make whether to fly the aircraft again or land in the remaining runway. I decided to land the aircraft back on the runway because in my opinion it will be more danger to the public if my assumption that nose landing gear is hanging out were correct. I flew the aircraft for a second to slow down and hold up the nose as long as I can so we won't flip over, as I flew the aircraft again I immediately shut off the fuel source, and shut off the aircraft right away to prevent any fire because I know we will produce spark as we skid on the runway. I did my very best to control the aircraft and keep it on centerline. As soon as the aircraft stopped I told the student to evacuate as I secure the plane, and I turned on the master again to warn the CTAF that there's a disable aircraft on the rwy XY, I immediately called our dispatch, then I called the airport manager which was unavailable only answering machine. I turned on my flashlight to warn any possible traffic that might land on rwy XY. A Cessna landed and he stopped way far from the aircraft, the pilot checked me and my student. No injuries for my student and I. Not even a scar, only a bit of bent metal.

Synopsis
DA40 pilot reported that the aircraft encountered a very hard landing.
ACN: 1565483

Time / Day
Date: 201807
Local Time Of Day: 1801-2400

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

Environment
Flight Conditions: VMC
Weather Elements / Visibility: Visibility: 10
Light: Daylight
Ceiling: Single Value: 6000

Aircraft
Reference: X
ATC / Advisory.CTAF: ZZZ
Aircraft Operator: Personal
Make Model Name: PA-34 Seneca Undifferentiated
Crew Size.Number Of Crew: 1
Operating Under FAR Part: Part 91
Flight Plan: None
Mission: Training
Flight Phase: Initial Climb
Route In Use: None
Airspace.Class G: ZZZ

Component
Aircraft Component: Throttle/Power Lever
Aircraft Reference: X
Problem: Failed

Person
Reference: 1
Location In Aircraft: Flight Deck
Reporter Organization: Personal
Function.Flight Crew: Pilot Flying
Qualification.Flight Crew: Commercial
Qualification.Flight Crew: Instrument
Experience.Flight Crew.Total: 660
Experience.Flight Crew.Last 90 Days: 15
Experience.Flight Crew.Type: 20
ASRS Report Number.Accession Number: 1565483
Human Factors: Time Pressure
Human Factors: Distraction
Human Factors: Situational Awareness
Human Factors: Troubleshooting
Events
Anomaly.Aircraft Equipment Problem : Less Severe
Anomaly.Deviation - Procedural : Maintenance
Anomaly.Inflight Event / Encounter : Unstabilized Approach
Detector.Person : Flight Crew
When Detected : In-flight
Result.General : Maintenance Action
Result.Flight Crew : Landed As Precaution
Result.Flight Crew : Returned To Departure Airport

Assessments
Contributing Factors / Situations : Aircraft
Primary Problem : Aircraft

Narrative: 1
I am a single engine commercial pilot but was taking multi-engine lessons from a local flight school located at ZZZ. We departed ZZZ and landed at ZZZ1 airport to practice a short field landing. After making an uneventful landing I taxied back and took off again. Everything was normal until we reached roughly 400 ft AGL. The aircraft yawed and rolled left so we immediately assumed we lost or was losing the left engine. My flight instructor took over flying the aircraft at this point. He started turning back to the airport. At this point I told him that the left engine was showing about 1700 RPMs. He decided to leave the engine running but partially feather it because it may still be providing some thrust. We flew back to make the approach and he gave controls back to me to make the landing. We were high and fast on final approach so I lowered the gear and put in all of the flaps to get us down and slowed. We were not coming down or slowing as desired so I brought the engines to idle and heard the right engine come down to idle but could hear the left engine was way above idle. I noted that the left engine was still at 1700 RPM even though the throttles were at idle. At this point we were crossing the numbers fast. I landed the airplane but due to the excessive speed I nearly did not make the last turnoff of the runway. We taxied back to the parking area and shutdown. We called the flight school and a mechanic was flown to our location to inspect and/or repair the airplane. After pulling the cowling from the airplane he made a statement to the effect that "Oh, I guess I forgot the safety wire on the clip when I changed the throttle cables last week".

Synopsis
Piper Seneca pilot reported a throttle control problem resulted in a partial-throttle precautionary landing.
ACN: 1565422 (26 of 50)

Time / Day
Date: 201808
Local Time Of Day: 0601-1200

Place
Locale Reference.Airport: ZZZ.Airport
State Reference: US
Altitude.AGL.Single Value: 900

Aircraft
Reference: X
Aircraft Operator: FBO
Make Model Name: SR20
Operating Under FAR Part: Part 91
Mission: Training
Flight Phase: Initial Climb

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

Person
Reference: 1
Location Of Person.Aircraft: X
Location In Aircraft: Flight Deck
Reporter Organization: FBO
Function.Flight Crew: Pilot Not Flying
Function.Flight Crew: Instructor
Qualification.Flight Crew: Flight Instructor
Qualification.Flight Crew: Commercial
ASRS Report Number.Accession Number: 1565422

Events
Anomaly.Aircraft Equipment Problem: Critical
Detector.Person: Flight Crew
When Detected: In-flight
Result.General: Maintenance Action
Result.Flight Crew: Returned To Departure Airport
Result.Flight Crew: Landed As Precaution

Assessments
Contributing Factors / Situations: Aircraft
Primary Problem: Aircraft

Narrative: 1
During the climb out from 500 AGL at a MAP following an IAP over ZZZ on a NE heading at about 900 AGL, I noticed an unusual vibration which started to worsen by the second. ATC
was informed and the decision to return to the nearby airfield was made immediately as the severity of the vibration increased rapidly. A landing clearance was obtained and altitude maintained until landing was assured. During the descent from pattern altitude, CHT #6 indication spiked into the caution range but did not hit red line as the power had already been reduced for final approach to landing.

**Synopsis**

SR20 flight instructor reported an engine vibration during climb led to a precautionary landing at departure airport.
ACN: 1565142 (27 of 50)

Time / Day
Date: 201807
Local Time Of Day: 0601-1200

Place
Locale Reference, ATC Facility: P50.TRACON
State Reference: AZ
Altitude, MSL, Single Value: 5500

Aircraft: 1
Reference: X
Aircraft Operator: FBO
Make Model Name: Cessna Single Piston Undifferentiated or Other Model
Crew Size, Number Of Crew: 2
Operating Under FAR Part: Part 91
Flight Plan: None
Mission: Training
Flight Phase: Cruise
Route In Use: None

Aircraft: 2
Reference: Y
Make Model Name: Commercial Fixed Wing
Operating Under FAR Part: Part 91
Mission: Training
Flight Phase: Cruise

Aircraft: 3
Reference: Z
Make Model Name: Commercial Fixed Wing
Operating Under FAR Part: Part 91
Mission: Training
Flight Phase: Cruise

Person
Reference: 1
Location Of Person, Aircraft: X
Location In Aircraft: Flight Deck
Reporter Organization: FBO
Function, Flight Crew: Instructor
Function, Flight Crew: Pilot Not Flying
Qualification, Flight Crew: Instrument
Qualification, Flight Crew: Commercial
Qualification, Flight Crew: Flight Instructor
Qualification, Flight Crew: Multiengine
Experience, Flight Crew, Total: 603
Experience, Flight Crew, Last 90 Days: 159
Experience, Flight Crew, Type: 538
Events
Anomaly.Conflict : NMAC
Anomaly.Deviation - Procedural : Published Material / Policy
Detector.Person : Flight Crew
Miss Distance.Horizontal : 300
Miss Distance.Vertical : 0
When Detected : In-flight
Result.Flight Crew : Took Evasive Action

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

Narrative: 1
Over the North Test Track in the Southwest Practice Area, my student and I were flying eastbound and making the appropriate position reports to alert others in the area that we would be flying through. My student was flying under the hood and I was responsible for scanning for traffic. Shortly after my call I spotted an aircraft at our same altitude approaching head on and had not heard any position reports from them. I took controls and broke to the right and descended about 500 ft to avoid a collision. When I leveled the wings to get eyes on the aircraft again they were seemingly still flying at our altitude and in our direction but now from our left. I made another call on frequency for any traffic over the North Test Track to please advise and in return got two separate calls from aircraft that were below me, and not near me in the position I had eyes on. An aircraft was maneuvering at a lower altitude over the test track but not reporting until they saw me maneuver away from my head on traffic. The situation is not uncommon in our practice area, but usually everyone makes position reports and coordinates to remain well clear. Failure to report your position leads to these near miss encounters, which is why I tend to report often to remain as situationally aware as possible. A contributing factor may be that Right of Way Rules (14 CFR 91.113) are not properly interpreted or focused on as much as they should be, i.e. when two aircraft are approaching head on at the same altitude, each aircraft shall alter course to the right.

Synopsis
GA flight instructor reported a NMAC with another light aircraft in a practice area near TFD VOR.
**Time / Day**
- Date: 201807
- Local Time Of Day: 1801-2400

**Place**
- Locale Reference.Airport: ZZZ.Airport
- State Reference: US

**Environment**
- Flight Conditions: VMC
- Weather Elements / Visibility: Visibility: 15
- Light: Daylight
- Ceiling: Single Value: 12000
- RVR: Single Value: 30000

**Aircraft**
- Reference: X
- ATC / Advisory.CTAF: ZZZ
- Aircraft Operator: FBO
- Make Model Name: PA-28 Cherokee/Archer/Dakota/Pillan/Warrior
- Crew Size: Number Of Crew: 1
- Operating Under FAR Part: Part 91
- Flight Plan: VFR
- Mission: Training
- Flight Phase: Climb
- Route In Use: Direct
- Airspace.Class E: ZZZ

**Component**
- Aircraft Component: Engine
- Aircraft Reference: X
- Problem: Failed

**Person**
- Reference: 1
- Location Of Person.Aircraft: X
- Location In Aircraft: Flight Deck
- Reporter Organization: Personal
- Function.Flight Crew: Pilot Flying
- Function.Flight Crew: Single Pilot
- Qualification.Flight Crew: Student
- Experience.Flight Crew.Type: 80
- ASRS Report Number.Accession Number: 1564857
- Human Factors: Training / Qualification
- Human Factors: Troubleshooting

**Events**
Anomaly.Aircraft Equipment Problem : Critical
Anomaly.Deviation - Procedural : Published Material / Policy
Detector.Person : Flight Crew
Were Passengers Involved In Event : N
When Detected : In-flight
Result.General : Evacuated
Result.Flight Crew : Landed in Emergency Condition
Result.Aircraft : Aircraft Damaged

Assessments
Contributing Factors / Situations : Aircraft
Primary Problem : Aircraft

Narrative: 1

Student pilot rented Aircraft X for a VFR solo cross country flight, operating under CFR Part 91. Before departure, a logbook endorsement was received from the pilot's CFI for the intended route of flight and a VFR flight plan was filed for this route indicating a cruising altitude of 3,000 and five hours of fuel onboard. Aircraft X departed ZZZ1, activated flight plan shortly after, climbed to FL030, and continued for pattern entry for ZZZ approx. 1 hour later. No traffic was observed in the pattern at ZZZ, and a touch and go was made on Rwy YY. On upwind, at an unknown altitude, the engine RPM went from 2800 to 500 in approx. one second. After pumping the throttle the engine restarted then quit again.

A 180 degree turn was made back to ZZZ airport, Rwy YX, but not enough altitude was available to reach the field, and the airplane was landed into a nearby body of water. The fuel selector was on the Left tank from departure at ZZZ1, the electric boost pump was on, per the checklist. Upon landing, the pilot was able to get the attention of people on shore who came to the scene in a canoe.

Synopsis
Engine failed after touch and go, aircraft landed in a lake; no injuries indicated.
**ACN: 1564854 (29 of 50)**

**Time / Day**
- Date: 201807
- Local Time Of Day: 0601-1200

**Place**
- Locale Reference: Airport: LAL.Airport
- State Reference: FL
- Altitude: AGL.Single Value: 0

**Environment**
- Flight Conditions: VMC
- Weather Elements / Visibility: Visibility: 10
- Light: Daylight

**Aircraft**
- Reference: X
- ATC / Advisory.Tower: LAL
- Aircraft Operator: Personal
- Make Model Name: PA-28R Cherokee Arrow All Series
- Crew Size: Number Of Crew: 1
- Operating Under FAR Part: Part 91
- Flight Plan: VFR
- Mission: Training
- Flight Phase: Takeoff
- Route In Use: None

**Person**
- Reference: 1
- Location Of Person: Aircraft: X
- Location In Aircraft: Flight Deck
- Reporter Organization: Personal
- Function: Flight Crew: Instructor
- Qualification: Flight Crew: Instrument
- Qualification: Flight Crew: Commercial
- Qualification: Flight Crew: Flight Instructor
- Qualification: Flight Crew: Multiengine
- Experience: Flight Crew: Total: 1245
- Experience: Flight Crew: Last 90 Days: 25
- Experience: Flight Crew: Type: 100
- ASRS Report Number: Accession Number: 1564854
- Human Factors: Situational Awareness

**Events**
- Anomaly: Deviation - Procedural: Published Material / Policy
- Anomaly: Ground Excursion: Runway
- Anomaly: Inflight Event / Encounter: Weather / Turbulence
- Detector: Person: Flight Crew
- When Detected: In-flight
- Result: Flight Crew: Rejected Takeoff
Assessments

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

Narrative: 1

It was a normal takeoff. Applied power held brakes called airspeed alive rotated about 5 knots above rotation normal pitch up and tried to accelerate to Vy 89 kts. Was not able to reach that airspeed to make a normal climb and was not sure if the airplane was performing correctly decided to abort takeoff with still having runway available. Once on the ground applied heavy braking and full aft elevator to try slow down before end of runway. Not able to stop by end of runway and over ran about 75 ft. onto grass.

No damage to airplane or runway markings nor any injury to people or property. Was a hot day density altitude should not had played a factor due to it was only 1500 ft. Airplane was under takeoff weight I believe trying to get the airspeed for proper climb to the amount of runway left was the issue the only other decision would had been to abort just a little earlier. Runway in use 5.

Synopsis

Piper Cherokee Pilot reported executing an aborted takeoff that resulted in a runway excursion.
Time / Day
  Date : 201807
  Local Time Of Day : 0601-1200

Place
  Locale Reference.Airport : ZZZ.Airport
  State Reference : US
  Altitude.MSL.Single Value : 3217

Environment
  Flight Conditions : VMC
  Light : Daylight
  Ceiling.Single Value : 25000

Aircraft
  Reference : X
  Aircraft Operator : Personal
  Make Model Name : Skyhawk 172/Cutlass 172
  Crew Size.Number Of Crew : 1
  Operating Under FAR Part : Part 91
  Mission : Training
  Flight Phase : Landing
  Route In Use : Visual Approach
  Airspace.Class G : ZZZ

Person
  Reference : 1
  Location Of Person.Aircraft : X
  Location In Aircraft : Flight Deck
  Reporter Organization : Personal
  Function.Flight Crew : Single Pilot
  Qualification.Flight Crew : Student
  Experience.Flight Crew.Total : 63
  Experience.Flight Crew.Last 90 Days : 63
  Experience.Flight Crew.Type : 63
  ASRS Report Number.Accession Number : 1564476
  Human Factors : Training / Qualification

Events
  Anomaly.Ground Excursion : Runway
  Anomaly.Ground Event / Encounter : Loss Of Aircraft Control
  Detector.Person : Flight Crew
  When Detected : In-flight
  Result.Flight Crew : Regained Aircraft Control

Assessments
  Contributing Factors / Situations : Human Factors
  Primary Problem : Human Factors
**Narrative: 1**

Upon landing, I lost control and come to a stop on a taxiway. After inspecting the damage I flew back to [departure airport], I flew the rest of my cross country.

**Synopsis**

C172 student pilot reported a loss of control and runway excursion during landing.
ACN: 1564471 (31 of 50)

Time / Day
- Date: 201807
- Local Time Of Day: 1201-1800

Place
- Locale Reference.Airport: ZZZ.Airport
- State Reference: US
- Relative Position.Distance.Nautical Miles: 20
- Altitude.MSL.Single Value: 2000

Environment
- Light: Daylight

Aircraft: 1
- Reference: X
- ATC / Advisory.TRACON: ZZZ
- Aircraft Operator: Personal
- Make Model Name: Light Sport Aircraft
- Crew Size.Number Of Crew: 2
- Operating Under FAR Part: Part 91
- Flight Plan: None
- Mission: Training
- Flight Phase: Cruise
- Airspace.Class E: ZZZ

Aircraft: 2
- Reference: Y
- ATC / Advisory.TRACON: ZZZ
- Aircraft Operator: Personal
- Make Model Name: Amateur/Home Built/Experimental
- Crew Size.Number Of Crew: 1
- Operating Under FAR Part: Part 91
- Airspace.Class E: ZZZ

Person
- Reference: 1
- Location Of Person.Aircraft: X
- Location In Aircraft: Flight Deck
- Reporter Organization: Personal
- Function.Flight Crew: Pilot Flying
- Function.Flight Crew: Single Pilot
- Qualification.Flight Crew: Instrument
- Qualification.Flight Crew: Private
- Qualification.Flight Crew: Flight Instructor
- Experience.Flight Crew.Total: 1000
- Experience.Flight Crew.Last 90 Days: 120
- Experience.Flight Crew.Type: 850
- ASRS Report Number.Accession Number: 1564471
- Human Factors: Situational Awareness
**Events**

Anomaly.ATC Issue : All Types  
Anomaly.Conflict : NMAC  
Anomaly.Deviation - Procedural : Published Material / Policy  
Anomaly.Deviation - Procedural : FAR  
Detector.Person : Flight Crew  
Miss Distance.Horizontal : 200  
Miss Distance.Vertical : 100  
When Detected : In-flight  
Result.Flight Crew : Took Evasive Action

**Assessments**

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

**Narrative: 1**

While practicing maneuvers at approximately 2,000 feet while on Flight Following, [TRACON] advised us that an aircraft was moving at 130 knots behind us and that we should turn immediately to the South. We did so. The other aircraft then followed us in the left turn. We continued to try to evade them by turning tighter and lowering our altitude. The other aircraft continued to follow us. I was extremely concerned they were trying to hit us intentionally. I asked [TRACON] if we could be cleared into Class B airspace because we could not get away from them. They denied our request. I asked the controller if they were talking to the other aircraft, he said they were not. I asked if I could get any information about the aircraft, the controller said, since the aircraft was squawking VFR, they had no information on the aircraft. I later asked the controller if there was anything we could do to report the incident and he said there was not.

When we returned to [our home airport] I heard [another pilot] reporting inbound from the area we were just in. I suspected it might be him. When he landed I approached the pilot of Aircraft Y. He immediately asked if we were just in [the area] doing circles. I asked if that was him following us in the turns. He said it was. I told him that it was extremely dangerous and that he scared my student and I a lot.

**Synopsis**

LSA pilot reported that he was unable to avoid another aircraft following his aircraft.
Time / Day
- Date: 201807
- Local Time Of Day: 0601-1200

Place
- Locale Reference.Airport: ZZZ.Airport
- State Reference: US
- Relative Position.Distance.Nautical Miles: 1
- Altitude.AGL.Single Value: 350

Environment
- Flight Conditions: VMC
- Light: Daylight

Aircraft
- Reference: X
- ATC / Advisory.Tower: ZZZ
- Aircraft Operator: FBO
- Make Model Name: Skyhawk 172/Cutlass 172
- Crew Size.Number Of Crew: 2
- Operating Under FAR Part: Part 91
- Flight Plan: None
- Mission: Training
- Flight Phase: Initial Climb
- Airspace.Class D: ZZZ

Component
- Aircraft Component: Engine
- Aircraft Reference: X
- Problem: Failed

Person
- Reference: 1
- Location Of Person.Aircraft: X
- Location In Aircraft: Flight Deck
- Reporter Organization: FBO
- Function.Flight Crew: Pilot Flying
- Qualification.Flight Crew: Instrument
- Qualification.Flight Crew: Commercial
- Qualification.Flight Crew: Flight Instructor
- Qualification.Flight Crew: Multiengine
- Experience.Flight Crew.Last 90 Days: 140
- Experience.Flight Crew.Type: 260
- ASRS Report Number.Accession Number: 1564467
- Human Factors: Time Pressure

Events
Anomaly.Aircraft Equipment Problem : Critical
Detector.Person : Flight Crew
When Detected : In-flight
Result.Flight Crew : Inflight Shutdown
Result.Flight Crew : Landed in Emergency Condition
Result.Flight Crew : Returned To Departure Airport
Result.Flight Crew : Requested ATC Assistance / Clarification
Result.Air Traffic Control : Provided Assistance

Assessments
Contributing Factors / Situations : Aircraft
Primary Problem : Aircraft

Narrative: 1
On takeoff on runway ZZ at around 350 ft AGL, I experienced loss of power on my engine. I was instructing a primary student on a flight. I told the tower that I was having engine problems and needed to land. ATC cleared me to land on runway ZY.

I pitched for best glide speed and turned towards the runway. I tried emergency procedures for restart with fuel, magneto, and mixture and there was no restart. I did the Engine Failure /Power Loss During Flight checklist for landing with no engine power and glided to landing. I told the tower we needed to be towed to the maintenance hangar.

Not aware of what caused the situation or what could be done to fix it.

Synopsis
Cessna 172 flight instructor reported an engine failure after takeoff.
ACN: 1564082 (33 of 50)

**Time / Day**

Date: 201807  
Local Time Of Day: 0001-0600

**Place**

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

**Environment**

Flight Conditions: VMC  
Light: Daylight

**Aircraft**

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

**Person**

Reference: 1  
Location Of Person.Aircraft: X  
Location In Aircraft: Flight Deck  
Reporter Organization: FBO  
Function.Flight Crew: Instructor  
Function.Flight Crew: Pilot Not Flying  
Qualification.Flight Crew: Flight Instructor  
Qualification.Flight Crew: Commercial  
Experience.Flight Crew.Total: 480  
Experience.Flight Crew.Last 90 Days: 200  
Experience.Flight Crew.Type: 430  
ASRS Report Number.Accession Number: 1564082  
Human Factors: Training / Qualification

**Events**

Anomaly.Ground Excursion: Runway  
Anomaly.Ground Event / Encounter: Object  
Anomaly.Inflight Event / Encounter: Loss Of Aircraft Control  
Detector.Person: Flight Crew  
When Detected: In-flight  
Result.Flight Crew: Took Evasive Action  
Result.Flight Crew: Regained Aircraft Control  
Result.Aircraft: Aircraft Damaged
Assessments

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

Narrative: 1

A student pilot was flying a soft field takeoff. With the yoke pulled back and ailerons into the wind we applied power. We lifted off about 40 kts and even with crosswind correction we were pushed left very quickly. My student started to freak out. I was on the controls the entire time and called "my controls." He fought me for a moment and then gave me the controls. We stabilized the crosswind drift, but our main gear struck a taxiway exit sign which caused us to come to the ground and prop strike. We came to rest on the taxiway. No injuries from either pilot.

Synopsis

C172 instructor pilot reported a loss of control by a student pilot in crosswind conditions that resulted in a runway excursion and prop strike.
ACN: 1563971 (34 of 50)

Time / Day
Date: 201807
Local Time Of Day: 1201-1800

Place
Locale Reference.Airport: ZZZ.Airport
State Reference: US
Relative Position.Distance.Nautical Miles: 4
Altitude.MSL.Single Value: 6000

Environment
Flight Conditions: VMC
Weather Elements / Visibility.Visibility: 100
Light: Daylight
Ceiling.Single Value: 20000

Aircraft: 1
Reference: X
ATC / Advisory.CTAF: ZZZ
Aircraft Operator: Personal
Make Model Name: DA40 Diamond Star
Operating Under FAR Part: Part 91
Flight Plan: None
Mission: Training
Flight Phase: Climb
Route In Use.Other
Airspace.Class E: ZZZ

Aircraft: 2
Reference: Y
ATC / Advisory.CTAF: ZZZ
Aircraft Operator: FBO
Make Model Name: Cessna Single Piston Undifferentiated or Other Model
Crew Size.Number Of Crew: 1
Operating Under FAR Part: Part 91
Mission: Training
Flight Phase: Initial Approach

Person
Reference: 1
Location Of Person.Aircraft: X
Location In Aircraft: Flight Deck
Reporter Organization: Personal
Function.Flight Crew: Instructor
Function.Flight Crew: Pilot Not Flying
Qualification.Flight Crew: Instrument
Qualification.Flight Crew: Commercial
Qualification.Flight Crew: Flight Instructor
Qualification.Flight Crew: Multiengine
Events

Anomaly.Conflict : NMAC
Detector.Person : Flight Crew
Miss Distance.Horizontal : 200
Miss Distance.Vertical : 0
When Detected : In-flight
Result.General : None Reported / Taken

Assessments

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

Narrative: 1

On a training flight for my student working on his instrument rating we were climbing out and I heard a Cessna setting up to come into the traffic pattern when we were taking off. He made a call that he was 6 miles west of the airport. We were tracking out the VOR that is about 7 miles west of the airfield. As we started to make our turn to the west I made radio calls that we were heading out to the VOR on the departure procedure. When we were about 2 miles west of the field I made a call and asked where [the Cessna] was and there was no answer. I called again and no answer. The third time I called he said he was 4 miles west of the field which was about where we were. I asked for some clarification of where he was and as I looked for him he came out of my blind spot and passed of our left wing about 300 feet from us. He didn't even see us. I learned after the flight that he is a student pilot flying solo.

Synopsis

DA40 instructor pilot reported a near midair collision on departure.
ACN: 1563952 (35 of 50)

**Time / Day**

Date: 201807  
Local Time Of Day: 0601-1200

**Place**

Locale Reference. Airport: ZZZ.Airport  
State Reference: US  
Relative Position. Distance. Nautical Miles: 3  
Altitude. MSL. Single Value: 1000

**Environment**

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

**Aircraft : 1**

Reference: X  
ATC / Advisory. Tower: ZZZ  
Aircraft Operator: FBO  
Make Model Name: Cessna 152  
Crew Size. Number Of Crew: 2  
Operating Under FAR Part: Part 91  
Flight Plan: None  
Mission: Training  
Flight Phase: Final Approach  
Route In Use: Visual Approach  
Airspace. Class D: ZZZ

**Aircraft : 2**

Reference: Y  
ATC / Advisory. Tower: ZZZ  
Aircraft Operator: FBO  
Make Model Name: DA42 Twin Star  
Crew Size. Number Of Crew: 1  
Operating Under FAR Part: Part 91  
Flight Plan: None  
Mission: Training  
Flight Phase: Final Approach  
Route In Use: Visual Approach  
Airspace. Class D: ZZZ

**Person**

Reference: 1  
Location Of Person. Aircraft: X  
Location In Aircraft: Flight Deck  
Reporter Organization: FBO  
Function. Flight Crew: Instructor  
Function. Flight Crew: Pilot Flying  
Qualification. Flight Crew: Instrument
Qualification: Flight Crew: Commercial
Qualification: Flight Crew: Flight Instructor
Qualification: Flight Crew: Multiengine
Experience: Flight Crew: Total: 256
Experience: Flight Crew: Last 90 Days: 40
Experience: Flight Crew: Type: 197
ASRS Report Number: Accession Number: 1563952
Human Factors: Situational Awareness

Events

Anomaly: ATC Issue: All Types
Anomaly: Conflict: NMAC
Detector: Person: Flight Crew
Miss Distance: Horizontal: 0
Miss Distance: Vertical: 400
When Detected: In-flight
Result: Flight Crew: Took Evasive Action

Assessments

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

Narrative: 1

I was approaching [the airport] to make a left downwind pattern for Runway 31L. As I did this I was instructed to follow a Cessna which I identified in front of me. While flying parallel to 31L, I was instructing my private student on what sort of distance we were looking for and performing our before landing checklist. I lost situational awareness temporarily and lost the Cessna, but believed I identified it further on making its base turn. I watched the aircraft pass by my wing and allowed about 30 seconds more to keep us separated. I then looked ahead of me and to my left to make sure I was clear of traffic before turning base. I instructed my student on what a proper base looked like before turning final. By then I still had not been cleared to land so I was about to query the Tower when another call came on saying they were on final with someone above them. Even though we have a parallel runway there was enough doubt in my mind I executed a missed approach, and banked to the right to stay clear of the traffic which I located under me and to my right. I exited the pattern and request instruction to rejoin. It was later I learned the Diamond I would come in close contact with was on a right base for the same runway at a different altitude and that is why I wasn't able to pick him up in my scan as I was focused on left downwind traffic. I believe the problem was caused by a variety of factors. One being that the other aircraft and I didn't see each other, and it is my opinion this close call could have been avoided if [ATC] had intervened when he saw two aircraft on base heading towards each other.

Synopsis

C152 instructor pilot reported a NMAC in the airport traffic pattern.
ACN: 1562795 (36 of 50)

Time / Day
Date: 201807
Local Time Of Day: 1801-2400

Place
Locale Reference.Airport: ZZZ.Airport
State Reference: US
Relative Position.Distance.Nautical Miles: 15
Altitude.MSL.Single Value: 4000

Environment
Flight Conditions: VMC
Light: Night

Aircraft: 1
Reference: X
ATC / Advisory.TRACON: ZZZ
Aircraft Operator: Government
Make Model Name: DA40 Diamond Star
Crew Size.Number Of Crew: 2
Operating Under FAR Part: Part 91
Flight Plan: None
Mission: Training
Nav In Use.Localizer/Glideslope/ILS: XY
Flight Phase: Climb
Route In Use: None

Aircraft: 2
Reference: Y
Make Model Name: Commercial Fixed Wing
Flight Phase: Cruise

Person: 1
Reference: 1
Location Of Person.Aircraft: X
Location In Aircraft: Flight Deck
Reporter Organization: Government
Function.Flight Crew: Instructor
Function.Flight Crew: Pilot Flying
Qualification.Flight Crew: Instrument
Qualification.Flight Crew: Commercial
Qualification.Flight Crew: Flight Instructor
Qualification.Flight Crew: Multiengine
Experience.Flight Crew.Total: 720
Experience.Flight Crew.Last 90 Days: 200
Experience.Flight Crew.Type: 650
ASRS Report Number.Accession Number: 1562795
Human Factors: Communication Breakdown
Human Factors: Situational Awareness
Communication Breakdown.
Party 1: Flight Crew
Party 2: ATC

Person: 2
Reference: 2
Location Of Person: Aircraft: X
Location In Aircraft: Flight Deck
Reporter Organization: Government
Function: Flight Crew: Pilot Flying
Function: Flight Crew: Trainee
Qualification: Flight Crew: Private
Experience: Flight Crew: Total: 90
Experience: Flight Crew: Last 90 Days: 35
Experience: Flight Crew: Type: 90
ASRS Report Number: Accession Number: 1562766
Human Factors: Situational Awareness

Events
Anomaly: ATC Issue: All Types
Anomaly: Conflict: NMAC
Detector: Person: Flight Crew
Detector: Person: Air Traffic Control
Miss Distance: Horizontal: 50
Miss Distance: Vertical: 0
When Detected: In-flight
Result: Flight Crew: Took Evasive Action

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

Narrative: 1
We were a training flight leaving ZZZ after a practice ILS on a 180 heading. We were still monitoring ZZZ Tower, but were not in direct contact with them. Climbing through 3,500 feet I noticed an aircraft 500 feet above us approximately 10 miles to the east of our position on a converging path. I assumed the aircraft was a slow moving aircraft. We usually don't see jets this low around this area. As we were reaching 4,000 feet, I double checked TCAS and noticed the traffic I previously saw was rapidly closing distance. I spotted the aircraft at my 10 o'clock, which was on a course to collide with us. I made a 60 to 70 degree bank turn to the right and began a rapid descent, while keeping the traffic in sight. Nothing else came out of the situation. I called ATC approach after landing at ZZZ1 and talked to one of the controllers who was on duty when the incident happened. He informed us that if we hadn't taken action, the situation could have ended with a grim outcome. He gave me some tips of how they handle their inbound aircraft in that area, and I will pass those tips onto the rest of my company.

Narrative: 2
On an instrument training flight leaving ZZZ we were cleared for VFR. As we started our climb to cruising altitude, I was under the hood. My instructor notified me as we were climbing through 3,700 feet that we had traffic to our left and proceeded to take evasive action by putting us into a rapid descent/bank.
Synopsis
DA-40 flight instructor and instrument pilot in training reported a NMAC.
Time / Day
Date: 201807
Local Time Of Day: 1201-1800

Place
Locale Reference.Airport: TYS.Airport
State Reference: TN
Altitude.MSL.Single Value: 2200

Environment
Flight Conditions: VMC
Light: Daylight

Aircraft
Reference: X
ATC / Advisory.Tower: TYS
Aircraft Operator: Personal
Make Model Name: Cirrus Vision SJ50
Crew Size.Number Of Crew: 1
Operating Under FAR Part: Part 91
Flight Plan: IFR
Mission: Training
Flight Phase: Final Approach
Airspace.Class C: TYS

Person
Reference: 1
Location Of Person.Aircraft: X
Location In Aircraft: Flight Deck
Reporter Organization: Personal
Function.Flight Crew: Instructor
Qualification.Flight Crew: Instrument
Qualification.Flight Crew: Air Transport Pilot (ATP)
Qualification.Flight Crew: Flight Instructor
Experience.Flight Crew.Total: 3400
Experience.Flight Crew.Last 90 Days: 150
Experience.Flight Crew.Type: 500
ASRS Report Number.Accession Number: 1561927
Human Factors: Training / Qualification
Human Factors: Distraction
Human Factors: Situational Awareness

Events
Anomaly.Deviation - Altitude: Overshoot
Anomaly.Deviation - Procedural: Published Material / Policy
Anomaly.Deviation - Procedural: Clearance
Anomaly.Inflight Event / Encounter: CFTT / CFIT
Detector.Person: Flight Crew
Detector.Person: Air Traffic Control
When Detected: In-flight
Result.Flight Crew: FLC complied w/ Automation / Advisory
Result.Flight Crew: Became Reoriented
Result.Air Traffic Control: Issued Advisory / Alert

Assessments
Contributing Factors / Situations: Chart Or Publication
Contributing Factors / Situations: Company Policy
Contributing Factors / Situations: Human Factors
Contributing Factors / Situations: Procedure
Primary Problem: Company Policy

Narrative: 1
My student got very low on an approach. I was hoping he would realize his mistake without my intervention. I forgot that we had picked up an IFR to get through a patch of rain. We were VMC at the time and obstacle clearance was assured. We received a low altitude alert from ATC and at that point, we called off the approach and officially changed it to a Visual Approach and landed.

Synopsis
An instructor pilot reported observing the student descend too low on the approach when ATC issued a low altitude alert.
**Time / Day**

Date: 201807  
Local Time Of Day: 0601-1200

**Place**

Locale Reference.Airport: FIN.Airport  
State Reference: FL  
Relative Position.Angle.Radial: 001  
Relative Position.Distance.Nautical Miles: 19  
Altitude.AGL.Single Value: 4500

**Environment**

Flight Conditions: Marginal  
Weather Elements / Visibility. Visibility: 10  
Light: Daylight  
Ceiling.Single Value: 2000

**Aircraft**

Reference: X  
ATC / Advisory.TRACON: DAB  
Aircraft Operator: Personal  
Make Model Name: Skyhawk 172/Cutlass 172  
Crew Size.Number Of Crew: 1  
Operating Under FAR Part: Part 91  
Flight Plan: VFR  
Mission: Training  
Flight Phase: Cruise  
Route In Use: None

**Person**

Reference: 1  
Location Of Person.Aircraft: X  
Location In Aircraft: Flight Deck  
Reporter Organization: Personal  
Function.Flight Crew: Pilot Flying  
Function.Flight Crew: Single Pilot  
Qualification.Flight Crew: Instrument  
Qualification.Flight Crew: Private  
Experience.Flight Crew.Total: 140  
Experience.Flight Crew.Last 90 Days: 35  
Experience.Flight Crew.Type: 140  
ASRS Report Number.Accession Number: 1561893

**Events**

Anomaly.Conflict: NMAC  
Anomaly.Deviation - Track / Heading: All Types  
Detector.Person: Flight Crew  
Miss Distance.Horizontal: 50  
Miss Distance.Vertical: 50
When Detected: In-flight
Result: Flight Crew: Took Evasive Action

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

Narrative: 1
Flying to ZZZ heading to the north at 4500. ATC said aircraft at my 5 o'clock and gaining speed. I turn to the west for a minute so aircraft can pass behind me. When he was no factor turning back to the north I made left hand turn due to cloud build-ups in front of me. About a heading of 060-030 aircraft turned around. ATC told me he made a 180 and said 4000 was clear so I headed nose down instantly and aircraft was on my 9 o'clock. I was already under him but I could see the shine from prop cap and the tires under the wheel fairing. I did avoid the traffic as he passed me over the top. I resumed my flight and landed to no issue.

Synopsis
C172 pilot reported a NMAC with another aircraft in cruise flight.
**ACN: 1561232 (39 of 50)**

**Time / Day**
- Date: 201807
- Local Time Of Day: 0601-1200

**Place**
- Locale Reference.Airport: I69.Airport
- State Reference: OH
- Altitude.AGL.Single Value: 600

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

**Aircraft : 1**
- Reference: X
- ATC / Advisory.CTAF: I69
- Aircraft Operator: FBO
- Make Model Name: Skyhawk 172/Cutlass 172
- Crew Size.Number Of Crew: 2
- Operating Under FAR Part: Part 91
- Flight Plan: None
- Mission: Training
- Flight Phase: Final Approach
- Route In Use: Visual Approach
- Airspace.Class E: I69

**Aircraft : 2**
- Reference: Y
- ATC / Advisory.CTAF: I69
- Aircraft Operator: Personal
- Make Model Name: Skyhawk 172/Cutlass 172
- Crew Size.Number Of Crew: 1
- Operating Under FAR Part: Part 91
- Flight Plan: VFR
- Mission: Personal
- Flight Phase: Takeoff
- Airspace.Class E: I69

**Person**
- Reference: 1
- Location Of Person.Aircraft: X
- Location In Aircraft: Flight Deck
- Reporter Organization: FBO
- Function.Flight Crew: Instructor
- Qualification.Flight Crew: Flight Instructor
- Qualification.Flight Crew: Commercial
- Experience.Flight Crew.Total: 1440
Experience.Flight Crew.Last 90 Days : 243
Experience.Flight Crew.Type : 1300
ASRS Report Number.Accession Number : 1561232
Human Factors : Situational Awareness
Human Factors : Training / Qualification
Human Factors : Communication Breakdown

Events
Anomaly.Conflict : NMAC
Anomaly.Deviation - Procedural : Published Material / Policy
Detector.Person : Flight Crew
Miss Distance.Horizontal : 200
Miss Distance.Vertical : 100
When Detected : In-flight
Result.Flight Crew : Took Evasive Action

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

Narrative: 1
While on a circling instrument approach to the departure end of the in-use runway, we had a near-miss with a departing aircraft. We made a radio call saying we were on a 2 mile final and we're going to circle to land the opposing runway shortly after the other aircraft called that they were taxiing to the active runway. I thought we would have plenty of time to sidestep to the downwind prior to the other aircraft taking off. As we got closer to our minimums, the student was asking questions and I, the instructor, missed the departing aircraft’s radio call. As we started to level off for the rest of our approach, the student went to take off his foggles and that's when I saw the other aircraft and started a left turn, south, opposite the direction of the pattern. The other aircraft also got us in sight, made a radio call saying he saw us, and was turning left (north) into the pattern. Both aircraft landed without further incident.

Had the other plane heard our 2 mile out call, which meant we were close to the airport, and waited until we called downwind, they could have given us the separation to complete our approach. Had I called for the downwind earlier, the student could have helped look for traffic and would not have been asking questions that took our attention away from the radio.

Going forward, I will increase my personal minimums to pattern altitude when doing circling approaches. That will allow us to sidestep to the downwind further away from the runway and let the student help look for other traffic in the pattern.

Synopsis
An instructor pilot reported a NMAC with departing traffic while entering the pattern at the non-towered airport.
Time / Day
Date: 201807
Local Time Of Day: 1201-1800

Place
Locale Reference.Airport: ZZZ.Airport
State Reference: US
Altitude.MSL.Single Value: 798

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

Aircraft
Reference: X
ATC / Advisory.CTAF: ZZZ
Aircraft Operator: FBO
Make Model Name: Sail Plane
Crew Size.Number Of Crew: 2
Operating Under FAR Part: Part 91
Flight Plan: None
Mission: Training
Flight Phase: Landing
Route In Use: None
Airspace.Class G: ZZZ

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

Person
Reference: 1
Location Of Person.Aircraft: X
Location In Aircraft: Flight Deck
Reporter Organization: FBO
Function.Flight Crew: Pilot Flying
Qualification.Air Traffic Control: Fully Certified
Qualification.Flight Crew: Instrument
Qualification.Flight Crew: Commercial
Qualification.Flight Crew: Flight Instructor
Experience.Air Traffic Control.Radar: 26
Experience.Air Traffic Control.Military: 3
Experience.Flight Crew.Total: 2100
Experience.Flight Crew.Last 90 Days: 42
Experience.Flight Crew.Type: 164
Motorglider entered pattern on 45. On 45 I began checklist USTALL; Undercarriage, Switch, Trim, Airbrake, Look, Land as used in pure gliders. The student has [a condition] but drives and is high functioning. His characteristic that distracted me in doing the checklist was making requests. I had just discussed the first landing checklist item of undercarriage when he requested to land engine-off. The gear did not get put down and I began procedure for engine off by setting timer for the prescribed 1 minute at 3,000 RPM but when shutting off magneto, magneto A did not respond so engine continued running despite magneto A being in OFF position and throttle at idle. Therefore unable to feather prop in horizontal position.

Student made another request that he fly final to landing and the gear alarm was not recognized. The gear alarm activates when gear is up and spoiler is unlocked. The gear alarm was only heard upon exiting the aircraft after skidding 150 feet. Checklist was on my lap.

Recommendation is to help Instructors deal with [certain conditions] with more information dissemination of appropriate sorts.
ACN: 1560384 (41 of 50)

**Time / Day**
- Date: 201807
- Local Time Of Day: 1201-1800

**Place**
- Locale Reference: Airport: BFI.Airport
- State Reference: WA
- Relative Position: Distance: Nautical Miles: 0
- Altitude: AGL: Single Value: 500

**Environment**
- Flight Conditions: VMC
- Light: Daylight

**Aircraft : 1**
- Reference: X
- ATC / Advisory: Tower: BFI
- Aircraft Operator: Personal
- Make Model Name: Cessna 152
- Crew Size: Number Of Crew: 2
- Operating Under FAR Part: Part 91
- Flight Plan: None
- Mission: Training
- Flight Phase: Final Approach
- Route In Use: Other
- Airspace: Class D: BFI

**Aircraft : 2**
- Reference: Y
- ATC / Advisory: Tower: BFI
- Aircraft Operator: Air Taxi
- Make Model Name: Helicopter
- Crew Size: Number Of Crew: 1
- Operating Under FAR Part: Part 135
- Flight Phase: Landing
- Airspace: Class D: BFI

**Person**
- Reference: 1
- Location Of Person: Aircraft: X
- Location In Aircraft: Flight Deck
- Function: Flight Crew: Instructor
- Function: Flight Crew: Pilot Not Flying
- Qualification: Flight Crew: Flight Instructor
- Qualification: Flight Crew: Commercial
- Experience: Flight Crew: Total: 650
- Experience: Flight Crew: Last 90 Days: 50
- Experience: Flight Crew: Type: 650
ASRS Report Number. Accession Number: 1560384
Human Factors: Situational Awareness

Events
Anomaly. Conflict: NMAC
Anomaly. Deviation - Speed: All Types
Detector. Person: Flight Crew
Miss Distance. Horizontal: 100
Miss Distance. Vertical: 100
When Detected: In-flight
Result. Flight Crew: Took Evasive Action
Result. Flight Crew: Executed Go Around / Missed Approach

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

Narrative: 1
When on a traffic pattern visual approach to 32R at BFI, on the final approach leg a helicopter cut in front of [our] C152 at the same altitude. The helicopter was supposed to follow the C152 before landing on "PAD6". The flight instructor on the C152 decided to go around to avoid a mid-air collision with a helicopter, which caused the airspeed in the C152 to substantially drop at a low altitude.

When the Tower was queried about the position of the helicopter, the Tower mentioned the helicopter should have followed the C152.

Synopsis
C152 instructor pilot reported a NMAC with a helicopter in the pattern at BFI airport.
**Time / Day**

Date: 201807
Local Time Of Day: 1801-2400

**Place**

Locale Reference.Airport: VTI.Airport
State Reference: IA
Altitude.AGL.Single Value: 0

**Environment**

Flight Conditions: VMC
Light: Daylight

**Aircraft:** 1

Reference: X
ATC / Advisory.CTAF: VTI
Aircraft Operator: Personal
Make Model Name: Skyhawk 172/Cutlass 172
Crew Size.Number Of Crew: 2
Operating Under FAR Part: Part 91
Flight Plan: None
Mission: Training
Flight Phase: Landing
Route In Use: None
Airspace.Class G: VTI

**Aircraft:** 2

Reference: Y
ATC / Advisory.CTAF: VTI
Make Model Name: Any Unknown or Unlisted Aircraft Manufacturer
Crew Size.Number Of Crew: 1
Operating Under FAR Part: Part 91
Flight Phase: Landing

**Person**

Reference: 1
Location Of Person.Aircraft: X
Location In Aircraft: Flight Deck
Reporter Organization: Personal
Function.Flight Crew: Instructor
Function.Flight Crew: Pilot Not Flying
Qualification.Flight Crew: Multiengine
Qualification.Flight Crew: Commercial
Qualification.Flight Crew: Flight Instructor
Qualification.Flight Crew: Instrument
Experience.Flight Crew.Total: 1900
Experience.Flight Crew.Last 90 Days: 85
Experience.Flight Crew.Type: 500
ASRS Report Number.Accession Number: 1560360
Human Factors : Communication Breakdown
Human Factors : Situational Awareness
Communication Breakdown.Party1 : Flight Crew
Communication Breakdown.Party2 : Flight Crew

Events
Anomaly.Conflict : Ground Conflict, Critical
Anomaly.Ground Excursion : Runway
Detector.Person : Flight Crew
Miss Distance.Horizontal : 500
When Detected : In-flight
Result.Flight Crew : Took Evasive Action
Result.Flight Crew : Executed Go Around / Missed Approach

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

Narrative: 1

My student and I were in the pattern at VTI practicing takeoffs and landings, initially using Runway 27 (winds were 330 at 6 knots). After 4 takeoffs and landings, we decided to switch to Runway 34 since the winds were favoring 34. There was no traffic at the airport up to this point, and there had been no radio communication from other pilots in the area, although we continued to make radio calls while in the pattern.

On our second landing on Runway 34, just as we were rolling out on the runway after landing, we spotted an aircraft rolling down Runway 9 at high speed toward the intersection with Runway 34. We were clearly on a collision course, and I determined that we were unable to stop without hitting the [other aircraft]. I immediately took the controls and veered off the runway to the right into the grass to avoid hitting the other aircraft. At this point I determined that we would not be able to stop safely prior to reaching the edge of the airport boundary, so I applied full power and quickly lifted off. At that point we decided to leave the airport and head back to base.

Key contributors to this event:
1.) The other pilot made no radio calls, even though he was monitoring the traffic frequency (he did talk on the radio afterwards saying "oh relax" to my inquiry about not making position reports).
2.) The pilot of the [other aircraft] landed Runway 9 downwind in opposite direction of traffic (again without any radio calls), thus he was in a position where we were not expecting traffic.
3.) The left corner of the intersection of Runway 34 and 9 (as viewed from Runway 34) is obscured by tall trees, thus we were unable to spot the traffic until it was almost too late.

Synopsis
C172 instructor pilot reported a NMAC with another aircraft while landing at VTI airport.
Time / Day
Date: 201807
Local Time Of Day: 1201-1800

Place
Locale Reference.Airport: BKX.Airport
State Reference: SD
Altitude.AGL.Single Value: 0

Environment
Flight Conditions: VMC
Light: Daylight

Aircraft : 1
Reference: X
Aircraft Operator: FBO
Make Model Name: PA-44 Seminole/Turbo Seminole
Operating Under FAR Part: Part 91
Flight Plan: None
Mission: Training
Flight Phase: Takeoff
Airspace.Class E: BKX

Aircraft : 2
Reference: Y
Aircraft Operator: Personal
Make Model Name: Sail Plane
Crew Size.Number Of Crew: 1
Flight Phase: Parked
Airspace.Class E: BKX

Aircraft : 3
Reference: Z
Aircraft Operator: Personal
Make Model Name: Any Unknown or Unlisted Aircraft Manufacturer
Flight Phase: Parked
Airspace.Class E: BKX

Person : 1
Reference: 1
Location Of Person.Aircraft: X
Location In Aircraft: Flight Deck
Reporter Organization: FBO
Function.Flight Crew: Instructor
Qualification.Flight Crew: Instrument
Qualification.Flight Crew: Commercial
Qualification.Flight Crew: Flight Instructor
Qualification.Flight Crew: Multiengine
Upon completing a full-stop landing on Runway 12, we began to taxi back to the end of the runway. The wind was calm, and traffic was favoring Runway 12. During our taxi, a Cessna 172 did a touch-and-go on the same runway behind us with no conflicts. About 3 minutes later, we checked for traffic, made our radio call, and taxied onto the runway for takeoff. Both myself and my student looked down the runway and could not see any traffic. As we began to rotate, my student remarked about something on the runway ahead of us. As we began to climb, we could clearly see a glider and tow-plane stationed just off center on the runway about 4,000 from the end of the runway we took off from. Neither aircraft appeared to be moving or occupied. We got no response to our radio calls. We then exited the pattern and waited for the traffic to take off before returning to land around 10 minutes later.

On our part, I should have paid more attention to checking for traffic on the runway; however, the position and length of the runway makes it difficult to see small aircraft on the other end of the runway. Had I not been so focused on what was going on inside the plane while my student took off, I may have noticed the aircraft sooner on the takeoff roll and aborted. That said, I believe the main contributor to this incident was the choice of the...
glider and tow-plane pilots to position their aircraft in the center of an active runway for an extended period of without making this clear to other traffic on or around the airport.

**Narrative: 2**

[Report narrative contained no additional information.]

**Synopsis**

GA instructor pilot and student reported observing aircraft on the opposite end of the runway during takeoff.
ACN: 1560003 (44 of 50)

Time / Day
- Date: 201807
- Local Time Of Day: 1201-1800

Place
- Locale Reference: ATC Facility: ZZZ.ARTCC
- State Reference: US
- Altitude.MSL.Single Value: 3500

Environment
- Flight Conditions: Mixed
- Weather Elements / Visibility: Turbulence
- Light: Daylight

Aircraft
- Reference: X
- ATC / Advisory.Center: ZZZ
- Aircraft Operator: Personal
- Make Model Name: Skyhawk 172/Cutlass 172
- Crew Size.Number Of Crew: 1
- Operating Under FAR Part: Part 91
- Flight Plan: VFR
- Mission: Training
- Flight Phase: Cruise
- Route In Use: Direct
- Airspace.Class C: ZZZ

Component
- Aircraft Component: Air/Ground Communication

Person: 1
- Reference: 1
- Location Of Person.Aircraft: X
- Location In Aircraft: Flight Deck
- Reporter Organization: Personal
- Function.Flight Crew: Single Pilot
- Function.Flight Crew: Pilot Flying
- Qualification.Flight Crew: Student
- Experience.Flight Crew.Total: 32
- Experience.Flight Crew.Last 90 Days: 32
- Experience.Flight Crew.Type: 32
- ASRS Report Number.Accession Number: 1560003
- Human Factors: Communication Breakdown
- Human Factors: Situational Awareness
- Human Factors: Confusion
- Communication Breakdown.Party1: Flight Crew
- Communication Breakdown.Party2: ATC
Person : 2
Reference : 2
Reporter Organization : Personal
Function.Flight Crew : Instructor
Qualification.Flight Crew : Commercial
Experience.Flight Crew.Total : 1000
Experience.Flight Crew.Last 90 Days : 210
Experience.Flight Crew.Type : 850
ASRS Report Number.Accession Number : 1560362

Events

Anomaly.Aircraft Equipment Problem : Less Severe
Anomaly.Airspace Violation : All Types
Anomaly.Conflict : Airborne Conflict
Anomaly.Ground Event / Encounter : Loss Of Aircraft Control
Anomaly.Ground Event / Encounter : Object
Anomaly.Inflight Event / Encounter : Weather / Turbulence
Detector.Person : Flight Crew
When Detected : Taxi
When Detected : In-flight
Result.Flight Crew : Took Evasive Action
Result.Flight Crew : Overcame Equipment Problem

Assessments

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

Narrative: 1

The issue occurred during my solo cross country flight, my flight plan was to fly at/between 3,500 and 3,000 feet cross the mountains maintaining VFR and return to 3,000/3,500 feet once I got over the mountains [to] avoid airspace, and maintain VFR and stay under the clouds, to avoid terrible turbulence. I had to deviate course some to do this. While on this flight I experienced communications failure with Center and could not get in touch with anyone. Being a student pilot, without communications, and flying into a major airport I considered this to be an emergency situation. As I was crossing over [a] Class D airspace at 3,500 feet I encountered a regional jet that was to my right going south to north as I was going east to west. Without communication and without a way to get in touch or make sure he knew where I was I dropped altitude to avoid the regional jet. While landing there was a crosswind coming across the field. As I went to land straight down the middle there was a strong gust of wind that blew me from the middle of the runway to the far left of the runway when I was 5 to 10 feet off the ground. I managed to keep the plane level put when I landed my left wheel pulled to the left and without flipping the plane was unable to correct and I struck a runway light. To correct these actions I have ensured that avionics in the plane have been checked to ensure the loss of communications would not occur again. And to avoid the crosswind gust will ensure to practice landings to a high standard.

Narrative: 2
I endorsed one of my student pilots to make a direct trip in a Cessna 172. The student had previously received training in flight following as well as landing in a controlled environment. On the trip in question the pilot intermittently lost contact with Center while receiving flight following, causing him to miss calls from [Center] as well as him not responding to call from [Center].

I believe that the cause of the issue was the pilot's altitude in combination with our radio system that interferes with him continuing to maintain contact. That loss in contact may have caused him to pass through Class C and D airspace without making contact.

The prevent this from happening again I will provide cross country training along the route of flight my student's plan to fly on their solo cross country flights. I will also be providing additional training in the radio systems and backup systems before allowing solo flight to continue.

**Synopsis**

Cessna 172 student pilot reported losing communications during a solo cross country flight and striking a runway light during landing.
ACN: 1559989 (45 of 50)

Time / Day
Date: 201807
Local Time Of Day: 0001-0600

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

Environment
Flight Conditions: VMC
Weather Elements / Visibility. Visibility: 10
Light: Daylight
Ceiling. Single Value: 1200

Aircraft
Reference: X
ATC / Advisory.Tower: ZZZ
Aircraft Operator: Personal
Make Model Name: Skyhawk 172/Cutlass 172
Crew Size. Number Of Crew: 2
Operating Under FAR Part: Part 91
Flight Plan: IFR
Mission: Training
Flight Phase: Landing
Route In Use: Direct

Component
Aircraft Component: Main Gear Tire
Aircraft Reference: X
Problem: Failed

Person: 1
Reference: 1
Location Of Person.Aircraft: X
Location In Aircraft: Flight Deck
Reporter Organization: Personal
Function.Flight Crew: Pilot Flying
Qualification.Flight Crew: Private
Experience.Flight Crew.Total: 200
Experience.Flight Crew.Last 90 Days: 32
Experience.Flight Crew.Type: 199
ASRS Report Number. Accession Number: 1559989

Person: 2
Reference: 2
Location Of Person.Aircraft: X
Location In Aircraft: Flight Deck
Narrative: 1

I met my CFII for a planned IFR training lesson. We briefed for about 30 minutes, planning to fly the ILS XX approach into ZZZ under IFR in actual instrument conditions. I prepared and filed an IFR flight plan and retrieved a weather briefing.

We moved to the hangar and preflighted the aircraft, noting no anomalies. During the preflight, we visually inspected all 3 tires: all appeared to be in good repair. The aircraft started normally, and we began the in-aircraft portion of the lesson. We received our clearance and departed Runway YY, were cleared by ATC to ZZZZZ, where we entered a hold on the localizer while climbing to our assigned altitude. Shortly thereafter, we were cleared for the ILS XX approach into ZZZ and handed off to Tower.

After some discussion with Tower, we elected to land full-stop before flying another approach. Our approach was stable, with no unusual issues or deviations noted. We acquired visual contact with the runway environment at approximately 1,600 MSL. Upon reaching minimums, I configured the aircraft for a full stop landing by adding more flaps and trimming for 70-75 knots. My instructor coached me to continue using the electronic glideslope as advice for a controlled descent to the touchdown zone. At all times during the final descent we remained within one-half of a "dot" of deviation on the glideslope and localizer.

I closed the throttle as we crossed the threshold, rounded out, and we touched down in the center of the touchdown zone. The touchdown was a routine, calm-wind, mains-first, on-centerline touchdown. As has been coached by my CFII for many months, I made sure that my heels were on the floor in such a way that brakes could not be applied during
touchdown.

As the airplane settled on to the runway, I noticed what I incorrectly identified as some shimmy noise. The plane tugged to the right immediately. As the airplane slowed down, the pull of the aircraft to the right became more and more severe. A few seconds after touching down, [the instructor] took the flight controls and announced that we had a flat tire. [He] maneuvered the aircraft as it continued to turn uncommanded to the right into the grass area between the runway and taxiways. Upon leaving the paved surface for the grass, the aircraft struck a runway light.

We came to a rest in the grass, pointed approximately 50 degrees right of runway heading. [The instructor] immediately contacted the Tower to report our status. We then ran the shutdown checklist, and exited the aircraft to assess the damage. A visual inspection of the tire revealed no flat spots or other obvious damage, other than having been run off the rims for 1,000 feet. Further inspection by maintenance personnel on the field indicated that the tube inside the tire had developed a hole, and the tire had gone flat because of it.

**Narrative: 2**

[Report narrative contained no additional information.]

**Synopsis**

C172 pilot and flight instructor reported a loss of control on landing due to a failed main gear tire.
Time / Day
Date: 201807
Local Time Of Day: 1201-1800

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

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

Aircraft
Reference: X
Make Model Name: Skyhawk 172/Cutlass 172
Crew Size. Number Of Crew: 2
Operating Under FAR Part: Part 91
Flight Plan: None
Mission: Training
Flight Phase: Landing

Person: 1
Reference: 1
Location Of Person.Aircraft: X
Location In Aircraft: Flight Deck
Reporter Organization: Personal
Function. Flight Crew: Pilot Not Flying
Qualification. Flight Crew: Instrument
Qualification. Flight Crew: Flight Instructor
Qualification. Flight Crew: Commercial
Qualification. Flight Crew: Multiengine
Experience. Flight Crew. Total: 691
Experience. Flight Crew. Last 90 Days: 80
Experience. Flight Crew. Type: 388
ASRS Report Number. Accession Number: 1559968
Human Factors: Confusion
Human Factors: Situational Awareness
Human Factors: Communication Breakdown
Communication Breakdown. Party1: Flight Crew
Communication Breakdown. Party2: ATC

Person: 2
Reference: 2
Location Of Person. Aircraft: X
Location In Aircraft: Flight Deck
Reporter Organization: Personal
Function. Flight Crew: Pilot Flying
Function. Flight Crew: Trainee
Qualification. Flight Crew: Instrument
Qualification. Flight Crew: Private
Experience. Flight Crew. Total: 194
Experience. Flight Crew. Last 90 Days: 1
ASRS Report Number. Accession Number: 1559974
Human Factors: Situational Awareness
Human Factors: Confusion
Human Factors: Communication Breakdown
Communication Breakdown. Party1: Flight Crew
Communication Breakdown. Party2: ATC

Events

Anomaly. ATC Issue: All Types
Anomaly. Deviation - Procedural: Published Material / Policy
Anomaly. Deviation - Procedural: FAR
Anomaly. Deviation - Procedural: Clearance
Anomaly. Ground Incursion: Runway
Detector. Person: Air Traffic Control
Were Passengers Involved In Event: N
When Detected: In-flight
Result. Flight Crew: Returned To Clearance
Result. Flight Crew: Requested ATC Assistance / Clarification
Result. Flight Crew: Became Reoriented
Result. Air Traffic Control: Issued Advisory / Alert
Result. Air Traffic Control: Issued New Clearance

Assessments

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

Narrative: 1

I was acting as CFI on a flight Review Flight for a certified Private Pilot with an Instrument rating. [The pilot] was acting as PIC for the whole flight and operating radios. As CFI I was having him perform required tasks for a flight review and to get him current. Upon returning to ZZZ our point of departure PIC unintentionally performed touch and go on 28R when tower had cleared him to land on 28L. Both PIC and CFI were shocked that somehow we had missed the correct clearance. Upon landing PIC called [the tower] and gave his name and phone number.

I as CFI proceeded to research the situation further by pulling up the ATC recording to determine where miscommunication happened, that led to a possible pilot deviation under my supervision.

Initial Call by PIC - [pilot] requests landing with information. Initial Tower Response - make straight in 28R.
I inform PIC to correct his call and asked him to request touch and goes. PIC requested touch and goes. No initial response from tower due to traffic load. Minute later tower asked, "who asked for touch and goes?" PIC responds [with abbreviated tail number].
No immediate response from the tower. Eventually, tower responds with a clearance for [a similar abbreviated call sign] #2 Cleared touch and Go 28R. PIC flying responds #2 Cleared touch and go 28R. An incorrect call by PIC responding to a clearance for a similar sounding tail number. As CFI I did not hear the initial call sign only the [letter]. There was no correction by the tower that PIC read back wrong clearance for a similar sounding tail number. PIC proceeds to line up for touch and go on 28R.

On short final Tower gives clearance [with full call sign to] make short final cleared to Land 28L. PIC responds Cleared to land. As CFI I did not hear the tower give 28L due to congested and blocked communication. The student gave incomplete clearance read back without runway assignment. Tower did not respond to correct and requesting full clearance read back.

PIC continued to perform touch and go on 28R upon turning right crosswind to downwind, tower told PIC that next time he did a go-around he needed to communicate his intentions. It was apparent Tower was unaware of landing on the wrong runway or where we were until on right downwind for 28R.

Upon the confusion. CFI took the radio and asked Tower to clarify clearance. Tower confirmed clearance was to land on 28L. PIC received clearance to land on 28R, upon which was given a number for the tower due to the possible pilot deviation.

What I believe caused this possible deviation? Multiple errors by PIC, CFI, and Tower. Due to heavy congested airspace, radio communications, and incomplete and wrong radio calls that went uncorrected by Tower.

Errors by Pilot: Reading Back incorrect and incomplete clearances. Not asking for clarification when airspace and radio were busy.

Errors by CFI: Failure to ask Tower for clarification for clearance amidst busy and congested pattern and radio communications. As CFI my attention was outside the aircraft scanning for traffic which took my attention away from the clearly hearing the communications when my student made incorrect and wrong readbacks.

Errors by Tower: Initial clearance was given for straight in 28R. According to ATC recordings, next to actual clearance that was given when we were already lined up short final 28R. This clearance was given late and appeared Tower had lost [the aircraft] amidst busy pattern. Tower also failed to correct PIC’s wrong clearance for #2 Cleared to land 28R miles earlier, and failure to have PIC read back full clearance with runway number.

The problem was a miscommunication and misunderstanding of clearance between PIC, CFI, and Tower due to task saturation, busy airspace, and busy communications.

What will be done to correct the situation. As the CFI I will take more diligence to maintain a sterile cockpit when providing instruction to clarify clearances when there is any doubt or miscommunication. When airspace and communications are busy I will use extreme caution and take extra time to listen to clearances even when flying with certified pilots. I will provide my student further instruction concerning Radio Communications and Clearances, Airport Operations, Runway Incursions, Traffic Avoidance.

As to the tower. Often ZZZ gets extremely busy with 2 parallel runways in use. Many of the flights in and out of ZZZ are due to flight instruction. As a result communication with Tower becomes extremely difficult, with calls often being missed, stepped on, and
miscommunicated. It has been a procedure by ZZZ tower to split the two runways on different frequencies. In my opinion, the split of frequencies should have occurred when a single Tower operator started missing calls.

Upon our downwind leg for final landing on 28R the tower then decided to split the runway frequencies. If this had been done earlier. It would have been easier for PIC, CFI, and Tower to communicate and clarify the correct clearance.

**Narrative: 2**

[Report narrative contained no additional information.]

**Synopsis**

C172 flight instructor and pilot reported performing touch and go landing on one runway when clearance had been a full stop landing on a different runway.
**ACN: 1559952** (47 of 50)

**Time / Day**

Date: 201807
Local Time Of Day: 0601-1200

**Place**

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

**Environment**

Flight Conditions: VMC
Weather Elements / Visibility. Visibility: 50
Light: Daylight
Ceiling. Single Value: 12000

**Aircraft**

Reference: X
ATC / Advisory.Tower: ZZZ
Aircraft Operator: Personal
Make Model Name: PA-44 Seminole/Turbo Seminole
Crew Size.Number Of Crew: 2
Operating Under FAR Part: Part 91
Flight Plan: None
Mission: Training
Flight Phase: Landing

**Component**

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

**Person**

Reference: 1
Location Of Person.Aircraft: X
Location In Aircraft: Flight Deck
Reporter Organization: Personal
Function.Flight Crew: Instructor
Function.Flight Crew: Pilot Not Flying
Qualification.Flight Crew: Air Transport Pilot (ATP)
Qualification.Flight Crew: Flight Instructor
Qualification.Flight Crew: Multiengine
Qualification.Flight Crew: Instrument
Experience.Flight Crew.Total: 20000
Experience.Flight Crew.Last 90 Days: 60
Experience.Flight Crew.Type: 200
ASRS Report Number.Accession Number: 1559952

**Events**
Assessments

Contributing Factors / Situations : Aircraft
Primary Problem : Aircraft

Narrative: 1

On a dual instructional flight the student accomplished a "short-field landing" and approximately 2 seconds after lowering the nose wheel to the runway the nose gear collapsed. We slid down the runway approximately 1,000 feet before coming to a stop nearly on runway centerline. The aircraft switches were secured and we exited the aircraft.

During the flight we accomplished 3 full stop landings and taxi backs. The final landing/touchdown was smooth with no indications of impending nose gear failure.

Synopsis

PA44 flight instructor reported a nose landing gear failure on landing.
Time / Day
Date: 201807
Local Time Of Day: 1201-1800

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

Environment
Flight Conditions: VMC
Light: Daylight

Aircraft
Reference: X
ATC / Advisory.Tower: ZZZ
Aircraft Operator: Personal
Make Model Name: Skyhawk 172/Cutlass 172
Crew Size.Number Of Crew: 2
Operating Under FAR Part: Part 91
Flight Plan: None
Mission: Training
Flight Phase: Landing
Route In Use: Visual Approach
Airspace.Class D: ZZZ

Component
Aircraft Component: Rudder Control System
Aircraft Reference: X
Problem: Improperly Operated

Person
Reference: 1
Location Of Person.Aircraft: X
Location In Aircraft: Flight Deck
Reporter Organization: Personal
Function.Flight Crew: Pilot Not Flying
Function.Flight Crew: Instructor
Qualification.Flight Crew: Flight Instructor
Qualification.Flight Crew: Commercial
ASRS Report Number.Accession Number: 1559942

Events
Anomaly.Ground Excursion: Runway
Anomaly.Ground Event / Encounter: Loss Of Aircraft Control
Detector.Person: Flight Crew
When Detected: In-flight
Result.Flight Crew: Regained Aircraft Control
Assessments
Contributing Factors / Situations : Human Factors
Contributing Factors / Situations : Weather
Primary Problem : Human Factors

Narrative: 1
As we landed student had the wrong crosswind correction input in. The wind was coming from the left and we landed on the right main gear first, as a result we "popped a wheelie" on the right main gear and started veering towards the left. When doing so the student started adding full power as we were veering towards runway lights. We veered off the runway. I took controls and pulled power back to idle. Did not hear or feel us hit any runway lights and did a thorough preflight inspection after the incident and did not see any structural damage to the aircraft.

Synopsis
C172 flight instructor reported a loss of control and runway excursion due to a student pilot's improper crosswind correction.
Time / Day
Date: 201807
Local Time Of Day: 1201-1800

Place
Locale Reference.ATC Facility: ZZZ.TRACON
State Reference: US
Altitude.MSL.Single Value: 3500

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

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

Component: 1
Aircraft Component: Engine
Aircraft Reference: X
Problem: Failed

Component: 2
Aircraft Component: Electrical Power
Aircraft Reference: X
Problem: Failed

Person: 1
Reference: 1
Location Of Person.Aircraft: X
Location In Aircraft: Flight Deck
Reporter Organization: Corporate
Function.Flight Crew: Single Pilot
Qualification.Flight Crew: Instrument
Qualification.Flight Crew: Commercial
Experience.Flight Crew.Total: 359
Experience.Flight Crew.Last 90 Days: 34
Experience.Flight Crew.Type : 4
ASRS Report Number.Accession Number : 1559925

Person : 2
Reference : 2
Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Corporate
Function.Flight Crew : Other / Unknown
Qualification.Flight Crew : Commercial
Qualification.Flight Crew : Instrument
Qualification.Flight Crew : Flight Instructor
Experience.Flight Crew.Total : 932
Experience.Flight Crew.Last 90 Days : 65
Experience.Flight Crew.Type : 13
ASRS Report Number.Accession Number : 1559927

Events
Anomaly.Aircraft Equipment Problem : Critical
Detector.Person : Flight Crew
Detector.Person : Observer
When Detected : In-flight
Result.General : Maintenance Action
Result.Flight Crew : Diverted
Result.Flight Crew : Landed in Emergency Condition
Result.Air Traffic Control : Provided Assistance

Assessments
Contributing Factors / Situations : Aircraft
Primary Problem : Aircraft

Narrative: 1
Cessna 182 doing aerial work. Engine went quiet. We noticed manifold pressure went to 13.2 manifold. Completed Engine failure in flight check list. No change 13.2 manifold. Contacted ATC Approach to advise them that we [had] partial power loss. Direct ZZZ airport. Second restart attempted - No change 13.2 manifold pressure. ATC Approach said direct ZZZ airport. Third restart - total electrical power loss. Smelled burning. Landed ZZZ. Secured engine upon landing. Rolled off runway to taxiway and secured aircraft.

Narrative: 2
I served as a sensor operator in the right seat of a single yoke (there are no controls on the right side) C182 doing aerial survey work. Suddenly, the engine went quiet, and the PIC (pilot-in-command) and I noticed manifold pressure went to 13.2". It was determined there was an engine failure and we began to run the engine failure in flight checklist. Upon attempting to restart the engine, there was no change from the previous result. The manifold pressure remained at 13.2." Approach was contacted and communicated there was partial power loss. A direct turn was made to the closest airport, ZZZ. A second engine restart attempt was made and failed. The 13.2 manifold pressure reading did not change. A third engine restart was attempted, and all electrical power was lost, including the radios. Just before loss of electrical power I noticed that two of the cylinder CHT (Cylinder Heat Temperature) gauges on our engine monitor were white; indicating that two cylinders were cooler than the others. There was a successful landing at ZZZ; engine
was secured on short final. We were able to clear the runway and stop on the taxiway. Both the PIC and I were okay and the aircraft was undamaged.

Synopsis
C182 pilot and non-flying observer reported an engine failure followed by an electrical system failure resulted in a diversion to a nearby airport.
ACN: 1558897 (50 of 50)

Time / Day
Date: 201807
Local Time Of Day: 0601-1200

Place
Locale Reference.Airport: ZZZ.Airport
State Reference: US
Relative Position.Distance.Nautical Miles: 10
Altitude.AGL.Single Value: 1200

Environment
Flight Conditions: VMC
Light: Daylight

Aircraft
Reference: X
Aircraft Operator: Personal
Make Model Name: Bonanza 36
Operating Under FAR Part: Part 91
Flight Plan: None
Mission: Training
Airspace.Class G: ZZZ

Component
Aircraft Component: Engine
Aircraft Reference: X
Problem: Failed

Person
Reference: 1
Location Of Person.Aircraft: X
Location In Aircraft: Flight Deck
Reporter Organization: Personal
Function.Flight Crew: Instructor
Function.Flight Crew: Pilot Not Flying
Qualification.Flight Crew: Instrument
Qualification.Flight Crew: Commercial
Qualification.Flight Crew: Flight Instructor
Qualification.Flight Crew: Multiengine
Experience.Flight Crew.Total: 2450
Experience.Flight Crew.Last 90 Days: 6
ASRS Report Number.Accession Number: 1558897
Human Factors: Situational Awareness

Events
Anomaly.Aircraft Equipment Problem: Critical
Anomaly.Ground Event / Encounter: Ground Strike - Aircraft
Detector.Person: Flight Crew
Assessments

Contributing Factors / Situations : Aircraft
Primary Problem : Aircraft

Narrative: 1

I am a flight instructor. I was giving a flight review to a professional pilot in his personal A36 Beech Bonanza. The pilot IFR in high-performance aircraft, but seldom flies VFR or practices basic flight maneuvers, so I emphasized these operations during the flight phase of the review. My goal was to review slow flight and stalls, emergency procedures, ground reference maneuvers, takeoffs and landings. Both the pilot and myself have experience in Beech Bonanzas, although I had not flown that make and model in many years. Prior to entering the airplane, I instructed the pilot that we would be reviewing emergency procedures, but that I would only verbally tell him of an engine failure. I would expect him to reduce power himself to simulate an engine out (since he was flying his own airplane I would expect him to manage the power reduction in a manner that would not result in any damage to the engine.) The initial takeoff and subsequent slow flight and stalls were conducted at 3,000 AGL, progressed normally. We simulated an engine fire by my verbally telling him smoke was billowing from the cowling. The pilot properly took the corrective actions, including an emergency descent. I instructed him to not descend below 2,500 MSL, which was about 1,100 feet AGL. He correctly recovered and we discussed how he would have landed in the chosen field. We then progressed to ground reference maneuvers -- turns around a point and S-turns along a road. I then instructed the pilot to return to the airport.

As we started the climb, I asked the pilot to simulate a low-altitude engine loss. The pilot retarded the throttle and correctly trimmed the airplane, selected a field, and performed an emergency checklist. I again instructed him to terminate the procedure at 2,400 MSL (1,000 AGL). We passed through 2,400 MSL, and I initially thought the pilot had missed the target altitude, however it soon became clear that the engine was not responding. I noted that this was a real engine failure and we continued our approach to the field. The engine coughed and sputtered several times, providing sporadic power. We lowered the landing gear and I noted that we were committed to landing at that point. We continued the approach and landed in a hay field on an upslope. Halfway up the slope there was a slight berm, perhaps an old road or hedgerow. We believe that is what caused the nose wheel to collapse. The aircraft came to a stop well short of the trees on the opposite end of the field, and neither of us were injured. We exited the airplane. I noticed that the rotating beacon was still on, and re-entered the airplane to turn off all switches. No damage was sustained to property other than the airplane itself, and no one was injured. I cannot find fault with either myself or the pilot. I had established an operational floor 1,000 AGL, which we did not violate until the engine failed. The pilot reacted correctly in so far as I could tell, although I could not visually verify all of the controls due to the position and size of the yoke.

Synopsis

BE36 instructor reported an engine failure during a training exercise.