

ASRS Database Report Set

Rotary Wing Aircraft Flight Crew Reports

Report Set Description.....A sampling of reports from flight crew of rotary wing aircraft.

Update Number.....34.0

Date of UpdateDecember 31, 2018

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

Number of New Records in Report Set50

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

National Aeronautics and
Space Administration

Ames Research Center
Moffett Field, CA 94035-1000



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. Such incidents are independently submitted and are not corroborated by NASA, the FAA or NTSB. 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 clarified 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.

A handwritten signature in cursive script that reads "B. Hooey".

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

ACN: 1587860 *(1 of 50)*

Synopsis

PNE Controller and transport pilot reported a NMAC with a helicopter while on visual approach.

ACN: 1586971 *(2 of 50)*

Synopsis

Helicopter pilot reported after maintenance work was performed, the mechanics failed to complete all required testing to return aircraft to an airworthy condition.

ACN: 1585433 *(3 of 50)*

Synopsis

Cessna instructor pilot reported encountering rotor wash from a helicopter operating nearby that resulted in a loss of control and runway excursion.

ACN: 1582920 *(4 of 50)*

Synopsis

Houston Center Controller and an Air Taxi reported a NMAC with an aircraft not communicating with ATC.

ACN: 1582774 *(5 of 50)*

Synopsis

Air taxi helicopter pilot reported a fuel cap was discovered missing during preflight.

ACN: 1581051 *(6 of 50)*

Synopsis

S76 pilot reported ATC had improperly withheld issuing IFR clearances.

ACN: 1580222 *(7 of 50)*

Synopsis

Helicopter pilot reported a NMAC with drone.

ACN: 1576540 *(8 of 50)*

Synopsis

Helicopter pilot reported an inaccurate METAR prevented continuing to the airport VFR when the weather was IFR and getting worse.

ACN: 1576133 *(9 of 50)*

Synopsis

A Mooney Pilot reported that a Helicopter did a hover taxi less than 50 feet behind his aircraft.

ACN: 1574558 *(10 of 50)*

Synopsis

A R44 Pilot reported an encounter with a UAV just before liftoff.

ACN: 1574537 *(11 of 50)*

Synopsis

AS350 Pilot reported starting a descent too early and passing within less than 300 feet of a ridge.

ACN: 1574508 *(12 of 50)*

Synopsis

A Helicopter pilot landing on private property reported their downwash blew a chair over which hit a bystander.

ACN: 1572925 *(13 of 50)*

Synopsis

C172 instructor pilot reported experiencing "intense" rotor wash from a helicopter flying directly overhead during taxi to parking.

ACN: 1569950 *(14 of 50)*

Synopsis

MKC Tower Controller reported receiving an aircraft on a Visual Approach descending into a conflict with VFR traffic.

ACN: 1568320 *(15 of 50)*

Synopsis

GCN Tower Controller reported a NMAC between a helicopter flying through their airspace without coordination and into conflict with another helicopter.

ACN: 1567527 *(16 of 50)*

Synopsis

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

ACN: 1567281 *(17 of 50)*

Synopsis

IAD Tower Controller reported the procedure of allowing air ambulance helicopters to depart nearby hospitals non radar with inability to communicate in Class B creates a collision hazard.

ACN: 1566629 *(18 of 50)*

Synopsis

Helicopter pilot reported a large bird struck the aircraft shattering the canopy.

ACN: 1565489 *(19 of 50)*

Synopsis

Ercoupe 415 pilot reported a throttle linkage failure, and subsequent loss of power, which resulted in a successful off field landing on a nearby highway.

ACN: 1564105 *(20 of 50)*

Synopsis

MWH Controller reported a helicopter was vectored into a higher Minimum Vectoring Altitude while still climbing.

ACN: 1563420 *(21 of 50)*

Synopsis

Tower Controller reported a flight of 3 helicopters intentionally overflew a preceding helicopter.

ACN: 1561264 *(22 of 50)*

Synopsis

An airport worker at CXP reported a midair collision between a helicopter and a drone.

ACN: 1560710 *(23 of 50)*

Synopsis

R44 pilot reported safely executing an autorotation landing after the engine began to overspeed uncontrollably.

ACN: 1560384 *(24 of 50)*

Synopsis

C152 instructor pilot reported a NMAC with a helicopter in the pattern at BFI airport.

ACN: 1559933 *(25 of 50)*

Synopsis

GA pilot reported a NMAC with a police helicopter that aggressively blinded the pilot with a search light.

ACN: 1558874 *(26 of 50)*

Synopsis

R-44 pilot reported a NMAC with a fixed wing aircraft.

ACN: 1558721 *(27 of 50)*

Synopsis

DCA Controller reported they failed to issue traffic information to multiple VFR flights on approach.

ACN: 1558329 *(28 of 50)*

Synopsis

Helicopter Pilot reported that multiple times aircraft were flown in known icing conditions even though the aircraft were not equipped for icing.

ACN: 1558323 *(29 of 50)*

Synopsis

Piper Cherokee pilot reported a NMAC with a helicopter on final approach.

ACN: 1557290 *(30 of 50)*

Synopsis

Helicopter instructor pilot reported a conflict at LWM airport when another aircraft overflew their position while they were preparing to takeoff.

ACN: 1554612 *(31 of 50)*

Synopsis

AS350 Technician reported that the tail rotor was not properly inspected after it encountered debris from landing in a grassy field.

ACN: 1552760 *(32 of 50)*

Synopsis

Helicopter pilot reported a NMAC while on initial approach.

ACN: 1552629 *(33 of 50)*

Synopsis

A helicopter pilot reported the tail rotor struck a concrete barrier when positioning on the helipad.

ACN: 1552527 *(34 of 50)*

Synopsis

SLC Tower Controller reported controllers were not familiar with non-radar rules and procedures to follow during busy traffic made more complex due to a scheduled radar outage.

ACN: 1551689 *(35 of 50)*

Synopsis

A Piper PA-44 pilot instructor reported that during a practice missed approach the student pilot took evasive action to avoid a collision with a helicopter.

ACN: 1550746 *(36 of 50)*

Synopsis

Maintenance Technician reported that a Bell 206 helicopter lost tail rotor pitch control.

ACN: 1550467 *(37 of 50)*

Synopsis

A helicopter Maintenance Technician reported that the engine had abnormally high CHT at normal cruise power settings most likely due to fuel contamination.

ACN: 1549645 *(38 of 50)*

Synopsis

Helicopter pilot reported a NMAC with a quadcopter drone at approximately 650 feet MSL while inbound for landing.

ACN: 1547767 *(39 of 50)*

Synopsis

UH-1H Captain reported the right side cargo door departed the aircraft in cruise flight.

ACN: 1546150 *(40 of 50)*

Synopsis

Helicopter pilot and Check Airman reported a NMAC with fixed wing traffic operating on an unannounced approach.

ACN: 1545656 *(41 of 50)*

Synopsis

Air carrier Captain reported noticing a helicopter hovering about half way down the runway they were landing on. That could have posed a safety hazard had a go-around been necessary.

ACN: 1545439 *(42 of 50)*

Synopsis

PVD Tower and PVD Departure Controller reported an aircraft was not handed off to departure resulting in the aircraft flying into a lower MVA.

ACN: 1545378 *(43 of 50)*

Synopsis

Helicopter pilot reported an unsafe situation involving reduced proximity to pedestrians and automobile traffic while operating into a public parking lot for a charity event.

ACN: 1544727 *(44 of 50)*

Synopsis

Helicopter Maintenance Technician reported submitting an oil sample from the wrong component.

ACN: 1543409 *(45 of 50)*

Synopsis

DA40 pilot reported a NMAC during takeoff from a non-towered airport.

ACN: 1542899 *(46 of 50)*

Synopsis

MD500 helicopter pilot reported making an autorotation landing in a treed area due to fuel starvation.

ACN: 1542499 *(47 of 50)*

Synopsis

DA20 flight crew reported a near miss during takeoff with a Robinson helicopter that was crossing the runway without communicating.

ACN: 1540411 *(48 of 50)*

Synopsis

Helicopter pilot reported a NMAC while on approach to land at 46U.

ACN: 1539810 *(49 of 50)*

Synopsis

BJC Local Controller reported that a BE35 in the traffic pattern experienced wake turbulence from an H60 operating on a parallel runway.

ACN: 1539376 *(50 of 50)*

Synopsis

Eurocopter AS350 pilot reported the aircraft entered Inadvertent Instrument Meteorological Conditions (IIMC).

Report Narratives

Time / Day

Date : 201810
Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : PNE.Airport
State Reference : PA
Altitude.MSL.Single Value : 2000

Environment

Flight Conditions : VMC

Aircraft : 1

Reference : X
ATC / Advisory.Tower : PNE
Aircraft Operator : Personal
Make Model Name : Small Transport
Crew Size.Number Of Crew : 1
Operating Under FAR Part : Part 91
Flight Plan : IFR
Flight Phase : Descent
Route In Use : Visual Approach
Airspace.Class D : PNE

Aircraft : 2

ATC / Advisory.Tower : PNE
Make Model Name : Helicopter
Crew Size.Number Of Crew : 1
Flight Plan : VFR
Mission : Training
Nav In Use.Localizer/Glideslope/ILS : Runway 24
Flight Phase : Descent
Airspace.Class D : PNE

Person : 1

Reference : 1
Location Of Person.Facility : PNE.Tower
Reporter Organization : Government
Function.Air Traffic Control : Supervisor / CIC
Qualification.Air Traffic Control : Fully Certified
Experience.Air Traffic Control.Time Certified In Pos 1 (yrs) : 5
ASRS Report Number.Accession Number : 1587860
Human Factors : Situational Awareness
Human Factors : Communication Breakdown
Communication Breakdown.Party1 : ATC
Communication Breakdown.Party2 : Flight Crew

Person : 2

Reference : 2
Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Personal
Function.Flight Crew : Pilot Flying
Qualification.Flight Crew : Commercial
Qualification.Flight Crew : Multiengine
Qualification.Flight Crew : Instrument
Experience.Flight Crew.Total : 3000
Experience.Flight Crew.Last 90 Days : 50
Experience.Flight Crew.Type : 80
ASRS Report Number.Accession Number : 1588084
Human Factors : Communication Breakdown
Communication Breakdown.Party1 : Flight Crew
Communication Breakdown.Party2 : ATC

Events

Anomaly.ATC Issue : All Types
Anomaly.Conflict : NMAC
Detector.Automation : Aircraft RA
Detector.Person : Flight Crew
Miss Distance.Horizontal : 0
Miss Distance.Vertical : 100
When Detected : In-flight
Result.Flight Crew : Took Evasive Action

Assessments

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

Narrative: 1

[Aircraft Y] was on a practice VFR ILS 24 approach at about a 5 mile final and was instructed to break off the approach and make a right 360 to follow [Aircraft X]. [Aircraft X] was on a 6 mile final for a visual approach. The helicopter [Aircraft Y] was breaking off the approach and flying to the northeast north of the 24 approach course. [Aircraft X] received a traffic alert saying the traffic was 200 feet below so they began to climb. The helicopter was north of the approach course at that time. Break the helicopter approach off sooner and do a wider 360 so the TCAS does not go off in [Aircraft X].

Narrative: 2

While on final approach approximately 8 miles out Tower told me about a helicopter ahead. I told [them] I was looking and I did not see him but had it on TCAS. [ATC] told me to continue and report 6 miles out, I am not sure if [ATC] had cleared me to land yet or not. [ATC] then told the helicopter to depart the area as I was coming in. Shortly thereafter I got an aural warning of an aircraft at 200 feet below me and at a very close distance, then it went to 100. I took evasive action to avoid a collision, I never saw the helicopter. [ATC] apologized and had me call the tower when I landed. [ATC] apologized again and said [they] would need to file a report. I gave [them] my information.

Synopsis

PNE Controller and transport pilot reported a NMAC with a helicopter while on visual approach.

Time / Day

Date : 201810

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : IMC

Light : Daylight

Aircraft

Reference : X

Aircraft Operator : Air Taxi

Make Model Name : Helicopter

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 135

Flight Plan : None

Mission : Ambulance

Flight Phase : Parked

Component

Aircraft Component : Pitot-Static System

Aircraft Reference : X

Problem : Improperly Operated

Person

Reference : 1

Location Of Person : Hangar / Base

Reporter Organization : Air Taxi

Function.Flight Crew : Pilot Flying

Function.Flight Crew : Captain

ASRS Report Number.Accession Number : 1586971

Human Factors : Confusion

Human Factors : Troubleshooting

Human Factors : Communication Breakdown

Communication Breakdown.Party1 : Maintenance

Communication Breakdown.Party2 : Flight Crew

Events

Anomaly.Aircraft Equipment Problem : Critical

Anomaly.Deviation - Procedural : Published Material / Policy

Detector.Person : Flight Crew

Result.General : Maintenance Action

Assessments

Contributing Factors / Situations : Aircraft
Contributing Factors / Situations : Manuals
Contributing Factors / Situations : Procedure
Primary Problem : Procedure

Narrative: 1

After returning to work from my scheduled time off, I was informed by the Base Maintenance Personnel that the pitot tubes on the aircraft had been replaced. I did inquire if the system required another 24 month re-certification, or if some other type of check was necessary. I was given a brief explanation of the process, and that the Maintenance personnel had performed the required inspection. The inspection was annotated in the logbook, and signed off as completed, and operational.

In a later discussion with another pilot the next morning, with an extensive background in aircraft maintenance, he expressed doubts that the checks reached the level required for this type of repair work. After our conversation, I became concerned because the aircraft had been flown, and decided to follow up with Maintenance on what was necessary to satisfy the pitot system inspection criteria. Again, I was told it was checked as required, operational, and signed off as serviceable.

I still had serious reservations, and informed the mechanics that the aircraft was grounded until everyone was satisfied with the specific requirements. The Maintenance staff indicated that they would do additional research, and get back with me. A short time later, the mechanics acknowledged that they did not read far enough into the Maintenance Manual, and that all the required checks had not been performed. The mechanics had to obtain a specific piece of test equipment necessary to properly complete the inspection, and are in the process of testing the system.

Flight crew are not familiar enough with the specifics of each inspection, and rely on Maintenance to familiar with the necessary criteria. Additionally, advanced planning would provide the opportunity to have the necessary test equipment on-hand.

Synopsis

Helicopter pilot reported after maintenance work was performed, the mechanics failed to complete all required testing to return aircraft to an airworthy condition.

Time / Day

Date : 201810

Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : AEG.Airport

State Reference : NM

Altitude.MSL.Single Value : 5837

Environment

Flight Conditions : VMC

Weather Elements / Visibility.Visibility : 10

Light : Daylight

Ceiling.Single Value : 9000

Aircraft : 1

Reference : X

ATC / Advisory.Tower : AEG

Aircraft Operator : FBO

Make Model Name : Cessna Aircraft Undifferentiated or Other Model

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 : AEG

Aircraft : 2

Reference : Y

ATC / Advisory.Tower : AEG

Aircraft Operator : Military

Make Model Name : Helicopter

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Mission : Training

Flight Phase : Landing

Flight Phase : Taxi

Route In Use : None

Airspace.Class D : AEG

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 : Air Transport Pilot (ATP)
Experience.Flight Crew.Total : 2540
Experience.Flight Crew.Last 90 Days : 50
Experience.Flight Crew.Type : 2000
ASRS Report Number.Accession Number : 1585433

Events

Anomaly.ATC Issue : All Types
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
Result.Flight Crew : Executed Go Around / Missed Approach

Assessments

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

Narrative: 1

My primary student and I were practicing takeoffs and landings at AEG and Runway 17 was in use. There was also a helicopter doing pattern work, including stop and go's and hovering over the runway. We shared the airspace. My student and I were assigned by Tower to make a right pattern and the helicopter was assigned doing a left pattern on Runway 17.

Everything worked well. We were on final and wanted to do another touch-and-go. We kept the right wind correction inputs because there was a crosswind coming from the east, from 130 degrees. We noticed that the helicopter was waiting on taxiway Bravo, which is to the left of Runway 17. Tower had advised him to do so and wait for us before they would be able to takeoff again. We touched down on the centerline, cleaned up the aircraft and added full power for takeoff. We started our takeoff roll and right opposite of where the helicopter was sitting with his rotor blades turning, our aircraft was, in one violently push, forced to the left of the runway, off the runway pavement, into the adjacent grass area with takeoff speed.

At first, we briefly reduced power. My student and I both had right rudder input but the pushing left force was too strong and we taxied over the grass. At first, we reduced power but within 2-3 seconds, we reacted, added full power and I took over the controls, and did a go-around, and was able to get back in the air without hitting anything, and no stall horn coming on, even when our airspeed at first was pretty low. The Tower advised us to make a left pattern, which I acknowledged.

After this scary experience, we executed a full stop. I called Tower and asked them if they had noticed anything. NO, nothing. I explained to them briefly what had happened and hopefully made them realize, how unpredictable it is for a small single engine aircraft to do any maneuvers next to a helicopter with running rotor blades. The aircraft has no damage at all and my student and I are fine.

Synopsis

Cessna instructor pilot reported encountering rotor wash from a helicopter operating nearby that resulted in a loss of control and runway excursion.

Time / Day

Date : 201810
Local Time Of Day : 0001-0600

Place

Locale Reference.ATC Facility : ZHU.ARTCC
State Reference : TX
Altitude.MSL.Single Value : 3000

Aircraft : 1

Reference : X
ATC / Advisory.Center : ZHU
Aircraft Operator : Air Taxi
Make Model Name : PC-12
Crew Size.Number Of Crew : 1
Operating Under FAR Part : Part 135
Flight Plan : IFR
Mission : Ambulance
Flight Phase : Final Approach
Route In Use.Other
Airspace.Class D : LRD

Aircraft : 2

Reference : Y
Make Model Name : Helicopter
Flight Plan : VFR
Flight Phase : Climb
Route In Use : None
Airspace.Class D : LRD

Person : 1

Reference : 1
Location Of Person.Facility : ZHU.ARTCC
Reporter Organization : Government
Function.Air Traffic Control : Enroute
Qualification.Air Traffic Control : Fully Certified
Experience.Air Traffic Control.Time Certified In Pos 1 (yrs) : 8
ASRS Report Number.Accession Number : 1582920
Human Factors : Situational Awareness
Human Factors : Human-Machine Interface

Person : 2

Reference : 2
Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Air Taxi
Function.Flight Crew : Captain
Function.Flight Crew : Single Pilot
Qualification.Flight Crew : Commercial

Qualification.Flight Crew : Instrument
Qualification.Flight Crew : Multiengine
Experience.Flight Crew.Total : 1760
Experience.Flight Crew.Last 90 Days : 56
Experience.Flight Crew.Type : 56
ASRS Report Number.Accession Number : 1583840
Human Factors : Situational Awareness

Events

Anomaly.Conflict : NMAC
Detector.Person : Air Traffic Control
Detector.Person : Flight Crew
When Detected : In-flight
Result.Flight Crew : Took Evasive Action
Result.Air Traffic Control : Separated Traffic
Result.Air Traffic Control : Issued New Clearance

Assessments

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

Narrative: 1

Aircraft X was inbound to Laredo airport direct IAF OVOSE on the RNV 18R at LRD. The aircraft was cleared to maintain 030 ft until established and cleared for the approach. About 5 miles from OVOSE, my trainee saw traffic with a beacon XXXX maneuvering in the area of OVOSE at 018 and called traffic to Aircraft X. He said targets appear likely to merge. At that point the XXXX code turned [towards] Aircraft X and climbed rapidly to 031. I then canceled the approach clearance of Aircraft X and turned the aircraft 30 degrees right and issued a traffic alert. Aircraft X then called the unknown Aircraft Y in sight, and said that it was a close one.

At that point I asked Aircraft X if they were time critical, and when learning they were not, I extended the aircraft vectors to make sure the unknown code XXXX would not be an issue again. Laredo tower was not in communication with Aircraft Y, and when he finally did go to Laredo to land, I had the tower give that aircraft our phone number to call. Aircraft X company called the supervisor and told him that Aircraft Y was less than 200 ft from him same altitude, and that the pilot didn't see Aircraft Y until he started the turn and banked away from it.

I strongly insist that if there are border aircraft near or in the vicinity of LRD, that they monitor the frequency and let us know they are there. That way this situation won't happen.

Narrative: 2

I was cleared direct JINSA on the RNAV 18R approach. I was 3 miles from the fix when Houston Center gave me a traffic advisory for an unknown target 1500 ft below me. I was looking for traffic but never got them in sight visually. I did have them on the TCAS system. Then Center advised me they were climbing rapidly toward my current altitude. I was then told that we were on a collision course and to make an immediate right-hand

turn 30 degrees. Half-way through the turn is where I noticed the aircraft off my wingtip on the left side 300 ft or closer.

Synopsis

Houston Center Controller and an Air Taxi reported a NMAC with an aircraft not communicating with ATC.

Time / Day

Date : 201810

Environment

Flight Conditions : VMC

Light : Daylight

Aircraft

Reference : X

Aircraft Operator : Air Taxi

Make Model Name : MBB-BK 117 All Series

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 135

Mission : Passenger

Flight Phase : Parked

Component

Aircraft Component : Fuel Tank Cap

Aircraft Reference : X

Problem : Improperly Operated

Person

Reference : 1

Location Of Person : Gate / Ramp / Line

Reporter Organization : Air Taxi

Function.Flight Crew : Captain

Function.Flight Crew : Pilot Flying

Qualification.Flight Crew : Commercial

ASRS Report Number.Accession Number : 1582774

Human Factors : Troubleshooting

Events

Anomaly.Aircraft Equipment Problem : Less Severe

Anomaly.Deviation - Procedural : Published Material / Policy

Detector.Person : Flight Crew

When Detected : Pre-flight

Result.Flight Crew : Overcame Equipment Problem

Assessments

Contributing Factors / Situations : Human Factors

Contributing Factors / Situations : Procedure

Primary Problem : Ambiguous

Narrative: 1

During post flight/refueling discovered the fuel cap was missing behind secured fuel door. After further investigation the aircraft was flown the night before to another airport/FBO where the fuel cap was not reinstalled after refueling. Fuel cap was recovered by Airport personnel. Fuel sample was taken after post flight.

Always verify the fuel cap and door are secured after refueling. Also follow all items on the aircraft preflight checklist.

Synopsis

Air taxi helicopter pilot reported a fuel cap was discovered missing during preflight.

Time / Day

Date : 201807

Place

Locale Reference.ATC Facility : ZHU.ARTCC
State Reference : TX
Altitude.MSL.Single Value : 800

Environment

Flight Conditions : Mixed
Weather Elements / Visibility : Rain
Weather Elements / Visibility.Visibility : 2
Light : Daylight
Ceiling.Single Value : 800

Aircraft

Reference : X
ATC / Advisory.Center : ZHU
Aircraft Operator : Air Taxi
Make Model Name : S-76/S-76 Mark II
Operating Under FAR Part : Part 135
Flight Plan : VFR
Flight Phase : Initial Climb
Airspace.Class E : ZHU

Person

Reference : 1
Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Air Taxi
Function.Flight Crew : Captain
Qualification.Air Traffic Control : Fully Certified
Qualification.Flight Crew : Multiengine
Qualification.Flight Crew : Air Transport Pilot (ATP)
Qualification.Flight Crew : Instrument
Experience.Air Traffic Control.Radar : 5
Experience.Air Traffic Control.Non Radar : 4
Experience.Flight Crew.Total : 18000
Experience.Flight Crew.Last 90 Days : 225
Experience.Flight Crew.Type : 5000
ASRS Report Number.Accession Number : 1581051
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.Inflight Event / Encounter : Weather / Turbulence
Detector.Person : Flight Crew
When Detected : In-flight
Result.Flight Crew : Requested ATC Assistance / Clarification

Assessments

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

Narrative: 1

Normal Gulf of Mexico IFR operation. There [are] one or two controllers at the helicopter sector who do not understand the procedures on issuing an IFR clearance to an aircraft in uncontrolled airspace. I know that at least one controller will deliberately withhold a clearance because the aircraft cannot climb VFR. I have been a controller and I can listen and hear that the reasons given for not issuing a clearance were false. This particular controller will ask if the aircraft can climb VFR. If the answer is negative he will not issue a clearance. This controller and maybe others on that sector need training on where their responsibility ends and begins. Their responsibility does not include the aircraft's flight conditions. Deliberately withholding a clearance in adverse weather is not acceptable for conditions of flight and it can cause problems for the aircraft.

Synopsis

S76 pilot reported ATC had improperly withheld issuing IFR clearances.

Time / Day

Date : 201809

Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : FSD.Airport

State Reference : SD

Relative Position.Angle.Radial : 015

Relative Position.Distance.Nautical Miles : 5

Altitude.MSL.Single Value : 2500

Environment

Flight Conditions : VMC

Weather Elements / Visibility.Visibility : 20

Light : Daylight

Ceiling.Single Value : 12000

Aircraft : 1

Reference : X

ATC / Advisory.TRACON : FSD

Aircraft Operator : Air Taxi

Make Model Name : Helicopter

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 135

Flight Plan : VFR

Mission : Ambulance

Flight Phase : Cruise

Route In Use : Direct

Airspace.Class E : FSD

Aircraft : 2

Reference : Y

Make Model Name : UAV - Unpiloted Aerial Vehicle

Airspace.Class E : FSD

Person

Reference : 1

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Air Taxi

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 : 7150

Experience.Flight Crew.Last 90 Days : 80

Experience.Flight Crew.Type : 3000

ASRS Report Number.Accession Number : 1580222
Human Factors : Situational Awareness

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

Narrative: 1

While in cruise profile approximately 5NM N-NE of FSD, crew identified a blue & red drone passing by the right side of the aircraft. Aircraft Radar Altimeter was indicating 1100 [AGL]. Drone passed within [estimated] 200 feet of the aircraft at the same altitude. No previous recognition of the drone and no evasive action was initiated. Event reported to FSD TRACON and subsequent followup with FSD ATCT personnel. No further information available to the crew.

Synopsis

Helicopter pilot reported a NMAC with drone.

Time / Day

Date : 201809
Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : TTN.Airport
State Reference : NJ
Relative Position.Angle.Radial : 359
Relative Position.Distance.Nautical Miles : 8
Altitude.AGL.Single Value : 1000

Environment

Flight Conditions : Marginal
Weather Elements / Visibility.Visibility : 4
Ceiling.Single Value : 1600

Aircraft

Reference : X
ATC / Advisory.TRACON : PHL
Aircraft Operator : Fractional
Make Model Name : Helicopter
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Part 91
Flight Plan : None
Mission : Ferry
Flight Phase : Cruise
Route In Use : Direct
Airspace.Class E : PHL

Person

Reference : 1
Location Of Person.Aircraft : X
Reporter Organization : Fractional
Function.Flight Crew : Captain
Qualification.Flight Crew : Multiengine
Qualification.Flight Crew : Air Transport Pilot (ATP)
Qualification.Flight Crew : Flight Instructor
Qualification.Flight Crew : Instrument
Experience.Flight Crew.Total : 12000
Experience.Flight Crew.Last 90 Days : 100
Experience.Flight Crew.Type : 2500
ASRS Report Number.Accession Number : 1576540
Human Factors : Distraction
Human Factors : Troubleshooting
Human Factors : Workload

Events

Anomaly.Deviation - Procedural : Published Material / Policy
Anomaly.Inflight Event / Encounter : VFR In IMC

Detector.Person : Flight Crew
When Detected : In-flight

Assessments

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

Narrative: 1

An IFR flight plan had been filed for the portion of the planned flight to TTN. However the PIC decided to proceed VFR on the flight because the destination was reporting 2100 broken with 4 miles visibility and other airports along the route were reporting similar weather. The aircraft was a helicopter.

The flight left at approximately XX:35 and proceeded southwest bound at 1500 feet, well below cloud cover and with good visibility. At approximately 10 miles northeast of TTN the ceiling began to lower. The aircraft started a descent to 1200 feet and turned toward the northwest to maintain VFR. The aircraft continued to the northwest until it was approximately 10 miles due north of TTN, and had descended to 1000 to maintain VFR.

The aircraft then turned south and called TTN tower for clearance in to the Class D. TTN tower radar identified the aircraft, and gave clearance into the Class D. As the aircraft proceeded southbound the ceiling continued to lower. The PIC was expecting improvement in ceiling as they continued to the airport because the METAR at XX:00 was reporting 2100 feet broken. (Though the METAR was changing at XY:00, that report was still 1600 feet broken)

When the aircraft was at approximately 7-8 miles north of TTN, and now at 700 ft as the ceiling continued to lower, the PIC instructed the SIC to tell TTN tower that the aircraft was contacting PHL approach control to pick up the IFR clearance in order to continue IFR into TTN.

The SIC complied, and then contacted PHL approach control for clearance. The PIC started a right turn back to the north to avoid the TTN Class D airspace, and began a climb. As the SIC was receiving a transponder code and clearance from PHL, the aircraft encountered inadvertent IMC.

After being radar identified, the aircraft was given a radar vector to the west for the ILS to runway 6, and a climb to 3000 for the approach. The aircraft proceeded on the ILS without incident, however, the aircraft did not break out on the ILS until approximately 800 feet.

I am not certain why it is that some airports do not seem to update their METARS in a more timely fashion. I also am not completely certain how an airport can report a 2100 foot ceiling and have it be so much lower in reality.

Weather reports are more or less factual, and are depended on to a great extent to plan flights and options to flights. If reporters are not diligent in keeping up with changes in conditions and reporting them. Pilots cannot effectively, or safely, plan and execute their missions.

This is not the first time I have encountered conditions at an airport in the northeast area that were very different from what was being reported.

Synopsis

Helicopter pilot reported an inaccurate METAR prevented continuing to the airport VFR when the weather was IFR and getting worse.

Time / Day

Date : 201809

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

Aircraft Operator : Personal

Make Model Name : M-20 B/C Ranger

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : IFR

Mission : Personal

Flight Phase : Parked

Aircraft : 2

Reference : Y

Make Model Name : Helicopter

Flight Phase : Takeoff

Flight Phase : Landing

Flight Phase : Taxi

Person

Reference : 1

Location Of Person : Gate / Ramp / Line

Reporter Organization : Personal

Function.Flight Crew : Single Pilot

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Commercial

Experience.Flight Crew.Total : 2100

Experience.Flight Crew.Last 90 Days : 30

Experience.Flight Crew.Type : 2100

ASRS Report Number.Accession Number : 1576133

Events

Anomaly.Conflict : Ground Conflict, Critical

Anomaly.Deviation - Procedural : Published Material / Policy

Anomaly.Ground Event / Encounter : Other / Unknown

Detector.Person : Flight Crew

Miss Distance.Horizontal : 40

Miss Distance.Vertical : 0
When Detected.Other
Result.Aircraft : Aircraft Damaged

Assessments

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

Narrative: 1

After conducting an instrument proficiency flight we parked on the ramp and were having lunch at the on airport restaurant. At approximately XA15 a turbine powered helicopter hover taxied, landed, and departed behind my aircraft that was parked as directed by ground [control]. The distance from my aircraft to the helicopter was less than 50 feet and the flight control surfaces of my aircraft were being fully deflected in both directions for perhaps 45 seconds. This represented an unsafe situation with the potential to significantly damage my aircraft. Ground [control] should have required the helicopter to hover taxi and land a safe distance away from my aircraft and others parked in the vicinity. The helicopter pilot should have, in the absence of direction from the tower, hover taxied and landed much further away from parked light aircraft. There is plenty of open ramp space at [the airport] and the irresponsibility demonstrated by both the controller in the tower and the helicopter pilot should not be dismissed. As you can probably tell, I am more than a little angry over this incident.

Synopsis

A Mooney Pilot reported that a Helicopter did a hover taxi less that 50 feet behind his aircraft.

Time / Day

Date : 201809

Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : BWI.Airport

State Reference : MD

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Weather Elements / Visibility.Visibility : 10

Light : Daylight

Ceiling.Single Value : 3600

Aircraft : 1

Reference : X

ATC / Advisory.Tower : BWI

Aircraft Operator : Air Taxi

Make Model Name : Robinson R44

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 135

Flight Plan : SVFR

Mission : Passenger

Flight Phase : Landing

Route In Use : None

Airspace.Class B : BWI

Aircraft : 2

Reference : Y

Aircraft Operator : Personal

Make Model Name : UAV - Unpiloted Aerial Vehicle

Mission : Photo Shoot

Flight Phase : Climb

Airspace.Class B : BWI

Person

Reference : 1

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Air Taxi

Function.Flight Crew : Pilot Flying

Function.Flight Crew : Single Pilot

Qualification.Flight Crew : Flight Instructor

Qualification.Flight Crew : Commercial

Qualification.Flight Crew : Instrument

Experience.Flight Crew.Total : 2039

Experience.Flight Crew.Last 90 Days : 178

Experience.Flight Crew.Type : 538

ASRS Report Number.Accession Number : 1574558
Human Factors : Communication Breakdown
Communication Breakdown.Party1 : Flight Crew
Communication Breakdown.Party2 : Other

Events

Anomaly.Conflict : NMAC
Detector.Person : Flight Crew
Miss Distance.Horizontal : 10
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

I was dropping off a groom and his best man for a wedding at a venue with a tight landing area. It was a short flight, and after communicating with Tower I began my high recon of the landing area. I had done both a satellite imagery review and a site visit prior to the landing, but there was a new obstacle I had not expected to encounter. One of the groom's friends had a drone that he was hovering in the parking lot. Not 100% sure of the type but it was a small four rotor system similar to DJI Phantom with a camera underneath. I had not thought to communicate to the groom ahead of time of the need to keep any small UAS on the ground during the landing. I did say to the groom during the flight, "He needs to keep the drone on the ground." As I shifted my focus back down to the ground I saw the UAS was in his hand and it looked like he was walking it back to his trunk. At the same time the groom was on the phone and I heard him say "the pilot said to keep it on the ground." I decided at that time to continue the approach, and conducted a steep approach into the landing area to remain clear of the trees and obstacles in the area. After landing, I rolled down the throttle to bring rotor RPM to idle and had the groom and his best man exit out of the helicopter walking forward of the helicopter. When I shifted my attention back forward I saw the drone back in the air, about 10 feet in front of me at or slightly above my rotor system. I leaned my head out of the aircraft and made eye contact with the operator while pointing at him, then the drone. I made a hand signal to back away from the aircraft, and the drone moved away from the helicopter and back down to a one foot hover before setting back down on the ground. At that point I contacted tower for takeoff clearance, brought my RPM back up to flight and exited the landing area using a max performance takeoff.

It is possible communication with the groom prior to the event to keep any aerial videographers on the ground during the landing and takeoff would have prevented the occurrence, but it is possible the drone operator never communicated his intent to film the landing to the groom. What would have been far more effective would have been to have ground personnel there for the landing to directly communicate with the operator and stress the importance of keeping the drone on the ground to prevent either a mid-air collision or the drone being thrown by the rotor wash into people or objects. However, we had limited staffing due to the holiday weekend and all available company personnel were tasked. I have no way of determining if the operator was licensed, I consider it a high probability the individual was a friend who flew for hobby. A factor in my assessment of

this probability is the hope that a licensed UAS operator would know better than flying a UAS two miles from a class B Airport off the departure end of the runway.

Synopsis

A R44 Pilot reported an encounter with a UAV just before liftoff.

Time / Day

Date : 201808
Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : IWA.Airport
State Reference : AZ
Relative Position.Angle.Radial : 100
Relative Position.Distance.Nautical Miles : 25
Altitude.AGL.Single Value : 200

Environment

Flight Conditions : VMC
Weather Elements / Visibility.Visibility : 60
Light : Daylight
Ceiling.Single Value : 12000

Aircraft

Reference : X
Aircraft Operator : Air Taxi
Make Model Name : Eurocopter AS 350/355/EC130 - Astar/Twinstar/Ecureuil
Operating Under FAR Part : Part 135
Flight Plan : VFR
Mission : Passenger
Flight Phase : Descent
Route In Use : VFR Route
Airspace.Class G : E67

Person

Reference : 1
Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Air Taxi
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
Experience.Flight Crew.Total : 17500
Experience.Flight Crew.Last 90 Days : 70
Experience.Flight Crew.Type : 2000
ASRS Report Number.Accession Number : 1574537
Human Factors : Situational Awareness

Events

Anomaly.Inflight Event / Encounter : CFTT / CFIT
Detector.Person : Flight Crew
Miss Distance.Vertical : 200

When Detected : In-flight
Result.General : None Reported / Taken

Assessments

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

Narrative: 1

During descent from mountainous terrain, I descended too early and passed within less than 300 feet AGL of a ridge. This was an unintentional excursion during descent from mountainous terrain into the valley floor. I was leaving a 1000 foot AGL cruise to a planned 1500 foot cruise in lower terrain. During my descent I noticed my radar altimeter decreasing in altitude, I expected it to indicate approximately 300 to 400 feet passing the ridge, but I noticed it actually indicate a low of just above 200 prior to starting its climb back up to indicate approximately 2000 AGL. I never intended to be below 300, but the aircraft indications did show that I was below 300.

Synopsis

AS350 Pilot reported starting a descent too early and passing within less than 300 feet of a ridge.

Time / Day

Date : 201808

Place

Altitude.MSL.Single Value : 1300

Environment

Flight Conditions : VMC

Weather Elements / Visibility : Turbulence

Light : Daylight

Aircraft

Reference : X

Aircraft Operator : Fractional

Make Model Name : Helicopter

Operating Under FAR Part : Part 91

Flight Plan : None

Mission : Passenger

Flight Phase : Landing

Route In Use : None

Person : 1

Reference : 1

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Fractional

Function.Flight Crew : Captain

Function.Flight Crew : Pilot Flying

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Air Transport Pilot (ATP)

Qualification.Flight Crew : Flight Instructor

Experience.Flight Crew.Total : 7680

Experience.Flight Crew.Last 90 Days : 160

Experience.Flight Crew.Type : 2600

ASRS Report Number.Accession Number : 1574508

Person : 2

Reference : 2

Location Of Person : Company

Reporter Organization : Contracted Service

Qualification.Other

ASRS Report Number.Accession Number : 1574517

Events

Anomaly.Ground Event / Encounter : Other / Unknown

Detector.Person : Ground Personnel

When Detected : In-flight

Result.General : Physical Injury / Incapacitation

Assessments

Contributing Factors / Situations : Company Policy

Contributing Factors / Situations : Aircraft

Contributing Factors / Situations : Human Factors

Contributing Factors / Situations : Environment - Non Weather Related

Primary Problem : Environment - Non Weather Related

Narrative: 1

The flight was with 6 adult male passengers and a large amount of bags, including golf clubs. We carried round trip fuel, and as such were fairly heavy. On arrival at ZZZ a strong wind was observed to be blowing from the southeast. The FMS showed the winds to be 19 knots from the southeast. The regular approach path would have put this wind on our tail, and the upslope nature of the terrain would have meant that the helicopter would have been out of ground effect until very short final. This approach path would also have put the main structure and bystanders directly in front of the helicopter, leaving no safe escape route in case of settling with power, or a lack of power to ensure a safe landing.

After a short discussion, it was decided to make the approach from the northeast, final approach heading being approximately 210, and the path was over open grassland with a few trees. This approach put the wind on our left side, the structures and bystanders in full view of the pilot flying, and the down sloping open area to the left for an escape route into the wind. On short final it was observed that bystanders had moved closer to the planned landing spot, and were now standing in and around a circle of lawn furniture. This area of lawn furniture, around a fire pit, had been discussed among the pilots as late as the day before. No pilots, including myself, had ever seen it being moved by downwash. I did not look at the bystanders closely due to keeping my attention on landing the helicopter, but they were seen to talk to each other, and might have been photographing or filming the landing on their phones. Due to tall trees close to the landing spot, we ended up in a steep approach, but at no time was the approach abnormal or unsafe. As I set the helicopter down, I could see out of the corner of my eye that our downwash was moving furniture. After we were safely on the ground I looked over and could see that furniture had indeed been blown around, and one person was seen to hold his upper thigh area, but was walking around, and proceeded to greet the passengers as they disembarked. Dispatch was immediately informed about the occurrence.

It is my opinion that the approach path we chose was the only safe option open to us, and at no time was the approach abnormal or unsafe. Had we approached with a tail wind, with the obstacles and bystanders where they were, we would have had to make a very slow approach. This would have put both the helicopter and passengers in greater risk, and also would have increased the length of exposure to our downwash.

Narrative: 2

The pilots were landing a helicopter at a private facility with permission from land owner. The landing area is one used on a regular basis. The landing was normal. Once the aircraft departed the landing area, the helicopter base received a phone call from the client that a chair had blown over and struck a person in the knee. No other details were provided at that time. The injury, if any, was minor. The crew was advised of the incident and said no one approached them or advised them of the incident when they were on scene or prior to their departure. No other damage was reported.

Synopsis

A Helicopter pilot landing on private property reported their downwash blew a chair over which hit a bystander.

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.

Time / Day

Date : 201808

Local Time Of Day : 1201-1800

Place

Locale Reference.ATC Facility : MKC.Tower

State Reference : MO

Altitude.MSL.Single Value : 2700

Environment

Flight Conditions : VMC

Light : Daylight

Aircraft : 1

Reference : X

ATC / Advisory.Tower : MKC

Aircraft Operator : Government

Make Model Name : Helicopter

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : IFR

Flight Phase : Cruise

Route In Use : Visual Approach

Airspace.Class D : MKC

Aircraft : 2

Reference : Y

ATC / Advisory.Tower : MKC

Make Model Name : Small Aircraft

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : VFR

Flight Phase : Taxi

Route In Use : VFR Route

Airspace.Class D : MKC

Aircraft : 3

Reference : Z

ATC / Advisory.Tower : MKC

Aircraft Operator : Personal

Make Model Name : Small Aircraft

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : VFR

Mission : Personal

Flight Phase : Initial Approach

Route In Use : VFR Route

Airspace.Class D : MKC

Person

Reference : 1
Location Of Person.Facility : MKC.Tower
Reporter Organization : Government
Function.Air Traffic Control : Local
Qualification.Air Traffic Control : Fully Certified
ASRS Report Number.Accession Number : 1569950
Human Factors : Situational Awareness

Events

Anomaly.ATC Issue : All Types
Anomaly.Conflict : Airborne Conflict
Anomaly.Deviation - Procedural : Published Material / Policy
Detector.Person : Flight Crew
Detector.Person : Air Traffic Control
When Detected : In-flight
Result.Air Traffic Control : Issued Advisory / Alert
Result.Air Traffic Control : Issued New Clearance
Result.Air Traffic Control : Separated Traffic

Assessments

Contributing Factors / Situations : Airspace Structure
Contributing Factors / Situations : ATC Equipment / Nav Facility / Buildings
Contributing Factors / Situations : Chart Or Publication
Contributing Factors / Situations : Human Factors
Contributing Factors / Situations : Procedure
Primary Problem : ATC Equipment / Nav Facility / Buildings

Narrative: 1

Aircraft X was operating about 5 miles south of the airport. Aircraft Y, called ready for departure. The pilot of Aircraft Y requested southbound to the Plaza and then east for sightseeing. I cleared Aircraft Y for takeoff and on course. I issued traffic to the Aircraft Y about the helicopter and the helicopter about the Aircraft Y. Helicopter volunteered to descend a bit.

As the Aircraft Y approached the Plaza I saw Aircraft Z approaching from the southeast and direct to the field. The twin antennas, helicopter, Aircraft Y, and the downtown buildings were all directly between the field and Aircraft Z. I passed traffic to both the Aircraft Y and helicopter about Aircraft Z, which was about five or six miles southeast of them and level at 3,000 feet. Aircraft Z was about 1 1/2 to 2 miles south of the helicopter and Aircraft Y when the Aircraft Z checked onto the Local Control frequency on a Visual Approach and descending. I immediately instructed the Aircraft Z to turn and maintain altitude to avoid collision with the VFR aircraft. Once Aircraft Z was clear of conflict, I cleared the pilot to land. My relief arrived as Aircraft Z was rolling out, so I gave the brief to a trainee and his instructor. I went to the break room for lunch as the Aircraft Z taxied to park.

The scenario remained troubling with unresolved questions, so I drove over and met with the Aircraft Z pilot. During our conversation, the pilot relayed that he had an iPad app on which he received an ADS-B hit. He asked the Approach Controller about it and was told there was no traffic in the area. When the ADS-B target turned yellow, he asked again, receiving the same response. The pilot also stated he would file a report about the event.

Both VFR targets were displayed continuously on the Tower radar display. Our feed is derived the same radar antenna.

One of my initial questions was answered by the Aircraft Z pilot. Why did he start descending into VFR traffic? He was told there wasn't any by the approach controller. Why would the Approach Controller say that? Either the filter limits were set in such a way to exclude the VFR traffic, or the controller, for whatever reason, didn't see either target. Or perhaps, and most disturbingly, the "we don't separate VFRs" thing continues.

We've had issues with Kansas City Approach switching aircraft on Visual Approaches with pertinent and unresolved VFR conflicts. The first time, the pilot on a Visual Approach is even aware of the VFRs existence is, all too often, after they've checked on with Tower. When they give us sufficient time to fix it, it isn't a problem. So, either resolve the conflict, or ship the inbound sooner.

Aircraft approaching direct from the southeast on Visual Approaches have presented their own problems over the years. If an inbound is at or near the MVA (Minimum Vectoring Altitude) they often have difficulty getting the field in sight because of the downtown buildings, regularly resulting in additional vectors and a late frequency change inside of the Transfer Control Point. The two tall and obstructing radio antennas are an additional hazard. If the inbound is high enough to see the field they sometimes require additional maneuvering to lose the excess altitude, and again have to deal with the twin antennas. A straight in of, say, 7 to 10 miles fixes it. Inbound aircraft won't have to contend with finding the field through the downtown buildings or the twin antennas. The VFR reporting point attracts VFR aircraft, occasionally in large numbers. A straight in from 7 or more miles keeps inbound aircraft geographically separated from that traffic.

Synopsis

MKC Tower Controller reported receiving an aircraft on a Visual Approach descending into a conflict with VFR traffic.

Time / Day

Date : 201808

Local Time Of Day : 0601-1200

Place

Locale Reference.Airport : GCN.Airport

State Reference : AZ

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Light : Daylight

Aircraft : 1

Reference : X

ATC / Advisory.Tower : GCN

Aircraft Operator : FBO

Make Model Name : Helicopter

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 135

Flight Plan : VFR

Mission : Passenger

Flight Phase : Final Approach

Route In Use : None

Airspace.Class D : GCN

Aircraft : 2

Reference : Y

ATC / Advisory.Tower : GCN

Aircraft Operator : FBO

Make Model Name : Helicopter

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : VFR

Mission : Passenger

Flight Phase : Final Approach

Route In Use : VFR Route

Airspace.Class D : GCN

Person

Reference : 1

Location Of Person.Facility : GCN.Tower

Reporter Organization : Government

Function.Air Traffic Control : Local

Function.Air Traffic Control : Ground

Qualification.Air Traffic Control : Fully Certified

ASRS Report Number.Accession Number : 1568320

Human Factors : Communication Breakdown

Human Factors : Situational Awareness

Communication Breakdown.Party1 : ATC
Communication Breakdown.Party2 : Flight Crew

Events

Anomaly.ATC Issue : All Types
Anomaly.Conflict : NMAC
Anomaly.Deviation - Track / Heading : All Types
Anomaly.Deviation - Procedural : Published Material / Policy
Detector.Person : Air Traffic Control
When Detected : In-flight
Result.Air Traffic Control : Issued Advisory / Alert

Assessments

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

Narrative: 1

Local Controller 2 and Ground Control is responsible for 300 feet and below airspace in the Class Delta for helicopter traffic to helipads located around the airport. The Local Controller 1 is responsible for all inbounds/outbound to the runway. I was not working Local Control 1. The Local Control 1 controller had a GA helicopter inbound in which the pilot conducted an un-anticipated short approach. No known restriction was given to helicopter (usually instructed to stay at or above 500 feet AGL until final to remain above Local Control 2 traffic.)

Aircraft X descended left base through final for Local Control 2's traffic to helipads in front of Aircraft Y. Aircraft Y was issued traffic, although I was not in communication with Aircraft X and did not coordinate for descent in Local 2's airspace. Aircraft Y did not respond nor were any visual evasive maneuvers observed. Aircraft X was then given a clearance to land on the northern helipads located on the airport. (Used for General Aviation helicopters only). Aircraft X was visually observed descending towards the helipad from final. One minute passed and I scanned the north ramp and did not see Aircraft X at the correct helipad. The Controller in Charge who was also working Local Control 1 received a phone call from a nearby Operator that Aircraft X has landed on their helipads. Aircraft X [had] landed in their helipads. Situation was resolved, Aircraft X flew direct to the correct helipads. I did not receive any communication from any of the traffic I had on frequency nor observed any abnormal maneuvers.

I believe that the Local 1 Controller did not use the prescribed technique of restricting Aircraft X at or above 500 feet until final, as this is a standard technique used by our facility. I also believe that the pilot of Aircraft X did a short approach without notifying the Local 1 controller. These two communication errors would have prevented this. However, once the situation presented itself, climbing Aircraft X out of Local 2's airspace would have been the best solution.

Synopsis

GCN Tower Controller reported a NMAC between a helicopter flying through their airspace without coordination and into conflict with another helicopter.

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.Party1 : Flight Crew
Communication Breakdown.Party2 : 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.

Time / Day

Date : 201808
Local Time Of Day : 1201-1800

Place

Locale Reference.ATC Facility : IAD.Tower
State Reference : DC
Altitude.AGL.Single Value : 200

Aircraft : 1

Reference : X
ATC / Advisory.Tower : IAD
Aircraft Operator : Air Taxi
Make Model Name : Helicopter
Crew Size.Number Of Crew : 1
Operating Under FAR Part : Part 135
Flight Plan : IFR
Mission : Ambulance
Flight Phase : Initial Climb
Airspace.Class B : IAD

Aircraft : 2

Reference : Y
ATC / Advisory.Tower : IAD
Aircraft Operator : Air Carrier
Make Model Name : Large Transport
Crew Size.Number Of Crew : 1
Flight Plan : VFR
Mission : Passenger
Flight Phase : Initial Climb
Airspace.Class B : IAD

Person

Reference : 1
Location Of Person.Facility : IAD.Tower
Reporter Organization : Government
Function.Air Traffic Control : Local
Qualification.Air Traffic Control : Fully Certified
ASRS Report Number.Accession Number : 1567281
Human Factors : Communication Breakdown
Communication Breakdown.Party1 : ATC
Communication Breakdown.Party2 : Flight Crew

Events

Anomaly.Aircraft Equipment Problem : Less Severe
Anomaly.Airspace Violation : All Types
Anomaly.Conflict : Airborne Conflict
Anomaly.Deviation - Procedural : Clearance
Anomaly.Deviation - Procedural : Published Material / Policy

Detector.Person : Air Traffic Control
When Detected : In-flight
Result.Air Traffic Control : Separated Traffic
Result.Air Traffic Control : Issued Advisory / Alert

Assessments

Contributing Factors / Situations : ATC Equipment / Nav Facility / Buildings
Contributing Factors / Situations : Procedure
Primary Problem : Procedure

Narrative: 1

Helicopter called me airborne off of [a nearby hospital] inside the Class B. At that time a Large Transport aircraft was rotating off Runway 30 departing. The data tags were overlapped. By the time I identified Helicopter's position I realized that the Large Transport was in close proximity. I called the traffic to Helicopter, he said he had the Large Transport in sight. By that time I could see both aircraft out of the window. I asked Helicopter if they tried calling on the ground and they said yes but they could not reach the Tower. So they said they got airborne and then called. This procedure that allows helicopters to get airborne inside the Class B before calling the Tower needs to be stopped. There is another hospital that is 2 mile final 19R. Helicopters depart these hospitals then call the Tower. Departures and arrivals are often conflicting with them with little to no time to separate them. If the departure had been a heavy or the super, the wake turbulence could have caused a crash.

Synopsis

IAD Tower Controller reported the procedure of allowing air ambulance helicopters to depart nearby hospitals non radar with inability to communicate in Class B creates a collision hazard.

Time / Day

Date : 201808
Local Time Of Day : 0001-0600

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.MSL.Single Value : 500

Environment

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

Aircraft

Reference : X
ATC / Advisory.Tower : ZZZ
Aircraft Operator : Air Taxi
Make Model Name : McDonnell Douglas Helicopter Undifferentiated or Other Model
Crew Size.Number Of Crew : 1
Operating Under FAR Part : Part 135
Flight Plan : VFR
Mission : Passenger
Flight Phase : Initial Climb
Airspace.Class B : ZZZ

Component

Aircraft Component : Cockpit Canopy Window
Aircraft Reference : X
Problem : Failed

Person

Reference : 1
Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Air Taxi
Function.Flight Crew : Single Pilot
Qualification.Flight Crew : Rotorcraft
Qualification.Flight Crew : Flight Instructor
Qualification.Flight Crew : Instrument
Experience.Flight Crew.Total : 7300
Experience.Flight Crew.Last 90 Days : 180
Experience.Flight Crew.Type : 2400
ASRS Report Number.Accession Number : 1566629

Events

Anomaly.Aircraft Equipment Problem : Less Severe
Anomaly.Flight Deck / Cabin / Aircraft Event : Illness

Anomaly.Inflight Event / Encounter : Bird / Animal
Detector.Person : Flight Crew
Were Passengers Involved In Event : Y
When Detected : In-flight
Result.General : Maintenance Action
Result.Flight Crew : Landed in Emergency Condition
Result.Flight Crew : Requested ATC Assistance / Clarification
Result.Flight Crew : Returned To Departure Airport
Result.Air Traffic Control : Provided Assistance
Result.Aircraft : Aircraft Damaged

Assessments

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

Narrative: 1

After departure, level 500 MSL/AGL, bird came through right front window. Debris hit pilot and front two passengers. Passenger #2 (by doorway) had pieces of bird and Plexiglass hit his face and his glasses, as he put it, "exploded off of my face." I looked down and saw Passenger #1 (front middle seat by me as the pilot) holding a piece of Plexiglass in her hand and bleeding. I radioed the Tower and advised of the bird strike and that I was immediately returning to base (about 3 miles) since the aircraft didn't seem to be damaged except for a hole in the windshield. We returned to base with no issues with airworthiness and Passenger #1 was bleeding, so I wanted to get her medical attention as soon as possible. The bleeding [turned out] being very minor after we landed. She said her injury was only a scratch so self-diagnosed herself. Airport medical came and looked at her and she confirmed that she was fine. The hole in the right front window was approximately 20" x 24" and ZZZ wildlife officer came out and took blood and feather samples to determine the exact type of bird it was.

Synopsis

Helicopter pilot reported a large bird struck the aircraft shattering the canopy.

Time / Day

Date : 201807
Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Relative Position.Distance.Nautical Miles : 7
Altitude.MSL.Single Value : 2000

Environment

Flight Conditions : VMC
Weather Elements / Visibility.Visibility : 10
Ceiling.Single Value : 6000

Aircraft

Reference : X
ATC / Advisory.Tower : ZZZ
Aircraft Operator : Personal
Make Model Name : Eurocopter AS 350/355/EC130 - Astar/Twinstar/Ecureuil
Crew Size.Number Of Crew : 1
Operating Under FAR Part : Part 91
Flight Plan : None
Mission : Personal
Flight Phase : Cruise
Route In Use : Direct
Airspace.Class C : 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 : Flight Instructor
Qualification.Flight Crew : Instrument
Qualification.Flight Crew : Air Transport Pilot (ATP)
Experience.Flight Crew.Total : 2500
Experience.Flight Crew.Last 90 Days : 76
Experience.Flight Crew.Type : 100
ASRS Report Number.Accession Number : 1565489
Human Factors : Time Pressure
Human Factors : Troubleshooting
Human Factors : Situational Awareness

Events

Anomaly.Aircraft Equipment Problem : Critical
Anomaly.Ground Event / Encounter : Other / Unknown
Detector.Person : Flight Crew
When Detected : In-flight
Result.General : Maintenance Action
Result.Flight Crew : Landed in Emergency Condition
Result.Flight Crew : Requested ATC Assistance / Clarification
Result.Air Traffic Control : Provided Assistance

Assessments

Contributing Factors / Situations : Aircraft
Primary Problem : Aircraft

Narrative: 1

I was PIC in an Ercoupe 415D. We departed and intended to travel down the shoreline below the Class B airspace. I noticed a decrease in engine power to 1500 RPM. I attempted to increase throttle and noticed there was no response to increased or decreased throttle movement. The RPM stayed at 1500RPM. I first suspected possible carburetor icing, but after applying carb heat, this was determined not to be a factor. At this point, the aircraft lost airspeed and began to lose altitude. I reduced speed to best glide and advised my copilot to find ZZZ Tower frequency. I made a mayday call to ZZZ Tower and he advised us to proceed direct ZZZ. I advised we were unable and would be landing somewhere along the shore. He advised us of [a nearby road] as an option. I began to glide toward [the road] for landing. Shortly before touchdown, my copilot advised me of a bridge ahead. Considering speed, altitude, and energy, I opted to fly under the bridge and touchdown just after the bridge. The left lane traffic opened up allowing us a clear landing area. I applied heavy braking and brought the aircraft to a stop. Both occupants of the aircraft were uninjured and there was no damage to the aircraft. [We] concluded the throttle cable had broken at the throttle arm on the carburetor. The engine was operating normally, but there was no way to control the throttle position which was near idle.

Synopsis

Ercoupe 415 pilot reported a throttle linkage failure, and subsequent loss of power, which resulted in a successful off field landing on a nearby highway.

Time / Day

Date : 201807

Place

Locale Reference.ATC Facility : MWH.TRACON
State Reference : WA
Altitude.MSL.Single Value : 2700

Aircraft

Reference : X
ATC / Advisory.TRACON : MWH
Make Model Name : Helicopter
Crew Size.Number Of Crew : 1
Operating Under FAR Part : Part 91
Flight Plan : IFR
Flight Phase : Initial Approach
Route In Use : Vectors
Airspace.Class D : MWH

Person

Reference : 1
Location Of Person.Facility : MWH.TRACON
Reporter Organization : Government
Function.Air Traffic Control : Approach
Qualification.Air Traffic Control : Fully Certified
ASRS Report Number.Accession Number : 1564105
Human Factors : Situational Awareness

Events

Anomaly.ATC Issue : All Types
Anomaly.Deviation - Procedural : Published Material / Policy
Anomaly.Inflight Event / Encounter : CFTT / CFIT
Detector.Person : Air Traffic Control
When Detected : In-flight
Result.General : None Reported / Taken

Assessments

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

Narrative: 1

Aircraft X was doing multiple IFR approaches at MWH. After completion of their first approach, they were given alternate missed approach instructions of "turn right heading 100, climb and maintain 3000." The helicopter came off of the airport on a heading of 100, climbing to 3000, and was radar identified. Once the aircraft reached the downwind area, I issued a right turn heading 140 to enter the downwind. The helicopter was climbing much slower than I was accustomed to and was only at 2700MSL when they were issued the turn; the MVA (Minimum Vectoring Altitude) in this area is 3000MSL. By the time I had

noticed this, they had already climbed to the MVA. The aircraft continued on the approach without incident. I issued the turn based on an expectation bias. Every other aircraft I have ever worked has been at the MVA prior to the downwind turn. There are no airspace or procedures that need to be changed.

Synopsis

MWH Controller reported a helicopter was vectored into a higher Minimum Vectoring Altitude while still climbing.

Time / Day

Date : 201807

Local Time Of Day : 1801-2400

Place

Locale Reference.Airport : JNU.Airport

State Reference : AK

Environment

Flight Conditions : VMC

Aircraft

Reference : X

ATC / Advisory.Tower : JNU

Aircraft Operator : FBO

Make Model Name : Helicopter

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : VFR

Flight Phase : Descent

Route In Use : None

Airspace.Class D : JNU

Person

Reference : 1

Location Of Person.Facility : JNU.Tower

Reporter Organization : Government

Function.Air Traffic Control : Local

Qualification.Air Traffic Control : Fully Certified

ASRS Report Number.Accession Number : 1563420

Human Factors : Situational Awareness

Events

Anomaly.ATC Issue : All Types

Anomaly.Conflict : Airborne Conflict

Anomaly.Deviation - Track / Heading : All Types

Anomaly.Deviation - Procedural : Clearance

Detector.Person : Air Traffic Control

When Detected : In-flight

Assessments

Contributing Factors / Situations : Company Policy

Contributing Factors / Situations : Human Factors

Contributing Factors / Situations : Procedure

Primary Problem : Human Factors

Narrative: 1

I had a flight of three helicopters (Aircraft X) call up as inbound on a specific arrival to the Airport. The lead aircraft told me they had traffic in sight and would be behind that helicopter on the way in. Upon reaching their reporting point, Aircraft X requested to overfly a taxiway in an opposite direction flow. I said unable, Ground needs the taxiway and they need to fly the flow they were on. They said they would stick to the correct flow. Aircraft X were on a high approach and decided to pass above the helicopter they were supposed to follow. They were less than 100 ft away from the other helicopter as they descended over the traffic they were supposed to follow. They had a similar situation I observed happen earlier today with another controller. Aircraft X did not want to slow, and descended over the other helicopter to prove a point. Aircraft X were issued a brasher warning on a mile final to their ramp and did not respond. This company refuses to respond to any pilot deviation and pretends not to hear the controller.

The [company] helicopters should not be descending into other aircraft that they had in sight and were following. This has been an on-going issue. They are a safety hazard. They should respond to brasher warnings.

Synopsis

Tower Controller reported a flight of 3 helicopters intentionally overflew a preceding helicopter.

Time / Day

Date : 201807

Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : CXP.Airport

State Reference : NV

Environment

Flight Conditions : VMC

Light : Daylight

Aircraft : 1

Reference : X

ATC / Advisory.CTAF : CXP

Aircraft Operator.Other

Make Model Name : Eurocopter AS 350/355/EC130 - Astar/Twinstar/Ecureuil

Operating Under FAR Part.Other

Airspace.Class G : CXP

Aircraft : 2

Reference : Y

Make Model Name : UAV - Unpiloted Aerial Vehicle

Operating Under FAR Part.Other

Flight Phase : Cruise

Airspace.Class G : CXP

Person

Reference : 1

Location Of Person : Hangar / Base

Function.Ground Personnel : Airport Personnel

ASRS Report Number.Accession Number : 1561264

Analyst Callback : Completed

Events

Anomaly.Inflight Event / Encounter : Object

Detector.Person : Flight Crew

Miss Distance.Horizontal : 0

Miss Distance.Vertical : 0

When Detected : In-flight

Result.General : Flight Cancelled / Delayed

Result.General : Maintenance Action

Result.General : Police / Security Involved

Result.Flight Crew : Landed As Precaution

Result.Aircraft : Aircraft Damaged

Assessments

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

Narrative: 1

Aircraft X, (AS350) Eurocopter experienced a drone strike approximately 1 nm south of CXP. Altitude unknown. Pilot in command (PIC) reported thought it was a bird strike, but did not find evidence of bird. Reported sound of an object striking the aircraft and subsequent vibration in tail section. PIC made an immediate landing on the CXP south ramp. Follow-up inspection by company mechanic reported bent trim tab and located dings on fuselage where object struck the aircraft. Repair conducted over next two days. Aircraft departed CXP after two days. FAA FSDO (RNO) notified on morning after two days. I was instructed to contact Carson City Sheriff's Office and request deputy to take a police report.

Callback: 1

Reporter reiterated details contained in original report and stated that the helicopter landed on the east circular landing zone on the south ramp at Carson City Airport (CXP).

Synopsis

An airport worker at CXP reported a midair collision between a helicopter and a drone.

Time / Day

Date : 201807

Local Time Of Day : 1801-2400

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.AGL.Single Value : 500

Environment

Flight Conditions : VMC

Weather Elements / Visibility.Visibility : 10

Light : Dusk

Ceiling.Single Value : 25000

Aircraft

Reference : X

Aircraft Operator : Fractional

Make Model Name : Robinson R44

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : None

Mission : Ferry

Flight Phase : Cruise

Route In Use : Visual Approach

Airspace.Class E : 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 : Fractional

Function.Flight Crew : Single Pilot

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Commercial

Qualification.Flight Crew : Flight Instructor

Experience.Flight Crew.Total : 3900

Experience.Flight Crew.Last 90 Days : 80

Experience.Flight Crew.Type : 100

ASRS Report Number.Accession Number : 1560710

Events

Anomaly.Aircraft Equipment Problem : Critical
Anomaly.Ground Event / Encounter : Other / Unknown
Detector.Person : Flight Crew
When Detected : In-flight
Result.Flight Crew : Landed As Precaution
Result.Flight Crew : Landed in Emergency Condition

Assessments

Contributing Factors / Situations : Aircraft
Primary Problem : Aircraft

Narrative: 1

The engine began to overspeed and was uncontrollable. Throttle was rolled to idle and an autorotation with power was made to a safe landing area. Crew was uninjured (single pilot) and aircraft was not damaged.

Synopsis

R44 pilot reported safely executing an autorotation landing after the engine began to overspeed uncontrollably.

Time / Day

Date : 201807

Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : BFI.Airport

State Reference : WA

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 : ZZZ.Airport

State Reference : US

Relative Position.Distance.Nautical Miles : 10

Altitude.AGL.Single Value : 1000

Environment

Flight Conditions : Mixed

Weather Elements / Visibility : Haze / Smoke

Weather Elements / Visibility.Visibility : 10

Light : Night

Ceiling.Single Value : 1000

Aircraft : 1

Reference : X

ATC / Advisory.CTAF : ZZZ

Aircraft Operator : Personal

Make Model Name : Small Aircraft

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : None

Mission : Personal

Flight Phase : Cruise

Route In Use : None

Aircraft : 2

Reference : Y

Aircraft Operator : Government

Make Model Name : Helicopter

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Mission : Tactical

Flight Phase : Cruise

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 : Private

Experience.Flight Crew.Total : 1010

Experience.Flight Crew.Last 90 Days : 20

Experience.Flight Crew.Type : 995

ASRS Report Number.Accession Number : 1559933
Human Factors : Communication Breakdown
Human Factors : Confusion
Human Factors : Situational Awareness
Human Factors : Time Pressure
Human Factors : Distraction
Communication Breakdown.Party1 : Flight Crew
Communication Breakdown.Party2 : Flight Crew

Events

Anomaly.Conflict : NMAC
Detector.Person : Flight Crew
Miss Distance.Horizontal : 250
When Detected : In-flight
Result.Flight Crew : Took Evasive Action
Result.Flight Crew : Diverted

Assessments

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

Narrative: 1

I was flying three passengers on a scenic flight. While flying south of downtown, and monitoring the local CTAF frequency, I encountered restricted visibility from haze and smoke. I descended temporarily for better visibility. Shortly after, I encountered a bright white light inside the cockpit. The light was being projected by a powerful spotlight from a police helicopter. The light was almost completely blinding. I could not determine the proximity of the aircraft except to estimate that it was flying at my 5 o'clock. One of the rear passengers estimated that the aircraft was 250 to 500 feet away. I took immediate evasive action and descended while turning to the left to put the light behind me. For several seconds, I could not see where I was flying. The aircraft continued to chase us, shining the projector directly into the cockpit as we were descending at full power. We did not know what was happening and we all thought we were being attacked. The nearest airport was ZZZ. I contacted them and advised them that we were being chased by another aircraft. They provided me with a transponder code and I continued towards ZZZ for an immediate landing. The other aircraft also contacted ZZZ Tower and identified themselves as [the] Police Department. This was one of the most dangerous flying incidents I've encountered in my 22 years of flying. It's extremely important that the crew be advised about the potential of blinding other pilots with these projector searchlights.

Synopsis

GA pilot reported a NMAC with a police helicopter that aggressively blinded the pilot with a search light.

Time / Day

Date : 201807

Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Relative Position.Distance.Nautical Miles : 15

Altitude.MSL.Single Value : 5500

Environment

Flight Conditions : VMC

Light : Daylight

Aircraft : 1

Reference : X

Make Model Name : Robinson R44

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 91

Mission : Personal

Flight Phase : Cruise

Route In Use : Direct

Airspace.Class G : ZZZ

Aircraft : 2

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

Person

Reference : 1

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Personal

Function.Flight Crew : Pilot Not Flying

Qualification.Flight Crew : Private

Experience.Flight Crew.Total : 99

Experience.Flight Crew.Last 90 Days : 27

Experience.Flight Crew.Type : 99

ASRS Report Number.Accession Number : 1558874

Human Factors : Communication Breakdown

Communication Breakdown.Party1 : Flight Crew

Communication Breakdown.Party2 : ATC

Events

Anomaly.Conflict : NMAC

Detector.Person : Flight Crew

Miss Distance.Horizontal : 100

Miss Distance.Vertical : 50

When Detected : In-flight
Result.Flight Crew : Took Evasive Action

Assessments

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

Narrative: 1

Enroute heading 050 and climbing to get reception for flight following from Center while VFR I was in the right seat of a Robinson R44 when I saw a light fixed wing aircraft that appeared to be a Blue and White Bonanza or Cirrus out of the lower left window next to the console begin to turn away on a westerly heading. Left seat had controls and turned slightly to the right and then returned to our previous heading as the other aircraft had already passed us and was no longer a factor. The fixed wing aircraft appeared to be approximately 50 feet below and approximately 100-150 feet to the left of our aircraft. The flight went on and completed with no issue. Had we already been on with Center before, this event may have been avoided.

Synopsis

R-44 pilot reported a NMAC with a fixed wing aircraft.

Time / Day

Date : 201807

Local Time Of Day : 0601-1200

Place

Locale Reference.Airport : DCA.Airport

State Reference : DC

Altitude.MSL.Single Value : 200

Environment

Flight Conditions : VMC

Light : Daylight

Aircraft : 1

Reference : X

ATC / Advisory.Tower : DCA

Make Model Name : Helicopter

Flight Plan : VFR

Flight Phase : Cruise

Route In Use : VFR Route

Route In Use : None

Airspace.Class B : DCA

Aircraft : 2

ATC / Advisory.Tower : DCA

Make Model Name : Light Transport, Low Wing, 2 Turboprop Eng

Operating Under FAR Part : Part 91

Flight Plan : IFR

Flight Phase : Descent

Route In Use : Visual Approach

Airspace.Class B : DCA

Person

Reference : 1

Location Of Person.Facility : DCA.Tower

Reporter Organization : Government

Function.Air Traffic Control : Local

Qualification.Air Traffic Control : Fully Certified

ASRS Report Number.Accession Number : 1558721

Human Factors : Communication Breakdown

Human Factors : Confusion

Human Factors : Training / Qualification

Human Factors : Situational Awareness

Communication Breakdown.Party1 : ATC

Communication Breakdown.Party2 : Flight Crew

Events

Anomaly.ATC Issue : All Types
Anomaly.Deviation - Procedural : Published Material / Policy
Detector.Person : Flight Crew
When Detected : In-flight
Result.Flight Crew : Requested ATC Assistance / Clarification
Result.Air Traffic Control : Issued Advisory / Alert

Assessments

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

Narrative: 1

I was working the Local and Helicopter positions combined at DCA ATC. I have been CPC/FPL for [a short time].

I accepted a handoff from Potomac TRACON on Aircraft X 2 miles west of ZZZ. Aircraft X contacted DCA Tower and requested to fly Route 1-Route 4 -ZZZ1 and then to ZZZ2. I radar contacted Aircraft X, approved the request and issued the altimeter.

Aircraft Y called on a seven mile final to DCA and requested to land on Runway XX. I then I cleared Aircraft Y to land.

Note. My standard practice for helicopters flying the DCA helicopter route is to issue any pertinent landing traffic by the time the helicopters pass over the South Capitol Street Bridge.

Aircraft X asked if I had issued traffic on the aircraft landing Runway XX. I thought I had applied my standard practice of issuing traffic to the helicopters over the bridge so I informed Aircraft X that I had issued the traffic.

Once Aircraft Y landed, he asked about the flight of three helicopters off his right. I informed him I had issued traffic to Aircraft X.

Neither aircraft declared a near miss on frequency. At all times I had maintained Tower applied visual separation between Aircraft X and Aircraft Y.

I recommend recurrent helicopter training for the facility to prevent this incident from occurring in the future with other controllers.

Synopsis

DCA Controller reported they failed to issue traffic information to multiple VFR flights on approach.

Time / Day

Date : 201807

Local Time Of Day : 0601-1200

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Environment

Flight Conditions : Mixed

Weather Elements / Visibility : Rain

Weather Elements / Visibility : Snow

Weather Elements / Visibility : Icing

Aircraft : 1

Reference : X

Aircraft Operator : Corporate

Make Model Name : Robinson R44

Operating Under FAR Part : Part 91

Flight Plan : None

Mission.Other

Flight Phase : Parked

Route In Use : None

Aircraft : 2

Reference : Y

Aircraft Operator : Air Taxi

Make Model Name : Sikorsky Helicopter Undifferentiated or Other Model

Operating Under FAR Part : Part 135

Flight Plan : None

Mission : Ambulance

Flight Phase : Parked

Route In Use : Direct

Person

Reference : 1

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Corporate

Function.Flight Crew : Pilot Flying

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Commercial

Qualification.Flight Crew : Flight Instructor

Experience.Flight Crew.Total : 3160

ASRS Report Number.Accession Number : 1558329

Human Factors : Communication Breakdown

Communication Breakdown.Party1 : Flight Crew

Communication Breakdown.Party2 : Other

Communication Breakdown.Party2 : Dispatch

Events

Anomaly.Deviation - Procedural : Published Material / Policy
Anomaly.Deviation - Procedural : FAR
Detector.Person : Flight Crew
When Detected : Pre-flight
Result.General : Release Refused / Aircraft Not Accepted

Assessments

Contributing Factors / Situations : Company Policy
Contributing Factors / Situations : Weather
Primary Problem : Company Policy

Narrative: 1

I am no longer an active helicopter pilot, and the following is part of the reason I have bowed out.

The regulations prohibit flight in known icing conditions in an aircraft that is not equipped for icing. The Rotorcraft Flight Manual (RFM) for each of the above aircraft (Robinson R44 and Sikorsky S76) also clearly state that flight in known icing conditions in their aircraft is prohibited. The SOPs for my last employer prohibited flight in known icing conditions (the employer before that had no SOPs). For both, my coworkers and I regularly flew in what would be considered by definition "icing conditions;" in one instance, I called my fellow pilot after he landed, and he explained that although they had indeed accumulated some ice on the airframe during the flight, he "knew it wouldn't accumulate too fast." (He has been flying this area for the last couple [of] decades.)

My training department had almost nothing to say on the subject. Everyone in both the R44 and S76 jobs (news gathering and EMS respectively) treated me as if I were being far, far too conservative, and "we would just never fly in the winter if we did it that way."

As far as I can tell, all published material from the FAA and otherwise concerning aircraft icing is exclusively applicable to airplanes. There is usually some disclaimer stating that no one actually knows how quickly ice may accumulate on a helicopter main rotor system (but it will definitely be bad when it does). It seemed to me at the time that I was flying these missions that we were dancing blindfolded in the vicinity of a canyon, and I was called a chicken for pointing it out (I was the most junior pilot in that program. My co-pilot, who was only my senior by about a year, was the only one who listened). That flight on which my fellow pilot experienced icing was a mission that my co-pilot and I had turned down.

There is a lack of knowledge concerning icing in helicopters in general, and in the two professions I was in (EMS and news), there seemed to be an across-the-board lack of respect for what that phenomenon can do. I know that NASA has been conducting tests of helicopter rotors in their icing tunnel...can those results be made public? Even if they aren't conclusive yet...if they will raise awareness, reach out to these industries, and maybe drum up a little more conservatism in our helicopter pilots, it might save a life or two.

Synopsis

Helicopter Pilot reported that multiple times aircraft were flown in known icing conditions even though the aircraft were not equipped for icing.

Time / Day

Date : 201807

Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : VKX.Airport

State Reference : MD

Altitude.MSL.Single Value : 1300

Environment

Flight Conditions : VMC

Weather Elements / Visibility.Visibility : 10

Light : Daylight

Ceiling.Single Value : 12000

Aircraft : 1

Reference : X

ATC / Advisory.TRACON : PCT

Aircraft Operator : Personal

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

Operating Under FAR Part : Part 91

Flight Plan : VFR

Mission : Training

Flight Phase : Final Approach

Route In Use : Direct

Route In Use : Visual Approach

Aircraft : 2

Reference : Y

ATC / Advisory.Tower : DCA

Make Model Name : Helicopter

Crew Size.Number Of Crew : 2

Flight Plan : VFR

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 : 248

Experience.Flight Crew.Last 90 Days : 20

Experience.Flight Crew.Type : 180

ASRS Report Number.Accession Number : 1558323

Human Factors : Situational Awareness

Human Factors : Training / Qualification

Events

Anomaly.Conflict : NMAC
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 : Aircraft
Contributing Factors / Situations : Procedure
Primary Problem : Procedure

Narrative: 1

My flight instructor and I were descending through 1,300 feet on final approach to Runway 06 at VKX within the DC FRZ, and had just been handed off by Potomac TRACON to the CTAF for VKX when what appeared to be a helicopter crossed directly in front of us from left to right at a horizontal distance of approximately 500 feet and a vertical distance of approximately 200 feet. Prior to the hand-off by Potomac TRACON we were not advised that there was a helicopter in the vicinity of VKX or which was on a course to cross the established final approach path that we were on for VKX Runway 6 at or around the final approach/pattern altitude. After making an immediate evasive maneuver to avoid a collision (i.e., an abrupt descending left turn), my instructor contacted Potomac TRACON on 125.12 and notified them of the near collision. We were informed by the controller that the helicopter was talking to DCA/National Tower and not to Potomac, and that he "would speak to them about this."

Proposed corrective actions: That proper procedures are put in place for routing helicopter flights (and any other aircraft), so that they avoid transiting across the airspace used for arrivals and departures at VKX and immediately adjacent W32 at altitudes that would conflict with such arriving and departing traffic. If such transiting is required due to the aircraft's mission, then put in place enhanced safety procedures that may include 1) requiring all such transiting flights to monitor and announce their intentions and positions on the CTAF for those airports, and 2) enhancing coordination and communication between ATC facilities (DCA/National Tower, Andrews ADW) Tower, and Potomac TRACON) which are controlling those flights, and between those ATC facilities and any conflicting air traffic arriving at and departing from VKX and W32. This may include putting in place procedures for the responsible control towers to hand off to Potomac TRACON the control of all aircraft on course to transit the critical airspace/altitudes surrounding VKX and W32 before they reach a certain distance from those airports (10 NM?), so that Potomac is talking to both the transiting aircraft, and the aircraft arriving to or departing from VKX and W32 (who are required to be talking to Potomac under FRZ rules) so that both aircraft can be advised of a potential conflict in a timely manner. These procedures should augment the general "see and avoid" responsibility of all pilots under these circumstances.

Synopsis

Piper Cherokee pilot reported a NMAC with a helicopter on final approach.

Time / Day

Date : 201807

Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : LWM.Airport

State Reference : MA

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Weather Elements / Visibility.Visibility : 10

Light : Daylight

Aircraft : 1

Reference : X

ATC / Advisory.Tower : LWM

Make Model Name : Helicopter

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 91

Flight Plan : None

Flight Phase : Landing

Route In Use : None

Airspace.Class D : LWM

Aircraft : 2

Reference : Y

ATC / Advisory.Tower : LWM

Make Model Name : Small Aircraft

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : IFR

Nav In Use.Localizer/Glideslope/ILS : Runway 05

Flight Phase : Landing

Airspace.Class D : LWM

Person

Reference : 1

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Government

Function.Flight Crew : Instructor

Function.Flight Crew : Pilot Not Flying

Qualification.Flight Crew : Flight Instructor

Qualification.Flight Crew : Commercial

Experience.Flight Crew.Total : 1342

Experience.Flight Crew.Last 90 Days : 55

Experience.Flight Crew.Type : 702

ASRS Report Number.Accession Number : 1557290
Human Factors : Situational Awareness

Events

Anomaly.ATC Issue : All Types
Anomaly.Conflict : Ground Conflict, Critical
Detector.Person : Flight Crew
Miss Distance.Horizontal : 100
When Detected : Taxi
Result.Flight Crew : Took Evasive Action

Assessments

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

Narrative: 1

While returning to the class D airport in a helicopter we were cleared to land Runway 23 and taxi via taxiway E. We landed the helicopter on the numbers of 23 before preparing to pick it back up and taxi off the runway. Prior to lifting the helicopter back in the air we observed a light twin airplane at the beginning of Runway 5 traveling towards us in what appeared to be a low pass of the runway.

I immediately advised Tower that we had an aircraft flying straight towards us. The Tower asked that I repeat the call and when I did he stated that the other aircraft had been talking to Approach not Tower. At this point we opted not to lift off for fear of lifting into the path of the oncoming aircraft. The aircraft passed over us at what appeared to be approximately 100 feet AGL and slightly to our left and then continued a climb out.

Later upon speaking with Tower about the incident I was advised that the other aircraft had requested to conduct an ILS approach to runway 5 with a missed procedure. At some point the Tower asked Approach to request the aircraft break off the approach due to our clearance to land and for some reason that request was never carried out and the aircraft never made contact with Tower.

Obviously there was a very large break in communication somewhere between Tower, Approach, and the pilot of the light twin. Although I cannot speculate on how that occurred or what can be changed to avoid that in the future I can state that my takeaway is that even in controlled airspace I must remain vigilant and keep scanning for any other traffic that may be in the airport environment that I am unaware of.

Synopsis

Helicopter instructor pilot reported a conflict at LWM airport when another aircraft overflew their position while they were preparing to takeoff.

Time / Day

Date : 201806

Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.AGL.Single Value : 0

Aircraft

Reference : X

Aircraft Operator : Government

Make Model Name : Eurocopter AS 350/355/EC130 - Astar/Twinstar/Ecureuil

Flight Phase : Parked

Maintenance Status.Maintenance Deferred : N

Maintenance Status.Released For Service : Y

Maintenance Status.Maintenance Items Involved : Installation

Component

Aircraft Component : Tail Rotor Blade

Aircraft Reference : X

Problem : Improperly Operated

Person

Reference : 1

Location Of Person : Company

Reporter Organization : Government

Function.Maintenance : Technician

Qualification.Maintenance : Powerplant

Qualification.Maintenance : Airframe

Experience.Maintenance.Technician : 15

ASRS Report Number.Accession Number : 1554612

Human Factors : Time Pressure

Human Factors : Communication Breakdown

Communication Breakdown.Party1 : Maintenance

Communication Breakdown.Party2 : Maintenance

Events

Anomaly.Aircraft Equipment Problem : Critical

Anomaly.Deviation - Procedural : Published Material / Policy

Anomaly.Deviation - Procedural : Maintenance

Anomaly.Ground Event / Encounter : FOD

Detector.Person : Maintenance

When Detected : Routine Inspection

Result.General : Maintenance Action

Result.Aircraft : Aircraft Damaged

Assessments

Contributing Factors / Situations : Aircraft

Contributing Factors / Situations : Company Policy

Contributing Factors / Situations : Environment - Non Weather Related

Primary Problem : Company Policy

Narrative: 1

I was asked to remove and replace two bent tracking tabs on a tail rotor blade by my supervisor and sign off the logbook [and] return to service. The tail rotor had come in contact with tall grass and weeds while landing in a field. You could see green chlorophyll approximately 6 to 8 inches up the leading edge of the tail rotor blade. I researched the manuals and found the Aircraft Maintenance Manual reference AS350 B2B3 05-50-00,6-7 that directs if a tail rotor blade while turning makes contact with a body which may apply resistance against the movement of the rotor and it gives examples such as water, snow, shrubs, etc. Must be removed and sent to the factory. I told my supervisor that I couldn't just change the bent tabs because the blades must be inspected. As of now I've been suspended from work due to insubordination. The tabs were changed and the AS350 is flying.

Synopsis

AS350 Technician reported that the tail rotor was not properly inspected after it encountered debris from landing in a grassy field.

Time / Day

Date : 201806
Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.AGL.Single Value : 480

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Reference : X
ATC / Advisory.Tower : ZZZ
Aircraft Operator : Government
Make Model Name : Bell Helicopter 412
Operating Under FAR Part : Part 91
Flight Plan : None
Mission : Ferry
Flight Phase : Initial Approach
Route In Use : Visual Approach
Airspace.Class C : ZZZ

Aircraft : 2

Reference : Y
Make Model Name : PA-28 Cherokee/Archer/Dakota/Pillan/Warrior
Operating Under FAR Part : Part 91

Person

Reference : 1
Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Government
Function.Flight Crew : Pilot 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 : 3500
Experience.Flight Crew.Last 90 Days : 100
Experience.Flight Crew.Type : 3100
ASRS Report Number.Accession Number : 1552760

Events

Anomaly.Conflict : NMAC
Detector.Person : Flight Crew

Detector.Person : Air Traffic Control
Miss Distance.Horizontal : 250
Miss Distance.Vertical : 0
When Detected : In-flight
Result.Flight Crew : Took Evasive Action
Result.Air Traffic Control : Provided Assistance

Assessments

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

Narrative: 1

Ferry flight conducted in law enforcement Bell 412 medium lift helicopter to ZZZ. Route of flight was south along the shore line at 500 feet or less. At approximately 7.25 nm from ZZZ radio contact was established with ZZZ Tower. Tower called my aircraft out to another aircraft who acknowledged they had me in sight. At approximately 6 nm miles north east of ZZZ, I observed the aircraft (PA28) at my five o'clock position and only about 250 feet from my aircraft and at the same altitude. The PA28 made sharp climbing turn to the right (south). The aircraft was traveling west to east before making an evasive maneuver. I queried ZZZ Tower, who advised the traffic was called out. After landing I called ZZZ Tower to inquire further. They stated the aircraft is based at ZZZ1. It is unclear if the PA28 pilot did not see me or intentionally flew that close to my aircraft. The PA28 continued south along the shore at 200 feet.

Synopsis

Helicopter pilot reported a NMAC while on initial approach.

Time / Day

Date : 201806
Local Time Of Day : 1201-1800

Place

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

Environment

Light : Daylight

Aircraft

Reference : X
Make Model Name : A109 All Series
Crew Size.Number Of Crew : 1
Operating Under FAR Part : Part 91
Flight Phase : Taxi

Component

Aircraft Component : Tail Rotor
Aircraft Reference : X
Problem : Improperly Operated

Person

Reference : 1
Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Function.Flight Crew : Captain
Function.Flight Crew : Single Pilot
Qualification.Flight Crew : Commercial
Qualification.Flight Crew : Rotorcraft
ASRS Report Number.Accession Number : 1552629
Human Factors : Situational Awareness

Events

Anomaly.Ground Event / Encounter : Object
Detector.Person : Flight Crew
Miss Distance.Horizontal : 0
Miss Distance.Vertical : 0
Were Passengers Involved In Event : N
When Detected : Taxi
Result.General : Maintenance Action
Result.Aircraft : Aircraft Damaged

Assessments

Contributing Factors / Situations : Airport
Contributing Factors / Situations : Environment - Non Weather Related

Contributing Factors / Situations : Procedure
Primary Problem : Airport

Narrative: 1

I left solo to go down to ZZZ to the maintenance facility to pick up a part. My crew and I had been on a [reserve status] and then they were dispatched to do a ground transport. I needed to pick up the part and then was going to go pick up the crew. The maintenance pad to ZZZ is located between hangars and some 4 feet concrete barriers. When I arrived there was a running airplane between the hangars and the pad. There were also aircraft parked behind the pad. I landed on the taxiway and ground taxied into the pad. I was trying not to get too close to the running aircraft. When I turned the aircraft around I struck the concrete barrier with the tail rotor. I shut down the aircraft and notified the appropriate people. I should have not turned the aircraft once off the taxiway.

Synopsis

A helicopter pilot reported the tail rotor struck a concrete barrier when positioning on the helipad.

Time / Day

Date : 201806

Local Time Of Day : 1201-1800

Place

Locale Reference.ATC Facility : SLC.Tower

State Reference : UT

Altitude.MSL.Single Value : 5800

Environment

Flight Conditions : VMC

Light : Daylight

Aircraft : 1

Reference : X

ATC / Advisory.Tower : SLC

Make Model Name : Any Unknown or Unlisted Aircraft Manufacturer

Flight Plan : VFR

Flight Phase : Descent

Flight Phase : Landing

Flight Phase : Takeoff

Flight Phase : Final Approach

Route In Use : None

Airspace.Class B : SLC

Aircraft : 2

Reference : Y

Make Model Name : Helicopter

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 135

Flight Plan : VFR

Flight Phase : Cruise

Route In Use : None

Person

Reference : 1

Location Of Person.Facility : SLC.Tower

Reporter Organization : Government

Function.Air Traffic Control : Local

Qualification.Air Traffic Control : Fully Certified

ASRS Report Number.Accession Number : 1552527

Human Factors : Situational Awareness

Human Factors : Workload

Human Factors : Human-Machine Interface

Events

Anomaly.ATC Issue : All Types

Anomaly.Deviation - Procedural : Published Material / Policy

Detector.Person : Air Traffic Control
When Detected : In-flight
When Detected : Routine Inspection
Result.Air Traffic Control : Issued New Clearance

Assessments

Contributing Factors / Situations : ATC Equipment / Nav Facility / Buildings
Contributing Factors / Situations : Company Policy
Contributing Factors / Situations : Human Factors
Contributing Factors / Situations : Procedure
Primary Problem : ATC Equipment / Nav Facility / Buildings

Narrative: 1

We were told at the beginning of the shift that we would lose our ASR-9 (Radar) for about 5-6 hours. It was a scheduled outage that tech-ops told us would have no effect on our traffic or operations, just that we would be feeding from the Francis Peak site. When the outage occurred, traffic at the time was slower. About 15 minutes into it, the first VFR arrival at SLC came in from about 6 miles to the southeast of the airport. They had to be manually handed off as their primary target was no longer tracked. I never saw him on radar, only visually, as he continued to get closer to the field. It only got worse from there. An airliner was on arrival off the downwind. At about 6 miles out, he completely disappeared, tag and all, tracking for about 3 miles. He finally reacquired, but TRACON was very nervous as his initial track kept assuming he was headed toward the mountains until it all disappeared.

20 minutes later, the traffic picked up with VFR transitions everywhere. 90% of the time these VFR's were nowhere to be seen on the radar and led to a very unsafe situation with helicopters. There were [also] subsequent landings on the east side of the airport. This was a very unsafe situation that the controllers did their best to keep everyone separated and safe. No one knew the rules for when the tags show ISR (Increased Separation Required), or how to clear aircraft into and out of the Bravo without being truly radar identified. Next time for such a scheduled outage, can we not do it during a busy time? Maybe [we can do it] overnight to avoid some of the pitfalls of a beautiful VFR day.

Synopsis

SLC Tower Controller reported controllers were not familiar with non-radar rules and procedures to follow during busy traffic made more complex due to a scheduled radar outage.

Time / Day

Date : 201806

Local Time Of Day : 0601-1200

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.MSL.Single Value : 400

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 : PA-44 Seminole/Turbo Seminole

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 91

Flight Plan : None

Mission : Training

Flight Phase : Climb

Route In Use : Visual Approach

Airspace.Class D : ZZZ

Aircraft : 2

Reference : Y

ATC / Advisory.Tower : ZZZ

Make Model Name : Robinson R22

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Phase : Takeoff

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

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Commercial

Qualification.Flight Crew : Flight Instructor

Qualification.Flight Crew : Multiengine

Experience.Flight Crew.Total : 1380

Experience.Flight Crew.Last 90 Days : 300

Experience.Flight Crew.Type : 194
ASRS Report Number.Accession Number : 1551689

Events

Anomaly.Conflict : NMAC
Anomaly.Deviation - Procedural : Clearance
Detector.Person : Flight Crew
Miss Distance.Horizontal : 50
Miss Distance.Vertical : 0
When Detected : In-flight
Result.Flight Crew : Took Evasive Action
Result.Flight Crew : Executed Go Around / Missed Approach

Assessments

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

Narrative: 1

A crew of 2, instructor and student, were conducting practice single-engine instrument approaches using the ILS Runway 24. During the first approach, we were cleared for the option Runway 24 and conducted the approach to the minimum DA (Decision Altitude) of 320 feet MSL. We were not given any traffic advisory from the Tower during our approach. The missed approach was initiated while maintaining a partial power simulated single-engine configuration, which resulted in a shallower-than-normal climb, and very marginal performance and maneuverability. Immediately after initiating the missed approach, the student pilot in left seat on the controls noticed the helicopter traffic at our 11 o'clock position moving slowly from left to right, directly over the runway. We banked the aircraft sharply to the right, and the helicopter also pitched up and banked right in order to avoid a collision.

The Tower told the helicopter to remain south of runway, however after the incident was reported by the crew of the multi-engine, the helicopter said that he did not hear the restriction given by the Tower to remain south of Runway 24 at all times.

In order to avoid such situation, a better stress on complying with read-back instructions would be helpful.

Synopsis

A Piper PA-44 pilot instructor reported that during a practice missed approach the student pilot took evasive action to avoid a collision with a helicopter.

Time / Day

Date : 201806
Local Time Of Day : 1801-2400

Place

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

Aircraft

Reference : X
Aircraft Operator : Air Taxi
Make Model Name : Jet/Long Ranger/206
Crew Size.Number Of Crew : 1
Operating Under FAR Part : Part 135
Mission : Ambulance
Maintenance Status.Maintenance Deferred : N
Maintenance Status.Released For Service : Y
Maintenance Status.Maintenance Type : Unscheduled Maintenance
Maintenance Status.Maintenance Items Involved : Installation
Maintenance Status.Maintenance Items Involved : Repair
Maintenance Status.Maintenance Items Involved : Inspection

Component

Aircraft Component : Tail Rotor Drive System
Aircraft Reference : X
Problem : Failed
Problem : Improperly Operated

Person

Reference : 1
Location Of Person : Company
Reporter Organization : Air Taxi
Function.Maintenance : Technician
Qualification.Maintenance : Powerplant
Qualification.Maintenance : Airframe
Experience.Maintenance.Repairman : 5
ASRS Report Number.Accession Number : 1550746
Human Factors : Situational Awareness
Human Factors : Communication Breakdown
Communication Breakdown.Party1 : Maintenance
Communication Breakdown.Party2 : Maintenance

Events

Anomaly.Aircraft Equipment Problem : Critical
Anomaly.Deviation - Procedural : Published Material / Policy
Anomaly.Deviation - Procedural : Maintenance
Anomaly.Inflight Event / Encounter : Loss Of Aircraft Control
Detector.Person : Flight Crew

When Detected : In-flight
Result.General : Maintenance Action
Result.Flight Crew : Landed As Precaution

Assessments

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

Narrative: 1

I was contacted yesterday by my Regional Maintenance. I was told about this incident and told to write a statement. The aircraft this is in regards to had to make a precautionary landing after losing tail rotor control in flight. Hardware from the pitch control linkage fell off in flight. The hardware in question should not have been removed. I had no idea the other mechanic that worked with me removed this particular bolt. It is not necessary to remove this bolt to remove the pitch change mechanism. I failed to see that this bolt was not cotter pinned when I was conducting a [visual check] of the work performed by this other mechanic. In my defense, I had no idea the other mechanic removed this bolt. He failed to tell me that he removed this bolt while conducting this maintenance. I want to bring this issue to light because I am very upset about the issue. Someone or all of the crew could have been killed because of this failure. I believe there should be more in-depth procedures in place to track maintenance so that when two mechanics are doing a pass down, nothing gets missed. Myself and another mechanic worked on [the helicopter] a couple weeks prior.

I received a call from Maintenance Control to work on [the helicopter]. Maintenance Control said that the pilot was reporting binding in the tail rotor pedals. I arrived and started troubleshooting the binding. I found that the control rod was rubbing where it goes through one of the ribs on the airframe. I reported this to Maintenance Control and was told to flip the control rod 180 degrees and that should fix the problem. I started the disassembly process. I removed the forward bolt from the control rod just behind the hat rack. I dropped the bolt upon removal and spent the next hour trying to find it. I was getting close to timing out shortly after I arrived, so Maintenance Control had [another mechanic] on the way to relieve me. [The other mechanic] arrived and I gave him a pass down. I told him how far I had gotten in the process and what remained to be worked on. I left to get rest at a hotel.

I came back in later that morning. [The other mechanic] told me he spent a good 3 hours finding that bolt I dropped. He was in the middle of replacing the tail rotor boot when I arrived. He had the vertical fin removed and was disassembling the tail rotor pitch change linkage. He informed me that he had flipped the control rod. Had all hardware torqued and cotter pinned. He was trying to get the boot changed out before he timed out. He informed me that he forgot to bring torque stripe, so I provided him some. I inspected his work on the control rod and I got on a computer to sign off that task. I went back in the hangar and he was installing hardware for the linkage. At no time did I see him remove the bolt in question. To my knowledge, he removed the two bolts on the idler link. I believe that is what it is called off the top of my head. At no time did I look at the bolt in question or notice a problem with it. It was not necessary to remove that bolt to remove the pitch change mechanism. After [he] torqued the hardware and installed the cotter pins, I installed the torque stripe on the two bolts that [he] removed. He asked me if I had safety wire because he forgot to bring some. I got some safety wire and I installed the safeties on the boot. [The other mechanic] was about timed out so I told him to sign off his work

so I could [document] it. While he was signing off the discrepancy for the boot, I installed the vertical fin. I torqued the hardware and applied torque stripe. [He] timed out and left. I installed the tail rotor gear box covers.

I'm not exactly sure on the chain of events after this, but Maintenance Control can verify if I get it wrong. I believe after I installed the gear box covers I had the pilot look over the aircraft, then we did a ground run to check beep range and do idle speed adjustments. I was in contact with my senior base mechanic. I contacted him to help me with the idle speed adjustments. After everything was adjusted properly I signed off the paperwork for that discrepancy and put the aircraft back in service so the pilot and I could conduct an operational check flight. No defects were noted and the aircraft worked perfectly. Upon landing I finished paperwork. Upon approval of paperwork from Maintenance Control, the pilot put the aircraft back in service.

I just want to say that I am very relieved no one was injured in this incident, and in the future I will conduct a much more thorough [visual inspection]. Not just of the particular items and hardware worked on, but also the entire surrounding area. I am very upset about this whole issue. What we do as mechanics is very important, and I do not want anybody getting hurt.

Synopsis

Maintenance Technician reported that a Bell 206 helicopter lost tail rotor pitch control.

Time / Day

Date : 201805

Local Time Of Day : 0601-1200

Place

Altitude.AGL.Single Value : 0

Aircraft

Reference : X

Make Model Name : Robinson R44

Flight Phase : Parked

Maintenance Status.Maintenance Deferred : N

Maintenance Status.Released For Service : N

Maintenance Status.Maintenance Type : Unscheduled Maintenance

Maintenance Status.Maintenance Items Involved : Inspection

Component

Aircraft Component : Powerplant Fuel Distribution

Aircraft Reference : X

Problem : Malfunctioning

Person

Reference : 1

Location Of Person : Repair Facility

Reporter Organization : Contracted Service

Function.Maintenance : Technician

Qualification.Maintenance : Powerplant

Qualification.Maintenance : Airframe

Experience.Maintenance.Technician : 4

ASRS Report Number.Accession Number : 1550467

Human Factors : Troubleshooting

Events

Anomaly.Aircraft Equipment Problem : Less Severe

Anomaly.Inflight Event / Encounter : Fuel Issue

Detector.Person : Maintenance

When Detected : Routine Inspection

Result.General : Maintenance Action

Result.Aircraft : Aircraft Damaged

Assessments

Contributing Factors / Situations : Human Factors

Contributing Factors / Situations : Equipment / Tooling

Contributing Factors / Situations : Aircraft

Primary Problem : Human Factors

Narrative: 1

The owner reported abnormally high CHT at normal cruise power settings. During investigation, we found binding in the fuel servo that prevented the mixture control arm from reaching the full rich stop. Further investigation revealed a very fine, ferrous sediment throughout the fuel system (in tanks, at the strainer, etc.). A fuel servo teardown at [another maintenance facility] indicated that the same ferrous sediment was the likely cause of the binding in the servo. We believe we have ruled out any possible on-aircraft sources of the sediment (e.g., boost pump vanes, etc.). We believe that the helicopter was fueled sometime since its last annual inspection (March 2018) with a load of fuel that contained the sediment. We've notified the owner of the situation and have initiated appropriate maintenance and repair action on the helicopter. The owner is aware that we are filing this report so that he can assist with information, if needed.

Synopsis

A helicopter Maintenance Technician reported that the engine had abnormally high CHT at normal cruise power settings most likely due to fuel contamination.

Time / Day

Date : 201806
Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : HIO.Airport
State Reference : OR
Relative Position.Angle.Radial : 068
Relative Position.Distance.Nautical Miles : 4
Altitude.MSL.Single Value : 650

Environment

Flight Conditions : VMC
Weather Elements / Visibility : Haze / Smoke
Weather Elements / Visibility.Visibility : 10
Light : Daylight
Ceiling.Single Value : 5000

Aircraft : 1

Reference : X
ATC / Advisory.Tower : HIO
Aircraft Operator : Personal
Make Model Name : Helicopter
Crew Size.Number Of Crew : 1
Operating Under FAR Part : Part 91
Flight Plan : None
Mission : Passenger
Flight Phase : Initial Approach
Route In Use : Direct
Airspace.Class D : HIO

Aircraft : 2

Reference : Y
Make Model Name : UAV - Unpiloted Aerial Vehicle
Flight Phase : Cruise
Airspace.Class D : HIO

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
Experience.Flight Crew.Total : 2219
Experience.Flight Crew.Last 90 Days : 131

Experience.Flight Crew.Type : 255
ASRS Report Number.Accession Number : 1549645

Events

Anomaly.Conflict : NMAC
Anomaly.Inflight Event / Encounter : Other / Unknown
Detector.Person : Flight Crew
Miss Distance.Horizontal : 100
Miss Distance.Vertical : 50
When Detected : In-flight
Result.Flight Crew : Took Evasive Action

Assessments

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

Narrative: 1

After being cleared into Class Delta airspace for landing at HIO, and instructed to descend below 700 feet MSL, I had a near miss with a drone over highway 26, 4nm ENE of HIO. I was at approximately 650 feet MSL and the drone was above me, just to the right of my 12 o'clock. I turned left upon seeing it and got a good look at it. It appeared to be grey in color and possibly of the DJI Phantom type of quadcopter. I have seen plenty of these and it looked to be that style. I immediately reported to the Tower that I had a near miss at the edge of their airspace and gave them approximate location, altitude, and description of the UAV. I was traveling approximately 120 KTS IAS, with light winds and good visibility other than light smoke in the area from prescribed burns. I had two passengers on board, one in the front with me and one directly behind that passenger.

Synopsis

Helicopter pilot reported a NMAC with a quadcopter drone at approximately 650 feet MSL while inbound for landing.

Time / Day

Date : 201806
Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Relative Position.Distance.Nautical Miles : 3
Altitude.AGL.Single Value : 500

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft

Reference : X
Aircraft Operator : Air Taxi
Make Model Name : Iroquois (Huey) All Series Undifferentiated or Other Model
Crew Size.Number Of Crew : 1
Operating Under FAR Part : Part 91
Flight Plan : None
Mission : Passenger
Flight Phase : Cruise
Airspace.Class G : ZZZ

Component

Aircraft Component : Cargo Door
Aircraft Reference : X
Problem : Malfunctioning

Person

Reference : 1
Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Air Taxi
Function.Flight Crew : Captain
Function.Flight Crew : Pilot Not Flying
Qualification.Flight Crew : Commercial
Experience.Flight Crew.Total : 2400
Experience.Flight Crew.Last 90 Days : 35
Experience.Flight Crew.Type : 2000
ASRS Report Number.Accession Number : 1547767

Events

Anomaly.Aircraft Equipment Problem : Less Severe
Anomaly.Deviation - Procedural : FAR
Detector.Person : Flight Crew

When Detected : In-flight
Result.Aircraft : Aircraft Damaged

Assessments

Contributing Factors / Situations : Aircraft
Primary Problem : Aircraft

Narrative: 1

During cruise flight, the right hand cargo door inadvertently left the aircraft. The aircraft experienced a "thump" with no other indications. The aircraft landed safely as scheduled. Upon post-flight, it was discovered that there was damage to the main rotor blade. [There were] no injuries to passenger or crew.

Synopsis

UH-1H Captain reported the right side cargo door departed the aircraft in cruise flight.

Time / Day

Date : 201805

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 : Air Taxi

Make Model Name : Bell Helicopter Textron Undifferentiated or Other Model

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 91

Flight Plan : None

Mission : Training

Flight Phase : Taxi

Airspace.Class G : ZZZ

Aircraft : 2

Reference : Y

ATC / Advisory.CTAF : ZZZ

Aircraft Operator : Personal

Make Model Name : Amateur/Home Built/Experimental

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Mission : Personal

Flight Phase : Landing

Airspace.Class G : ZZZ

Person : 1

Reference : 1

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Air Taxi

Function.Flight Crew : Pilot Flying

Function.Flight Crew : Single Pilot

Qualification.Flight Crew : Commercial

Qualification.Flight Crew : Flight Instructor

Experience.Flight Crew.Total : 3000

Experience.Flight Crew.Type : 150

ASRS Report Number.Accession Number : 1546150

Person : 2

Reference : 2
Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Air Taxi
Function.Flight Crew : Pilot Not Flying
Function.Flight Crew : Check Pilot
Qualification.Flight Crew : Instrument
Qualification.Flight Crew : Multiengine
Qualification.Flight Crew : Rotorcraft
Qualification.Flight Crew : Air Transport Pilot (ATP)
Qualification.Flight Crew : Flight Instructor
Experience.Flight Crew.Total : 23000
Experience.Flight Crew.Last 90 Days : 25
Experience.Flight Crew.Type : 5000
ASRS Report Number.Accession Number : 1546809
Human Factors : Communication Breakdown
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 : 100
When Detected : In-flight
Result.General : None Reported / Taken

Assessments

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

Narrative: 1

I was in a hover during my Part 135 check ride. The Check Airman was in the right seat and I was flying left seat. We were occupying the mowed grass approximately 100 feet off of runway 29/11. There were multiple aircraft in the pattern for runway 34 and during our flight and did not observe any traffic for 29/11. The "chatter" at the airport was heavy so the Check Airman and I both felt that our location would best fit the needs of the check ride and safely separate us from the other traffic.

I finished performing my hovering maneuvers (slopes, hover auto-rotations) and received directions to where the next maneuver would be. In order to complete the next assignment I would be crossing runway 29/11. Our aircraft had a heading of 110 so in order to clear myself of any traffic I would have to perform a right pedal turn. As the right turn was completed we quickly noticed a small experimental fixed wing landing runway 11 directly in front of us. The aircraft unexpectedly rocked its wings and in doing so slightly "scuffed" his left wing.

The experimental proceeded to takeoff again and during his next pattern made a number of unprofessional radio calls in regards to our operation on the runway. During his calls there were multiple radio calls made by other traffic at the airport "mocking" the

experimental for using a runway opposite of what the winds and traffic favored. My Check Airman and I remained off the radio until the fixed wing was on the ground and asked where we would like to park and talk.

The Check Airman decided to talk with the experimental pilot and try to understand what events led to his situation. I noticed the Check Airman was being very professional in making sure the experimental pilot calmed down and that they were able to have a positive discussion.

The experimental pilot confessed that he did not see us hovering until he was approximately a quarter mile from landing. He admitted that it would have been a better idea to just do a go around. The pilot was not sure what our intentions were and having preformed his landing in the closest relation to us not the best procedure.

In the end the helicopters location was in a safe location and I was performing the necessary "clearing" turn before crossing a runway. It's unknown if the experimental pilot over corrected from not fully knowing what the nature of our operation was or if there was any possible rotor wash that had extended its way to the runway.

I feel the lesson learned was the experimental pilot having seen the helicopter should have extended his landing or aborted his landing until the proper radio communication could be established. As for the helicopter operation, myself and my employer will work to find the ideal training area that completely removes us from any airport traffic.

Narrative: 2

While serving as Company Check Airman (FAR Part 135) the pilot being evaluated was hovering the helicopter in the grass on the north side of the approach end of RW 11, approximately 100-150 ft from the edge of the runway. The helicopter had been in this location for more than 15 minutes, conducting the various maneuvers required for the annual FAR Part 135 recertification IAW 135.293(b). At the completion of these hover maneuvers the pilot was asked to plan on joining the traffic pattern for runway 29, whereby while hovering at a 3 foot skid height hover he initiated a stationary slow right pedal clearing turn. Just as the nose of the helicopter reached the perpendicular point of runway 11/29 a small, light homebuilt, experimental, single engine; low wing airplane came into view. The airplane was approximately 3 feet above the runway, on short final for touchdown on runway 11. The airplane appeared to be experiencing some control issues as noted by its rapid left and right roll maneuvers. On one of the left rolls it appeared the left wing tip may have made contact with the runway fairly close to the edge of the runway. The airplane completed the landing then initiated a takeoff and climb out, remaining in right closed traffic, completed the circuit back to RW 11 with a full stop landing.

This is a very busy, uncontrolled airport, located in Class G airspace. On this particular day, the pattern traffic was about as busy as it could be. At the time of the incident there were perhaps 4, maybe 6 airplanes in the pattern. Most all were in the closed left pattern for RW 34, with an occasional operation to RW 29. The wind at the time of the incident for sure favored RW 34 and 29. When the small airplane passed the helicopter, while landing on RW 11, it was landing with a left rear quartering crosswind, (wind from about 310 degrees) maybe 4-7 kts. The control issues I noted during the incident could have been from the tail wind, it looked very over controlled. The pilot of the airplane blamed the incident on the airplane encountering rotor down wash from the helicopter. I do not recall monitoring any radio calls from the small incident airplane, but this is not to say they were not made. The radio traffic during the period of the incident was extreme.

Synopsis

Helicopter pilot and Check Airman reported a NMAC with fixed wing traffic operating on an unannounced approach.

Time / Day

Date : 201805

Local Time Of Day : 1801-2400

Place

Locale Reference.Airport : SNA.Airport

State Reference : CA

Altitude.AGL.Single Value : 50

Environment

Flight Conditions : VMC

Aircraft : 1

Reference : X

ATC / Advisory.Tower : SNA

Aircraft Operator : Air Carrier

Make Model Name : Widebody, Low Wing, 2 Turbojet Eng

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 121

Flight Plan : IFR

Flight Phase : Landing

Airspace.Class C : SNA

Aircraft : 2

Reference : Y

ATC / Advisory.Tower : SNA

Make Model Name : Helicopter

Flight Phase : Landing

Airspace.Class C : SNA

Person

Reference : 1

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Air Carrier

Function.Flight Crew : Captain

Function.Flight Crew : Pilot Not Flying

Qualification.Flight Crew : Air Transport Pilot (ATP)

ASRS Report Number.Accession Number : 1545656

Human Factors : Situational Awareness

Events

Anomaly.ATC Issue : All Types

Anomaly.Conflict : NMAC

Detector.Person : Flight Crew

Miss Distance.Vertical : 500

When Detected : In-flight

Result.General : None Reported / Taken

Assessments

Contributing Factors / Situations : Human Factors

Contributing Factors / Situations : Procedure

Primary Problem : Procedure

Narrative: 1

On about 2 mile final, Tower pointed out helicopter traffic at 500 AGL south of airport; I called in sight. As we came in to land, it appeared that the helicopter was going to remain just south of the runway. That was my assumption anyway. The last 50 feet until touchdown, the helicopter came over our landing runway and set up to land on ramp north of runway. I asked Tower on roll out how she had expected us to go around had we needed to. She said the helicopter would have had to take evasive action to avoid us. I told her would be hard because I was looking at tail rotor and really wondered how he would even have seen us. I guess clearance was simply 500 foot separation with risk assumption by helicopter.

[I suggest] not issuing that type of clearance and having only one aircraft on the runway at a time. By the time he crossed above runway, our safest course of action was to land. If we had gone around, we would have had to turn at least slightly and it would have been way too close for my comfort as he crossed about a third to half way down the runway. I'm not sure if it's a legal clearance, but it wasn't obvious to me what he was going to do until I didn't have many avoidance options. I didn't see a need for both to be that close. Helicopter could have hovered short of runway side and crossed centerline after we landed. [We are] not in a combat zone, [there is] plenty of time to land us separately.

Synopsis

Air carrier Captain reported noticing a helicopter hovering about half way down the runway they were landing on. That could have posed a safety hazard had a go-around been necessary.

Time / Day

Date : 201805
Local Time Of Day : 1801-2400

Place

Locale Reference.Airport : PVD.Airport
State Reference : RI
Altitude.AGL.Single Value : 0

Environment

Light : Daylight

Aircraft : 1

Reference : X
ATC / Advisory.Tower : PVD
Make Model Name : PC-12
Flight Plan : IFR
Mission : Personal
Flight Phase : Takeoff
Route In Use : None
Airspace.Class C : PVD

Aircraft : 2

Reference : Y
ATC / Advisory.Tower : PVD
Aircraft Operator : Government
Make Model Name : Helicopter
Operating Under FAR Part : Part 91
Flight Plan : IFR
Flight Phase : Initial Climb
Route In Use : Vectors
Airspace.Class C : PVD

Person : 1

Reference : 1
Location Of Person.Facility : PVD.Tower
Reporter Organization : Government
Function.Air Traffic Control : Local
Qualification.Air Traffic Control : Developmental
ASRS Report Number.Accession Number : 1545439
Human Factors : Communication Breakdown
Human Factors : Distraction
Human Factors : Training / Qualification
Human Factors : Workload
Human Factors : Situational Awareness
Communication Breakdown.Party1 : ATC
Communication Breakdown.Party2 : ATC

Person : 2

Reference : 2
Location Of Person.Facility : PVD.TRACON
Reporter Organization : Government
Function.Air Traffic Control : Departure
Qualification.Air Traffic Control : Fully Certified
ASRS Report Number.Accession Number : 1545441
Human Factors : Workload
Human Factors : Situational Awareness
Human Factors : Communication Breakdown
Human Factors : Distraction
Communication Breakdown.Party1 : ATC
Communication Breakdown.Party2 : Flight Crew

Events

Anomaly.ATC Issue : All Types
Anomaly.Conflict : Ground Conflict, Less Severe
Anomaly.Deviation - Procedural : Published Material / Policy
Anomaly.Deviation - Procedural : Clearance
Anomaly.Ground Incursion : Runway
Anomaly.Inflight Event / Encounter : CFTT / CFIT
Detector.Person : Air Traffic Control
When Detected : In-flight
Result.Air Traffic Control : Issued New Clearance

Assessments

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

Narrative: 1

A vehicle was given permission to proceed onto the runway. I was also asked by departure control, to suspend departures due to an arrival at an adjacent airport. Aircraft X was instructed to hold short of the runway and was given the reason, for the adjacent aircraft arrival. Aircraft X did not read back the hold short and continued to move forward. I told him again to hold short but he had already passed the hold short lines. Aircraft X asked for a 180 to proceed back to hold short of the runway. I approved it as requested and then told him again to hold short, and he read back the instructions. At the same time I had Aircraft Y, whom I had just departed prior to this event, request to return for landing, due to a door still being open.

Departure control was at the same time calling to ask about Aircraft Y intentions, because I had not been able to coordinate the immediate request to return to land. In the same coordination from departure, I was instructed to resume my departures. I then cleared Aircraft X to depart on a 300 heading, in which he is required to maintain 2,000 feet. Aircraft Y asks to depart. I told him to hold his position, and gave a reason. Aircraft Y is insisting on a departure clearance for a priority. I cleared Aircraft Y to depart, but instructed him to maintain at or below 1,000 feet and to make a right 360. This was to give me time to coordinate with Departure for his request, and to give some spacing with Aircraft X that I had just launched on the same heading I would have needed for Aircraft

Y. A satellite airport arrival checked in with me on approach. I gave Aircraft Y the departure traffic, Aircraft X. Departure calls to ask about Aircraft Y, which is what I was just about to coordinate about. I gave Aircraft Y his instructions, then switched him to departure. I did not remember that I had not switch Aircraft X at this point. Then Departure calls me to tell Aircraft X to climb to 10,000 feet and switch the aircraft to Departure. I complete both instructions. I was still uncertain if I had switched Aircraft X or not previously. Because Aircraft X was not switched until later, the aircraft entered a Minimum Vectoring Altitude that was 2,100 feet, while he was at 2,000 thousand.

The only thing I think that may have helped would have been if the Tower Controller in Charge was not combined with Flight Data and Ground Control. Tower Controller in Charge was very busy during this time and it was hard to coordinate, therefore it was probably hard for Controller in Charge to be able to watch everything, from a tower team concept. I also know that the TRACON was very busy as well. I'm not sure how saturated their positions were, but it is possible that if some positions were de-combined, it could have helped.

Narrative: 2

Aircraft X departed on a 300 heading climbing to 2,000 feet. I thought I heard him check on and issued a climb to 10,000 feet. I noticed a few miles later he was not climbing and again issued a climb. I was busy and didn't notice that he did not reply. When I saw him close to the 2,100 feet MVA (Minimum Vectoring Altitude) I climbed him again and finally realizing he was no on frequency called the tower to see if he was still with hem. He was on their frequency and I had them issue him a climb above the MVA. Upon review the aircraft was in the MVA for 2 sweeps before he climbed.

Synopsis

PVD Tower and PVD Departure Controller reported an aircraft was not handed off to departure resulting in the aircraft flying into a lower MVA.

Time / Day

Date : 201805

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 : 2500

Aircraft

Reference : X

Aircraft Operator : Personal

Make Model Name : Hiller Helicopter, Undifferentiated or Other Model

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : None

Mission : Personal

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 : Pilot Flying

Function.Flight Crew : Single Pilot

Qualification.Flight Crew : Flight Instructor

Qualification.Flight Crew : Commercial

Experience.Flight Crew.Total : 1900

Experience.Flight Crew.Last 90 Days : 20

Experience.Flight Crew.Type : 50

ASRS Report Number.Accession Number : 1545378

Human Factors : Situational Awareness

Events

Anomaly.Conflict : Ground Conflict, Critical

Anomaly.Deviation - Procedural : Published Material / Policy

Anomaly.Deviation - Procedural : FAR

Detector.Person : Flight Crew

When Detected : Pre-flight

Result.General : None Reported / Taken

Assessments

Contributing Factors / Situations : Environment - Non Weather Related

Contributing Factors / Situations : Human Factors

Contributing Factors / Situations : Procedure

Primary Problem : Environment - Non Weather Related

Narrative: 1

Aircraft was flown into a public park for a charity event. Permission was gained from all local authorities, who assured the pilot that adequate clearance would be present for the departure landing and start up and shutdown phases of flight.

During take-off and landing numerous vehicles and personnel were in close proximity to the aircraft, and the parking lot that the aircraft was cleared to operate off was opened up for vehicular traffic. This created an unsafe situation with a loss of clearance between personnel and vehicles and the helicopter. At the immediate conclusion of the event, prior to the helicopter having the opportunity to depart the parking lot opened to the public and cars started parking in the vicinity of the helicopter.

To prevent this in the future greater emphasis should be placed by all entities involved in keeping a sterile area for aircraft operation.

Synopsis

Helicopter pilot reported an unsafe situation involving reduced proximity to pedestrians and automobile traffic while operating into a public parking lot for a charity event.

Time / Day

Date : 201805

Place

Altitude.AGL.Single Value : 0

Aircraft

Reference : X

Make Model Name : Eurocopter AS 350/355/EC130 - Astar/Twinstar/Ecureuil

Flight Phase : Parked

Component

Aircraft Component : Oil Storage

Aircraft Reference : X

Problem : Improperly Operated

Person

Reference : 1

Location Of Person : Company

Function.Maintenance : Technician

Qualification.Maintenance : Powerplant

Qualification.Maintenance : Airframe

ASRS Report Number.Accession Number : 1544727

Human Factors : Situational Awareness

Human Factors : Time Pressure

Human Factors : Workload

Human Factors : Fatigue

Events

Anomaly.Aircraft Equipment Problem : Less Severe

Anomaly.Deviation - Procedural : Published Material / Policy

Anomaly.Deviation - Procedural : Maintenance

Detector.Person : Maintenance

When Detected : Routine Inspection

Result.General : Maintenance Action

Assessments

Contributing Factors / Situations : Procedure

Contributing Factors / Situations : Human Factors

Primary Problem : Human Factors

Narrative: 1

I performed a full day's maintenance at the maintenance facility on Aircraft X. I was informed at the end of my shift that my base would be swapping aircraft from Aircraft X to Aircraft Y. After a restless night's sleep, I reported to the base [at] XA: 30 to begin prepping the aircraft and records for the swap. After everything was ready, I proceeded to the maintenance facility to make sure everything with Aircraft X was in order. After assisting the crews with swapping aircraft and taking care of any questions that arose I

checked the due list on Aircraft Y and saw that an oil sample was approaching the window. I asked the pilot to fly the remaining time enroute to the base, which he did. At approximately XM: 30, I took an engine oil sample and made the appropriate log book entry.

However, an engine oil sample was not what was due. The correct sample was a MGB [main gear box] oil sample.

[5 days later], I was reviewing the previous few days' work and found that I had taken the sample from the wrong component. I immediately reviewed to make sure there was not an overflight of the task, took the correct MGB sample with the appropriate log book entry.

My remedy would be to make sure that if I am tired, I stop [performing] maintenance. This is especially true if I am dealing with a task that has a window. I should have and ultimately could have waited until a few days later and still had time remaining to complete this task. Also, when swapping to another aircraft and I am not familiar with the tracking tasks, double check the due list to make sure I understand the upcoming items.

Synopsis

Helicopter Maintenance Technician reported submitting an oil sample from the wrong component.

Time / Day

Date : 201805

Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.MSL.Single Value : 4457

Environment

Flight Conditions : VMC

Weather Elements / Visibility.Visibility : 10

Light : Daylight

Ceiling.Single Value : 10000

Aircraft : 1

Reference : X

ATC / Advisory.CTAF : ZZZ

Aircraft Operator : Personal

Make Model Name : DA40 Diamond Star

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : VFR

Mission : Training

Flight Phase : Takeoff

Route In Use : None

Airspace.Class G : ZZZ

Aircraft : 2

Reference : Y

ATC / Advisory.CTAF : ZZZ

Aircraft Operator : Personal

Make Model Name : Robinson R22

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : VFR

Mission : Training

Flight Phase : Landing

Route In Use : None

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 : Private

Experience.Flight Crew.Total : 61
Experience.Flight Crew.Last 90 Days : 5
Experience.Flight Crew.Type : 61
ASRS Report Number.Accession Number : 1543409
Human Factors : Situational Awareness
Human Factors : Communication Breakdown
Communication Breakdown.Party1 : Flight Crew
Communication Breakdown.Party2 : Flight Crew

Events

Anomaly.Conflict : NMAC
Anomaly.Deviation - Procedural : Published Material / Policy
Anomaly.Inflight Event / Encounter : Weather / Turbulence
Detector.Person : Flight Crew
Miss Distance.Vertical : 10
When Detected : In-flight
Result.Flight Crew : Took Evasive Action

Assessments

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

Narrative: 1

While I was finishing up the run up, my instructor notified me that I should find another route because of a thunderstorm rolling into my original destination. While taxiing to the 360 check, I was feeling pretty stressed since there was a lot of things going on in my mind. I was thinking about how I should go to my new destination and after that I checked for any traffic while doing the 360. I did not see anything so I checked my ADS-B but I did not see anything. I must have missed the helicopter on the ADS-B. I went to the hold short for Runway 35 and I looked both ways and it looked like I was clear so I announced that I was taking the runway for take-off. As soon as I got onto the runway, all of my attention went into my plane but I heard a helicopter call and I thought they said parallel for Runway 35 since that is what they always did while I was in the pattern. It turned out they did a landing on 35 which I've never encountered. When I started to take off, it looked like they were doing a parallel which confirmed what I thought I heard, so I went with the take-off but when I checked again about 1000 feet off the ground, they were under me so I tried to climb as fast as I could.

Synopsis

DA40 pilot reported a NMAC during take off from a non-towered airport.

Time / Day

Date : 201805
Local Time Of Day : 0601-1200

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.AGL.Single Value : 300

Environment

Flight Conditions : VMC
Weather Elements / Visibility.Visibility : 10
Light : Daylight
Ceiling.Single Value : 5000

Aircraft

Reference : X
Aircraft Operator : Air Taxi
Make Model Name : MD Helicopter 500/C/D/E/L
Crew Size.Number Of Crew : 1
Operating Under FAR Part : Part 135
Flight Plan : None
Mission : Cargo / Freight
Flight Phase : Climb
Airspace.Class G : ZZZ

Component : 1

Aircraft Component : Fuel Quantity-Pressure Indication
Aircraft Reference : X
Problem : Malfunctioning

Component : 2

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

Person

Reference : 1
Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Air Taxi
Function.Flight Crew : Single Pilot
Qualification.Flight Crew : Instrument
Qualification.Flight Crew : Commercial
Experience.Flight Crew.Total : 9800
Experience.Flight Crew.Last 90 Days : 50
Experience.Flight Crew.Type : 4000
ASRS Report Number.Accession Number : 1542899

Events

Anomaly.Aircraft Equipment Problem : Critical
Anomaly.Deviation - Procedural : Published Material / Policy
Anomaly.Ground Event / Encounter : Ground Strike - Aircraft
Anomaly.Inflight Event / Encounter : Fuel Issue
Detector.Person : Flight Crew
Were Passengers Involved In Event : N
When Detected : In-flight
Result.Flight Crew : Landed in Emergency Condition

Assessments

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

Narrative: 1

I showed up at [Company] hangar to preflight [the helicopter]. Preflight consisted of weather check (confirm VFR), fuel sample and thorough lookover of aircraft. I departed [the] airport to pick up two passengers. Shortly after we continued on to [the] LZ [Landing Zone] where I shut down for roughly twenty minutes to brief with ground crew and attach my long line. Then I started up, checked my lights and gauges, picked up and started slinging loads of trash between the LZ and bridge. [After] I informed ground crew that I had twenty minutes of work time left, I turned on my start pump. Then I landed at the LZ to unhook my line and fly up to ZZZ to refuel.

Before taking off from the LZ, I noted that my fuel gauge indicated 145 pounds of fuel and noted warning/caution lights out and the rest of the gauges in the green arc. As I was passing over a ridge at 300 feet and 50 knots, I noted a deceleration of engine and rotor RPM followed by the engine out light and low rotor RPM light. I entered autorotation and got a mayday call out as I looked for a suitable landing site. None were found so the trees were my only option. Before impacting the trees I flared the aircraft to a nose high attitude to stop forward movement. As the aircraft settled I leveled and started to apply collective pitch to cushion the impact. After the aircraft came to a standstill I looked myself over and unbuckled. At that point our other company aircraft was on scene and was able to help extract me from the trees via longline. At no time did I get a low fuel light or a low fuel indication.

Upon interviewing with local police they told me that they had removed the keys to the ignition. I later came to find out that they had turned off all the toggle switches, turning off my anti-collision light switch and start pump. Post incident it was brought to my attention that the fuel gauge had been sticking at 150 lbs of fuel. When the aircraft was refueled the indicator would unstick and read the appropriate level. I believe if this indicator malfunction had been written up in the aircraft discrepancy log and addressed before being returned to service, this would never have happened.

Synopsis

MD500 helicopter pilot reported making an autorotation landing in a treed area due to fuel starvation.

Time / Day

Date : 201805

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

Aircraft : 1

Reference : X

ATC / Advisory.CTAF : ZZZ

Aircraft Operator : Personal

Make Model Name : DA20-C1 Eclipse

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 91

Flight Plan : VFR

Mission : Training

Flight Phase : Takeoff

Route In Use : Direct

Airspace.Class G : ZZZ

Aircraft : 2

Reference : Y

ATC / Advisory.CTAF : ZZZ

Make Model Name : Robinson R22

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Phase : Landing

Airspace.Class G : ZZZ

Component

Aircraft Component : Air/Ground Communication

Aircraft Reference : Y

Problem : Malfunctioning

Person : 1

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 : Flight Instructor
Qualification.Flight Crew : Commercial
Qualification.Flight Crew : Instrument
Experience.Flight Crew.Total : 750
Experience.Flight Crew.Last 90 Days : 110
Experience.Flight Crew.Type : 750
ASRS Report Number.Accession Number : 1542499
Human Factors : Communication Breakdown
Communication Breakdown.Party1 : Flight Crew
Communication Breakdown.Party2 : Flight Crew

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 : Student
ASRS Report Number.Accession Number : 1542498
Human Factors : Situational Awareness
Human Factors : Communication Breakdown
Communication Breakdown.Party1 : Flight Crew
Communication Breakdown.Party2 : Flight Crew

Events

Anomaly.Conflict : NMAC
Anomaly.Deviation - Procedural : Published Material / Policy
Anomaly.Deviation - Procedural : FAR
Anomaly.Deviation - Procedural : Clearance
Detector.Person : Flight Crew
Miss Distance.Horizontal : 150
When Detected : In-flight
Result.Flight Crew : Took Evasive Action

Assessments

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

Narrative: 1

During unfamiliar airport operations at ZZZ we had a helicopter almost hit us while we were on the take-off roll. During our pattern work, we heard a helicopter report 5 miles out from the south. We then made a call that we were short final for runway XX. My student landed the airplane and we had to taxi back for runway XX. As we were taxiing back, the helicopter called us to talk to us. I responded and told them to go ahead. They did not respond and then called us again saying they had us in sight. I responded again, and told them to go ahead. At this point we got to the run-up area where we pulled off to do a quick configuration change. The helicopter called us again and we responded a third

time with no response from the helicopter. We then had the helicopter in sight as they were in a low left down-wind for runway XX. They quickly left our field of view due to trees being on the left hand side of the runway. We suspected the helicopter was on left downwind (however they never said they were, just kept trying to talk to us). We called ready for departure and checked final which was clear and taxied out (after waiting for the helicopter to respond which never responded). We taxied out and did a short field procedure and were accelerating down the runway when we got clear of the trees on the left side, the helicopter was ground level attempting to cross runway XX at midfield left to right for the ramp. We were committed and could not stop, the helicopter did stop and was yelling over the radio about us not using radios and trying to read our N-number. I tried to call them again with no response (now airborne). When we were turning crosswind, traffic from other airports called us and said they have heard all of our radio position reports. The FBO at ZZZ even called us and said they heard everything we said. The helicopter (now on the ramp) continued to call us, and even went as far as to film us as we departed for the last time. The helicopter flew a non-standard pattern and almost hit us midfield and claimed to not be able to hear us. We heard every call that they made, and had several people confirm our radios worked. The helicopter never attempted to troubleshoot their radio, as it was quite clear the problem was on their end as we had no issues completing our flight back at [origin airport]'s controlled airspace. The judgement the helicopter pilot made to attempt to cross midfield low when they never made radio contact with us was extremely dangerous and caused a near miss, especially after reporting us insight.

Narrative: 2

My instructor and I were flying to ZZZ to practice short-field landings. We made one pass through the circuit, consistently making radio calls. A helicopter approached from the south they made their calls. We kept making consistent calls and responded to said helicopter's requests for us to contact them via radio. It seems as though the helicopter could not hear us as they kept calling for us to respond to them, at one point stating "Come on, put a radio in that thing!" remarking about our aircraft. We continued making calls and started our take-off roll. We had visual contact with them and looked like they were going to make left traffic for runway XX. As we came out from behind some trees on the first part of runway XX, the helicopter was hover-taxiing there to the ramp. He pulled back and continued making calls that we need to transmit, which both my instructor and myself had been doing throughout our entire visit to the airport.

An aircraft in the vicinity and aircraft at [a nearby] airport, the FBO [of a nearby field] and the ZZZ FBO heard our radio calls and acknowledged us. We do not believe we were in the wrong in the incident, particularly legally because we don't need radios at ZZZ in the first place, but made radio calls anyway.

Synopsis

DA20 flight crew reported a near miss during takeoff with a Robinson helicopter that was crossing the runway without communicating.

Time / Day

Date : 201805

Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : 46U.Airport

State Reference : WY

Environment

Flight Conditions : VMC

Weather Elements / Visibility.Visibility : 10

Light : Daylight

Aircraft : 1

Reference : X

ATC / Advisory.CTAF : 46U

Make Model Name : Helicopter

Flight Plan : VFR

Flight Phase : Final Approach

Airspace.Class G : 46U

Aircraft : 2

Reference : Y

ATC / Advisory.CTAF : 46U

Make Model Name : Helicopter

Flight Phase : Initial Approach

Airspace.Class G : 46U

Aircraft : 3

Reference : Z

Aircraft Operator : Personal

Make Model Name : J3 Cub

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Mission : Personal

Flight Phase : Final Approach

Airspace.Class G : 46U

Person

Reference : 1

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Air Taxi

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 : Rotorcraft
Experience.Flight Crew.Total : 25000
Experience.Flight Crew.Last 90 Days : 30
Experience.Flight Crew.Type : 10000
ASRS Report Number.Accession Number : 1540411
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 : 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
Contributing Factors / Situations : Procedure
Primary Problem : Human Factors

Narrative: 1

At approximately 15 miles from alpine airport I contacted dispatch to attempt to get a Helibase frequency, as my resource order did not include any communication details. Dispatch gave me a contact frequency for [the helibase], but there was no response on this frequency. I contacted dispatch again and asked if they would be up on UNICOM and they said they would. At ten miles I did a standard report of my position and intent. At five miles I reported again, calling alpine radio. They responded immediately. I asked for landing preferences, and if anyone was available for parking instructions. Another [helicopter], Aircraft Y called reporting his position and calling for #2 to the airport following my aircraft. I reported a 1 mile final to the ramp. Alpine radio gave me final landing instruction. On short final a small single engine yellow cub type aircraft appeared. I slowed my helicopter and turned to avoid the landing aircraft. Neither myself nor the Aircraft Y pilot or copilot had seen the yellow cub due to the color of the aircraft in the surrounding brown terrain. The airport manager said that he had no knowledge of him being in the area, even though he had a radio. The pilot from Aircraft Y did not hear the report of entry into the pattern, downwind, base or final. Neither did the individuals that were operating the radio at the airport. I spoke to the pilot after landing, they felt that the separation was adequate, and that more frequent reporting in this high fire traffic environment would be a wise thing. They stated that they're is relatively new to the aviation environment.

Synopsis

Helicopter pilot reported a NMAC while on approach to land at 46U.

Time / Day

Date : 201805

Local Time Of Day : 1201-1800

Place

Locale Reference.ATC Facility : BJC.Tower

State Reference : CO

Environment

Flight Conditions : VMC

Light : Daylight

Aircraft : 1

Reference : X

ATC / Advisory.Tower : BJC

Aircraft Operator : Personal

Make Model Name : Bonanza 35

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : VFR

Flight Phase : Initial Approach

Flight Phase : Takeoff

Airspace.Class D : BJC

Aircraft : 2

Reference : Y

ATC / Advisory.Tower : BJC

Aircraft Operator : Military

Make Model Name : S-70/UH-60 Blackhawk/Seahawk/Pavehawk/Knighthawk

Operating Under FAR Part : Part 91

Flight Plan : VFR

Flight Phase : Initial Climb

Flight Phase : Takeoff

Airspace.Class D : BJC

Person

Reference : 1

Location Of Person.Facility : BJC.Tower

Reporter Organization : Government

Function.Air Traffic Control : Local

Qualification.Air Traffic Control : Fully Certified

ASRS Report Number.Accession Number : 1539810

Events

Anomaly.ATC Issue : All Types

Anomaly.Deviation - Procedural : Published Material / Policy

Anomaly.Inflight Event / Encounter : Weather / Turbulence

Detector.Person : Flight Crew

When Detected : In-flight
Result.General : None Reported / Taken

Assessments

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

Narrative: 1

A Bonanza BE35 was in right closed traffic for options (doing full stop taxi backs) on Runway 30R, with an H60 in left closed traffic for options on Runway 30L (doing stop and goes). I believe that the BE35 was cleared for takeoff on 30R while the H60 was on the go for 30L. I had at least one other aircraft in the traffic pattern for 30R, and I gave the position of the H60 and provided a wake turbulence advisory to that aircraft.

At that point, the BE35 mentioned they had encountered wake turbulence from the H60 earlier and "the threat is real." I acknowledged, continued to issue wake turbulence/traffic advisories, and all the aircraft continued to operate in the pattern without further incident.

This event reminds me that, as controllers, we should always remain vigilant for potential wake turbulence situations. While wake turbulence separation/advisories are not always mandatory, in some instances, controllers still have a responsibility to try to anticipate those situations where wake turbulence may be a factor and try to issue those advisories in a timely manner (in accordance with other higher priority duties). I try to do that as much as feasible, but perhaps overlooked issuing it to the BE35 with their takeoff clearance in this instance.

I am glad that the pilot mentioned their encounter to raise awareness of wake turbulence risks and allow others to learn from the event.

Synopsis

BJC Local Controller reported that a BE35 in the traffic pattern experienced wake turbulence from an H60 operating on a parallel runway.

Time / Day

Date : 201805
Local Time Of Day : 0601-1200

Place

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

Environment

Flight Conditions : IMC
Light : Night

Aircraft

Reference : X
ATC / Advisory.TRACON : ZZZ
Aircraft Operator : Air Taxi
Make Model Name : Eurocopter AS 350/355/EC130 - Astar/Twinstar/Ecureuil
Crew Size.Number Of Crew : 1
Operating Under FAR Part : Part 135

Person

Reference : 1
Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Contracted Service
Function.Flight Crew : Captain
Function.Flight Crew : Pilot Flying
Qualification.Flight Crew : Commercial
ASRS Report Number.Accession Number : 1539376
Human Factors : Situational Awareness

Events

Anomaly.Inflight Event / Encounter : Weather / Turbulence
Anomaly.Inflight Event / Encounter : VFR In IMC
Detector.Person : Flight Crew
When Detected : In-flight
Result.Flight Crew : Took Evasive Action
Result.Flight Crew : Diverted
Result.Flight Crew : Became Reoriented
Result.Air Traffic Control : Provided Assistance

Assessments

Contributing Factors / Situations : Weather
Primary Problem : Weather

Narrative: 1

IIMC (Inadvertent Instrument Meteorological Conditions). After leaving for return trip aircraft entered IIMC. Committing to the IIMC procedure I climbed and slowly turned from

known obstacles. After breaking out on top, I turned away from mountains to stay on top and not re-enter the clouds. I [advised ATC] requesting nearest VMC or ILS approach. Approach suggested ILS at ZZZ. I opted to fly south towards VMC conditions at ZZZ1 knowing an ILS would be an option as well. Approaching [ZZZ1] area I was able to acquire a horizon with [mountain peaks] in view and descend in VMC conditions, landing without incident.

Synopsis

Eurocopter AS350 pilot reported the aircraft entered Inadvertent Instrument Meteorological Conditions (IIMC).