

ASRS Database Report Set

Non-Tower Airport Incidents

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| Report Set Description..... | A sampling of reports involving operations at non-tower airports. |
| Update Number..... | 33.0 |
| Date of Update | June 29, 2018 |
| Number of Records in Report Set..... | 50 |
| Number of New Records in Report Set | 50 |
| Type of Records in Report Set..... | For each update, new records received at ASRS will displace a like number of the oldest records in the Report Set, with the objective of providing the fifty most recent relevant ASRS Database records. Records within this Report Set have been screened to assure their relevance to the topic. |

National Aeronautics and
Space Administration

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TH: 262-7

MEMORANDUM FOR: Recipients of Aviation Safety Reporting System Data

SUBJECT: Data Derived from ASRS Reports

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

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

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

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

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

Linda J. Connell

Linda J. Connell, 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: 1534823 *(1 of 50)*

Synopsis

C172 flight instructor reported an issue in the Obstacle Departure Procedure for LUA airport.

ACN: 1533235 *(2 of 50)*

Synopsis

GA Flight Instructor reported a NMAC with a helicopter during IFR flight training.

ACN: 1532782 *(3 of 50)*

Synopsis

General aviation pilot reported a NMAC with another aircraft in the vicinity of PCW airport.

ACN: 1532067 *(4 of 50)*

Synopsis

Small Aircraft pilot reported a NMAC with another Small Aircraft landing at the same non towered airport and not announcing their intentions on CTAF.

ACN: 1531496 *(5 of 50)*

Synopsis

C182 pilot reported a prop strike resulted when windshear was encountered at touchdown.

ACN: 1531194 *(6 of 50)*

Synopsis

PA32 pilot reported a drone flew approximately 30 feet away in the departure corridor during the initial climb out.

ACN: 1530853 *(7 of 50)*

Synopsis

PA-31 pilot reported the landing gear collapsed after landing.

ACN: 1530826 *(8 of 50)*

Synopsis

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

ACN: 1530086 *(9 of 50)*

Synopsis

PA28 pilot reported receiving a terrain warning on a practice missed approach when he flew the wrong procedure.

ACN: 1530006 *(10 of 50)*

Synopsis

Turboprop flight crew reported a conflict with opposite direction traffic during takeoff from a non-towered airport.

ACN: 1529780 *(11 of 50)*

Synopsis

GA instructor pilot reported a NMAC with another light aircraft in the vicinity of CGZ airport.

ACN: 1529217 *(12 of 50)*

Synopsis

C208 pilot reported a runway excursion after hydroplaning during landing rollout on a wet runway.

ACN: 1528821 *(13 of 50)*

Synopsis

General aviation aircraft pilot reported a near collision while taking off at a non-towered airport.

ACN: 1528805 *(14 of 50)*

Synopsis

GA pilot reported a NMAC with another GA aircraft while surveying a lake for landing suitability.

ACN: 1528786 *(15 of 50)*

Synopsis

GA pilot reported there were vehicles in the landing area of Runway 18 at JYV airport.

ACN: 1527724 *(16 of 50)*

Synopsis

Twin Beechcraft pilot reported a NMAC at a non-towered airport with an aircraft that was not announcing position on the CTAF frequency.

ACN: 1527422 *(17 of 50)*

Synopsis

GA pilot reported a near miss with a departing aircraft at a non-towered airport.

ACN: 1526986 *(18 of 50)*

Synopsis

Airliner 99 pilot on short final reported they observed a vehicle on the runway and executed a missed approach.

ACN: 1526489 *(19 of 50)*

Synopsis

BE23 flight instructor reported a NMAC with a high wing Cessna about 6 miles northwest of ATY.

ACN: 1526478 *(20 of 50)*

Synopsis

C172 flight instructor reported taking evasive action in the traffic pattern at a non-towered airport.

ACN: 1526251 *(21 of 50)*

Synopsis

Rans S20 pilot reported that he did not check if the runway was clear prior to takeoff causing a near miss right after liftoff.

ACN: 1525702 *(22 of 50)*

Synopsis

PA-28-181 pilot reported losing control of the aircraft during the takeoff roll due to a patch of ice.

ACN: 1524406 *(23 of 50)*

Synopsis

GA pilot reported a bright spotlight was shining on his aircraft during a night visual approach to Runway 32 at Eagles Nest Airport (31E), a privately-owned airport.

ACN: 1524388 *(24 of 50)*

Synopsis

C172 flight instructor reported a delayed takeoff after another pilot announced crossing the runway down field.

ACN: 1523814 *(25 of 50)*

Synopsis

Cessna pilot reported a momentary loss of directional control on landing due to the failure of the left main landing gear link.

ACN: 1523573 *(26 of 50)*

Synopsis

C206 pilot reported observing a landing jet disregard the safety of other aircraft operating in the pattern at a non-towered airport.

ACN: 1523538 *(27 of 50)*

Synopsis

Beechcraft pilot reported a near-midair-collision after takeoff from 6B6 non-towered airport.

ACN: 1523534 *(28 of 50)*

Synopsis

C172 pilot reported a porpoised landing that resulted in a nose landing gear collapse and propeller strike.

ACN: 1522390 *(29 of 50)*

Synopsis

C210 pilot reported a prop strike on takeoff after inadvertently putting the landing gear lever up during taxi.

ACN: 1522345 *(30 of 50)*

Synopsis

PA28R pilot reported a gear up landing due to the automatic landing gear extension override lever being on.

ACN: 1522081 *(31 of 50)*

Synopsis

BE76 Flight Instructor reported a prop strike following a verbal and visual indication of an unsafe nose gear position during landing rollout.

ACN: 1522070 *(32 of 50)*

Synopsis

Maule M7 Flight Instructor reported a ground conflict due to unsafe operations by a local glider club.

ACN: 1521705 *(33 of 50)*

Synopsis

BE36 pilot reported making a wheels up landing after delaying landing gear extension in order to remain above high-tension wires. Pilot inadvertently extended the flaps when attempting to lower the landing gear.

ACN: 1521645 *(34 of 50)*

Synopsis

PA28 pilot reported a gear up landing after being distracted by other traffic in the pattern.

ACN: 1521568 *(35 of 50)*

Synopsis

Air carrier pilot reported the lack of Pilot Controlled Lighting during daylight hours at MMH makes it difficult for crews to discern the runway boundary.

ACN: 1521055 *(36 of 50)*

Synopsis

Instructor Pilot of an air taxi operation reported attempting to land in windy conditions.

ACN: 1520158 *(37 of 50)*

Synopsis

BE36 pilot reported loss of directional control after landing due to strong winds and ice on the runway. Reporter stated the controlling Center and his onboard XM and ADSB weather gave him inaccurate field condition and weather information.

ACN: 1520038 *(38 of 50)*

Synopsis

Student pilot reported a NMAC during climb with an aircraft that performed a go-around.

ACN: 1519132 *(39 of 50)*

Synopsis

PA-28 pilot reported loss of directional control on landing roll, possibly due to the type of shoes being worn.

ACN: 1518598 *(40 of 50)*

Synopsis

C150 pilot and flight instructor reported the student lost directional control of the tail dragger aircraft and ground looped.

ACN: 1517965 *(41 of 50)*

Synopsis

Citabria pilot reported a loss of directional control on landing roll. Communication abnormalities were cited as contributing.

ACN: 1517128 *(42 of 50)*

Synopsis

De Havilland DH8D flight crew reported an inadvertent landing on a taxiway instead of the runway.

ACN: 1516305 *(43 of 50)*

Synopsis

PA28 flight instructor landing at O88 airport reported observing a RC aircraft apparently operating outside of the charted parameters associated with the RC operations area.

ACN: 1516263 *(44 of 50)*

Synopsis

DA-20 flight instructor reported a NMAC while performing a go-around at FFC with an RV performing an overhead approach.

ACN: 1516248 *(45 of 50)*

Synopsis

Sierra 24 pilot reported a NMAC and aircraft equipment problems.

ACN: 1515679 *(46 of 50)*

Synopsis

C172 pilot reported a loss of engine power after takeoff likely associated with a fuel leak from the cowling.

ACN: 1515651 *(47 of 50)*

Synopsis

Beech V35 pilot reported noticing unmarked and uncharted power lines have been installed near the final approach course for Runway 35 at CWC Airport.

ACN: 1515435 *(48 of 50)*

Synopsis

PA-28 pilot reported an airspace violation due to the inability to communicate simultaneously with destination CTAF and adjoining Class D airspace during initial approach.

ACN: 1514593 *(49 of 50)*

Synopsis

General aviation flight instructor reported noticing a crane rising to approximately 1,000 FT AGL in the vicinity of CPT airport that is not mentioned in the NOTAMs.

ACN: 1514048 *(50 of 50)*

Synopsis

General aviation pilot reported two small dogs on the runway on landing rollout. Pilot took evasive action with excess braking to avoid striking one of them.

Report Narratives

Time / Day

Date : 201804
Local Time Of Day : 0001-0600

Place

Locale Reference.Airport : LUA.Airport
State Reference : VA
Altitude.MSL.Single Value : 2000

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft

Reference : X
ATC / Advisory.Center : ZDC
ATC / Advisory.CTAF : LUA
Aircraft Operator : Personal
Make Model Name : Skyhawk 172/Cutlass 172
Operating Under FAR Part : Part 91
Flight Plan : VFR
Mission : Personal
Nav In Use.VOR / VORTAC : LDN
Flight Phase : Initial Climb
Route In Use.Other
Airspace.Class E : ZDC

Person

Reference : 1
Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Personal
Function.Flight Crew : Instructor
Qualification.Flight Crew : Instrument
Qualification.Flight Crew : Commercial
Qualification.Flight Crew : Flight Instructor
Qualification.Flight Crew : Multiengine
Experience.Flight Crew.Total : 3500
Experience.Flight Crew.Last 90 Days : 100
Experience.Flight Crew.Type : 3000
ASRS Report Number.Accession Number : 1534823
Human Factors : Confusion

Events

Anomaly.No Specific Anomaly Occurred : All Types
Detector.Person : Flight Crew

When Detected : In-flight
Result.Flight Crew : Became Reoriented

Assessments

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

Narrative: 1

The published ODP for the LUA airport departing Runway 22 is in error. The procedure requires a heading of 224 after takeoff from Runway 22 to intercept the LDN 230 radial. Problem is that if you hold this heading in a no wind condition you will NEVER intercept that radial.

A simple word change would fix this. Something like fly heading 224 until 1500 feet, then left turn to 200 to intercept the LDN 230 radial or something like that.

Synopsis

C172 flight instructor reported an issue in the Obstacle Departure Procedure for LUA airport.

Time / Day

Date : 201804

Local Time Of Day : 0001-0600

Place

Locale Reference.Airport : CGZ.Airport

State Reference : AZ

Altitude.MSL.Single Value : 4500

Environment

Weather Elements / Visibility.Visibility : 50

Light : Daylight

Aircraft : 1

Reference : X

ATC / Advisory.CTAF : CGZ

Aircraft Operator : FBO

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

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : None

Mission : Training

Nav In Use : GPS

Flight Phase : Initial Approach

Route In Use.Other

Airspace.Class E : P50

Aircraft : 2

Reference : Y

ATC / Advisory.CTAF : ZZZ

Make Model Name : Helicopter

Airspace.Class E : P50

Person

Reference : 1

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : FBO

Function.Flight Crew : Instructor

Qualification.Flight Crew : Flight Instructor

Experience.Flight Crew.Total : 539

Experience.Flight Crew.Last 90 Days : 124

Experience.Flight Crew.Type : 195

ASRS Report Number.Accession Number : 1533235

Human Factors : Situational Awareness

Human Factors : Troubleshooting

Human Factors : Human-Machine Interface

Events

Anomaly.Conflict : NMAC
Detector.Person : Flight Crew
Miss Distance.Horizontal : 100
Miss Distance.Vertical : 500
When Detected : In-flight

Assessments

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

Narrative: 1

I was giving instruction to a student who was flying the GPS approach into CGZ Runway 5. We were approaching the VOR, which is the approach's final approach fix, at indicated altitude of approximately 4500.

I noticed a target on TIS (G1000) and or ADSB (stratus) which was near the VOR and moving generally from my left to my right at what appeared to show -300 feet. I began looking outside for the aircraft in the area that the TIS/ADSB suggested. However, I didn't see the aircraft, and I told the student to climb and turn left while I looked for the other aircraft. We climbed to approximately 4800 indicated.

The other aircraft asked my altitude and stated he was at 5000 indicated. Then I started looking up, instead of down as I had perceived from TIS/ADSB, and saw the helicopter at what I visually approximated to be 100 feet above and 500 feet laterally at 0200 o'clock to my position.

I was on his right side as he flew past and to the rear of my aircraft at what I estimate to be about a 60 degree angle. After the flight I reflected on the situation, and read the portion of the AIM about TIS and ADSB use, and refreshed my memory that they should not be used for avoidance maneuvering. In the future I will expand my visual search area more quickly, and not maneuver till I have acquired visual contact.

Synopsis

GA Flight Instructor reported a NMAC with a helicopter during IFR flight training.

Time / Day

Date : 201804

Local Time Of Day : 0601-1200

Place

Locale Reference.Airport : PCW.Airport

State Reference : OH

Altitude.MSL.Single Value : 2200

Environment

Flight Conditions : VMC

Weather Elements / Visibility.Visibility : 10

Light : Daylight

Ceiling.Single Value : 12000

Aircraft : 1

Reference : X

ATC / Advisory.CTAF : PCW

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

Nav In Use : GPS

Flight Phase : Initial Approach

Route In Use : Visual Approach

Airspace.Class E : CLE

Aircraft : 2

Reference : Y

ATC / Advisory.CTAF : PCW

Make Model Name : Small Aircraft

Flight Phase : Initial Approach

Airspace.Class E : CLE

Person

Reference : 1

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Personal

Function.Flight Crew : Pilot Flying

Qualification.Flight Crew : Private

Experience.Flight Crew.Total : 551

Experience.Flight Crew.Last 90 Days : 23

Experience.Flight Crew.Type : 424

ASRS Report Number.Accession Number : 1532782

Human Factors : Situational Awareness

Events

Anomaly.Conflict : NMAC
Detector.Person : Flight Crew
Miss Distance.Vertical : 300
When Detected : In-flight
Result.Flight Crew : Took Evasive Action

Assessments

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

Narrative: 1

We flew to PCW for a fun flight for lunch and to practice an approach VFR into the airport, the RNAV 9 approach. I announced to CTAF my distance (10 miles) and direction (west) of the airport, and that I was on the RNAV 9 approach for a straight-in landing. It was a nice day and there was a lot of traffic at the airport. Shortly after, we heard another plane give a similar announcement, although the transmission was extremely weak. We began looking for that plane.

My passenger saw the plane on his iPad using Garmin Pilot first and then on our plane's ADS-B. It showed the plane's location and approximate altitude. Garmin Pilot indicated the plane was at our 1 o'clock and approximately 8 miles ahead of our plane, but we did not see it. At that point, I was on the approach between the initial and final approach fixes at about 2,200 feet MSL and getting ready to descend further. We still did not see the plane. Garmin Pilot indicated then that it was at 3 o'clock at approximately one mile from our plane, and approximately 100 feet above our altitude. Shortly thereafter, both ADS-Bs showed the other plane did a 180 degree right turn from about our 6 o'clock (behind us - we still did not see the plane) still 100 feet above but descending. Shortly after that, the ADS-B in our plane began to alert us of this traffic, and the Garmin Pilot was now alerting us also. At that time the Garmin Pilot showed our location and the other plane's location to be on top of each other and indicating same altitude. Visually, we could not see the aircraft left or right of our tail.

At that point, my passenger was insistent that I divert to the right because both ADS-Bs were now giving traffic alerts that indicated the plane was at the same altitude and over/under us (we could not tell) and going at a faster airspeed than we were (we were at about 90 knots, his airspeed was about 115 knots on landing). He feared we were going to collide with the plane if I did not divert to the right. I did divert to the right to follow the upwind leg of the pattern and made a call on CTAF. At that point I looked to my left and saw the plane at about 300 feet below us at our 9 o'clock low and starting a touch-and-go on Runway 9. While we were still on the upwind leg with the plane now in sight, he then did a climbing right turn passing in front of us, approximately 400-500 feet above us and headed for his next destination. The only other radio transmission we heard from this plane was that he was exiting the area and again, it was extremely weak.

Had it not been for the ADS-B on our plane and my passenger's iPad on Garmin Pilot, we may have had a mid-air collision. Talking with other pilots at the restaurant who followed us in stated that our transmissions were loud and clear. We heard their transmissions loud and clear as well.

Synopsis

General aviation pilot reported a NMAC with another aircraft in the vicinity of PCW airport.

Time / Day

Date : 201803

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.MSL.Single Value : 1200

Environment

Flight Conditions : VMC

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

Mission : Personal

Flight Phase : Initial Approach

Airspace.Class E : ZZZ

Aircraft : 2

Reference : Y

Make Model Name : Small Aircraft

Flight Phase : Initial Approach

Airspace.Class E : ZZZ

Person

Reference : 1

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Personal

Function.Flight Crew : Single Pilot

Function.Flight Crew : Pilot Flying

ASRS Report Number.Accession Number : 1532067

Human Factors : Situational Awareness

Human Factors : Communication Breakdown

Communication Breakdown.Party1 : Flight Crew

Communication Breakdown.Party2 : Flight Crew

Events

Anomaly.Conflict : NMAC

Detector.Person : Flight Crew

Miss Distance.Horizontal : 100

Miss Distance.Vertical : 0

When Detected : In-flight

Result.Flight Crew : Took Evasive Action

Assessments

Contributing Factors / Situations : Airport

Contributing Factors / Situations : Environment - Non Weather Related

Contributing Factors / Situations : Procedure

Primary Problem : Procedure

Narrative: 1

I am a little fuzzy on the details as this happened earlier this year and I did not think to report it until I read a recent article reminding me of the NASA system.

I approached the airport from the west and announced my altitude and that I was going to overfly the airport midfield at 1,500 feet. I announced on CTAF when I was over midfield. I announced again when I turned right downwind for XX which is the pattern for XX. I was announcing my downwind to base turn when I started and looked right and there was a "warbird" type plane that was at my pattern altitude opposite direction just off my wing. He was way too close. I straightened out then announced again and made my base turn. I announced turning final and then once again at a 1 mile final. As I scanned the runway on short final I [saw] the warbird again on the runway. He exited the runway just in time for me to land prior to going around.

During this whole ordeal there was never one radio call from the warbird pilot. I was not on with Center for following as this [was] a local flight and at that altitude I would not be able to pick them up anyway. Contributing factors could be that it was a calm wind day and even though [the Chart Supplement] states that XX is the calm wind runway, the pilot may have thought he could just pick the one he wanted. It is right pattern for XX and left pattern for [the opposite runway] which puts both downwinds on the same side at the same altitude. I don't know why that is. Seems dangerous, especially with no terrain or residential area as a limiting factor. I just thought I would share this event.

Synopsis

Small Aircraft pilot reported a NMAC with another Small Aircraft landing at the same non towered airport and not announcing their intentions on CTAF.

Time / Day

Date : 201804

Local Time Of Day : 0601-1200

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Weather Elements / Visibility : Windshear

Weather Elements / Visibility.Visibility : 10

Light : Daylight

Aircraft

Reference : X

ATC / Advisory.CTAF : ZZZ

Aircraft Operator : Personal

Make Model Name : Skylane 182/RG Turbo Skylane/RG

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : None

Mission : Personal

Flight Phase : Landing

Route In Use : Direct

Route In Use : Visual Approach

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 : 197

Experience.Flight Crew.Last 90 Days : 13

Experience.Flight Crew.Type : 101

ASRS Report Number.Accession Number : 1531496

Events

Anomaly.Ground Event / Encounter : Ground Strike - Aircraft

Anomaly.Inflight Event / Encounter : Weather / Turbulence

Detector.Person : Flight Crew

When Detected : In-flight

Result.Aircraft : Aircraft Damaged

Assessments

Contributing Factors / Situations : Weather
Primary Problem : Weather

Narrative: 1

The AWOS reporting winds at variable 5 KTS. Visibility greater than 10. I was set up for landing configuration, was in a stable approach and was in ground effect and at touch down a gust which was a wind shear to a crossing tail wind lifted the right wing and the nose pitched down - and the propeller evidently had a strike to the runway. Gained control of plane to avoid leaving the runway and taxied to the ramp for inspection. After shutdown witnessed all three blades had impact. If I had made a go-around decision earlier and went around I may have avoided this strike.

Synopsis

C182 pilot reported a prop strike resulted when windshear was encountered at touchdown.

Time / Day

Date : 201803
Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.AGL.Single Value : 75

Environment

Light : Daylight

Aircraft : 1

Reference : X
ATC / Advisory.CTAF : ZZZ
Aircraft Operator : Personal
Make Model Name : PA-32 Cherokee Six/Lance/Saratoga/6X
Crew Size.Number Of Crew : 1
Operating Under FAR Part : Part 91
Mission : Personal
Flight Phase : Initial Climb
Airspace.Class G : ZZZ

Aircraft : 2

Reference : Y
Aircraft Operator : Corporate
Make Model Name : UAV - Unpiloted Aerial Vehicle
Operating Under FAR Part.Other
Mission : Photo Shoot
Flight Phase : Cruise
Airspace.Class G : ZZZ

Person

Reference : 1
Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Personal
Function.Flight Crew : Pilot Flying
Function.Flight Crew : Single Pilot
Qualification.Flight Crew : Instrument
Qualification.Flight Crew : Private
Experience.Flight Crew.Total : 800
Experience.Flight Crew.Last 90 Days : 15
Experience.Flight Crew.Type : 200
ASRS Report Number.Accession Number : 1531194
Human Factors : Distraction
Human Factors : Situational Awareness

Events

Anomaly.Conflict : NMAC
Anomaly.Deviation - Procedural : FAR
Detector.Person : Flight Crew
Miss Distance.Horizontal : 30
Miss Distance.Vertical : 0
When Detected : In-flight
Result.General : None Reported / Taken

Assessments

Contributing Factors / Situations : Procedure
Primary Problem : Procedure

Narrative: 1

ZZZ was operating under a NOTAMed closed runway with permission to depart giving by the airport coordinator 5 minutes before taxi. A film crew with a helicopter and a small drone was operating at the airport. Upon announcing on the CTAF that the aircraft was under back-taxi on the runway to the run-up area to avoid the helicopter near the taxiway, an unknown (possibly helicopter operator) asked a 20-25 minute delay in taxi. Due to an arrival schedule and perceived unreasonable request by the unknown requester it was communicated that the taxi delay request could not be accommodated by the aircraft. The aircraft entered the runway and was in the process of taxi when the helicopter air-taxied onto the runway without further communication. The aircraft transmitted on the CTAF that the runway was occupied. The helicopter replied that the runway was closed for their use. The aircraft stopped taxi operations on the runway and held position. The helicopter then continued to fly low passes over the aircraft (approximately 15 ft above the aircraft) and along the entire runway length with aggressive maneuvering. During one of the helicopter passes, when the helicopter was clear of the aircraft, the aircraft completed the back-taxi to the run up area and waited for the helicopter to clear the runway. When the helicopter landed again, the aircraft requested status from the helicopter on the CTAF. The query was not replied to. The aircraft made a takeoff call and entered the runway. A normal takeoff was accomplished, however during the climb out at an altitude of approximately 75 ft, an unexpected and unknown drone quadcopter was observed hovering adjacent to the runway between the taxiway and runway. This drone was passed with approximately 30 ft of horizontal distance and 0 ft of vertical clearance. No communication from the drone was observed.

The pilot of the aircraft felt that the helicopter performed a dangerous and unnecessary maneuver near the aircraft that had the right of way. The pilot also feels that the drone operator took an unnecessary risk by operating the drone in the vicinity of a departing aircraft without prior arrangement or communication with the aircraft. Both of the situations could have been avoided with better coordination from the airport coordinator and with increased communication from the helicopter and drone pilots.

Synopsis

PA32 pilot reported a drone flew approximately 30 feet away in the departure corridor during the initial climb out.

Time / Day

Date : 201803
Local Time Of Day : 1801-2400

Place

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

Environment

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

Aircraft

Reference : X
ATC / Advisory.CTAF : ZZZ
Aircraft Operator : Corporate
Make Model Name : PA-31 Navajo/Chieftan/Mojave/T1040
Crew Size.Number Of Crew : 1
Operating Under FAR Part : Part 91
Flight Plan : None
Mission : Utility
Flight Phase : Landing

Component : 1

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

Component : 2

Aircraft Component : Squat Switch
Aircraft Reference : X
Problem : Malfunctioning

Person

Reference : 1
Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Corporate
Function.Flight Crew : Single Pilot
Qualification.Flight Crew : Instrument
Qualification.Flight Crew : Air Transport Pilot (ATP)
Qualification.Flight Crew : Flight Instructor
Qualification.Flight Crew : Multiengine
Experience.Flight Crew.Total : 8001
Experience.Flight Crew.Last 90 Days : 69

Experience.Flight Crew.Type : 464
ASRS Report Number.Accession Number : 1530853

Events

Anomaly.Aircraft Equipment Problem : Less Severe
Anomaly.Ground Event / Encounter : Ground Strike - Aircraft
Detector.Person : Flight Crew
When Detected : In-flight
Result.Aircraft : Aircraft Damaged

Assessments

Contributing Factors / Situations : Aircraft
Primary Problem : Aircraft

Narrative: 1

I was returning to land after completing an aerial survey mission. I was conducting a straight-in approach to Runway XX. It was at dusk. Objects on the ground were still visible. After lining up on final I selected an initial approach flap setting of about 15 degrees. After slowing to 125 knots I selected gear down and verified 3 green gear down and locked lights and could visually see the nose gear was down in the convex gear mirror attached to the left engine nacelle. I verbally called out "3 green and one in the mirror," and continued with calling out "boost pumps on, fuel on mains." I then selected full flaps and continued the approach. On short final I again checked the landing gear indicator lights and called out "3 green" and proceeded with approach and landing.

Touchdown was made within approximately the first 500-600 feet of the runway. The nose wheel came in contact with runway surface within approximately 200 feet or less. The landing roll seemed normal and continued for approximately another 1,000 feet. At about the midway point of the 5,500 foot runway the nose suddenly dropped to the ground. The airplane continued straight for a distance and then started to veer to the right as it slowed. As the airplane approached the right edge of the runway the right main gear collapsed and the airplane came to a complete stop. I then began shutting off the airplane systems with first turning off the battery master, placing the fuel selectors in the off position and placing the fuel cutoff selectors to off. Prior to leaving the pilot's seat I visually noticed the gear selector was in the neutral position where it returns after placed in the down or up position.

It is my understanding this aircraft is equipped with a gear safety squat switch which should prevent the gear from retracting while on the ground. If it is installed, it failed to work properly as most, if not all of the airplane would have been on the landing gear at the speed to which [I] had slowed prior to the nose gear collapsing. To my knowledge I had not started the after landing sequence of turning off the fuel boost pumps, opening the cowl flaps, or selecting flaps up prior to the collapse of the nose gear.

Synopsis

PA-31 pilot reported the landing gear collapsed after landing.

Time / Day

Date : 201803
Local Time Of Day : 0601-1200

Place

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

Environment

Weather Elements / Visibility.Visibility : 10
Light : Daylight
Ceiling : CLR

Aircraft : 1

Reference : X
ATC / Advisory.CTAF : ZZZ
Aircraft Operator : Personal
Make Model Name : Baron 58/58TC
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Part 91
Flight Plan : None
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 : Small Aircraft
Crew Size.Number Of Crew : 1
Operating Under FAR Part : Part 91
Flight Plan : None
Mission : Personal
Flight Phase : Takeoff
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 : Check Pilot
Function.Flight Crew : Pilot Not Flying
Qualification.Flight Crew : Multiengine
Qualification.Flight Crew : Air Transport Pilot (ATP)

Qualification.Flight Crew : Flight Instructor
Qualification.Flight Crew : Instrument
Experience.Flight Crew.Total : 20000
Experience.Flight Crew.Last 90 Days : 50
Experience.Flight Crew.Type : 300
ASRS Report Number.Accession Number : 1530826
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 : 50
When Detected : In-flight
Result.General : None Reported / Taken

Assessments

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

Narrative: 1

I was conducting a multi-engine flight test. AWOS indicated wind was calm. Applicant decided to taxi to runway 06 for departure. Unknown to us Aircraft Y with no radio taxied to runway 24 for departure. The ramp and taxiway to 24 were behind us as we taxied toward runway 06.

After completing runup, the applicant made the normal CTAF announcements indicating we intended to depart runway 06. Neither the applicant nor I observed any traffic during takeoff or climb.

We were later informed that Aircraft Y was departing at the same time on runway 24 and that we almost collided over the runway. I do not know if Aircraft Y saw us or took evasive action.

Because of the slope of the runway, it would not have been possible for either plane to see the other until after takeoff. This could have been a very serious accident and could have been avoided if Aircraft Y had been radio equipped.

While a calm wind is good for flying, it was a set up for this close call.

Synopsis

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

Time / Day

Date : 201803
Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : GFL.Airport
State Reference : NY
Altitude.MSL.Single Value : 2500

Environment

Flight Conditions : IMC
Weather Elements / Visibility : Rain
Weather Elements / Visibility.Visibility : 1
Light : Daylight
Ceiling.Single Value : 300

Aircraft

Reference : X
ATC / Advisory.CTAF : GFL
Aircraft Operator : Personal
Make Model Name : PA-28 Cherokee/Archer/Dakota/Pillan/Warrior
Crew Size.Number Of Crew : 1
Operating Under FAR Part : Part 91
Flight Plan : IFR
Mission : Personal
Flight Phase : Initial Climb
Airspace.Class E : GFL

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
Qualification.Flight Crew : Instrument
Experience.Flight Crew.Total : 362
Experience.Flight Crew.Last 90 Days : 16
Experience.Flight Crew.Type : 153
ASRS Report Number.Accession Number : 1530086
Human Factors : Situational Awareness
Human Factors : Communication Breakdown
Communication Breakdown.Party1 : Flight Crew
Communication Breakdown.Party2 : ATC

Events

Anomaly.Deviation - Track / Heading : All Types
Anomaly.Deviation - Procedural : Published Material / Policy

Anomaly.Deviation - Procedural : Clearance
Anomaly.Inflight Event / Encounter : CFTT / CFIT
Detector.Person : Flight Crew
When Detected : In-flight
Result.Flight Crew : Became Reoriented

Assessments

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

Narrative: 1

I was practicing instrument approaches to GFL, ILS Runway 1. My first approach went missed. On my second approach, I was able to land and do a touch and go. I misunderstood the instructions from the TRACON - evidently they wanted me to follow the published missed procedure. However, this assumes that one is still at the missed approach height, and not on the ground. I therefore decided to use the instrument departure procedure instead. However, in my haste of trying to review it in flight, I misread it. I read to climb to 2,500 feet straight ahead, instead of a climbing right turn to 2,500 feet back to the IF/MM on the approach. I did have terrain warning which showed I was >1000 feet above the terrain, and there were no terrain conflicts. In the future, when planning such a flight, I should have the departure procedure memorized and not attempt to read it in flight.

Synopsis

PA28 pilot reported receiving a terrain warning on a practice missed approach when he flew the wrong procedure.

Time / Day

Date : 201803

Local Time Of Day : 0601-1200

Place

Locale Reference.Airport : SSI.Airport

State Reference : GA

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Light : Daylight

Aircraft : 1

Reference : X

ATC / Advisory.CTAF : SSI

Aircraft Operator : Fractional

Make Model Name : Single Engine Turboprop Undifferentiated

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 91

Flight Plan : VFR

Mission : Passenger

Flight Phase : Takeoff

Airspace.Class E : SSI

Aircraft : 2

Reference : Y

ATC / Advisory.CTAF : SSI

Aircraft Operator : Corporate

Make Model Name : Small Transport, Low Wing, 2 Turbojet Eng

Flight Phase : Takeoff

Airspace.Class E : SSI

Person : 1

Reference : 1

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Fractional

Function.Flight Crew : Pilot Not Flying

Function.Flight Crew : Captain

ASRS Report Number.Accession Number : 1530006

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 : Fractional
Function.Flight Crew : First Officer
Function.Flight Crew : Pilot Not Flying
ASRS Report Number.Accession Number : 1531463
Human Factors : Communication Breakdown
Communication Breakdown.Party1 : Flight Crew
Communication Breakdown.Party2 : Flight Crew

Events

Anomaly.Conflict : Ground Conflict, Less Severe
Anomaly.Deviation - Procedural : Other / Unknown
Anomaly.Ground Incursion : Runway
Detector.Person : Flight Crew
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

Runway Incursion on Runway 4/22 in SSI. We made 2 radio calls on CTAF prior to the incursion. First, when taxiing from the FBO ramp to runway 22, and a second radio call stating our departure on runway 22. When taking runway 22 for a VFR departure, the other end of the runway appeared clear from our view point. On the departure roll, I noticed a jet appearing to be holding short of runway 4. At the time of rotation, it was apparent he was taxiing onto the runway. By the time we overflowed the end of the runway, he was fully on the runway in position for departure and we were about 300 feet AGL. We made another radio call on CTAF stating we were upwind runway 22. The [business jet] then made his first call since we had left the ramp stating he was departing runway 22. He was actually on runway 4. The rest of the flight continued uneventfully.

Narrative: 2

We taxied out at SSI. My captain and I made calls on the CTAF from the ramp and prior to entering runway 22 for takeoff, winds favored 22. Almost immediately after rotation we noticed a [business jet] taking runway 04 at the opposite end. He after entering the runway accounted he was departing runway 22 despite being in position on 04. My captain and I verified we were on the appropriate CTAF frequency and runway heading. We passed over him at the threshold by about 400 feet.

Synopsis

Turboprop flight crew reported a conflict with opposite direction traffic during takeoff from a non-towered airport.

Time / Day

Date : 201803

Local Time Of Day : 0601-1200

Place

Locale Reference.Airport : CGZ.Airport

State Reference : AZ

Altitude.MSL.Single Value : 4500

Environment

Light : Daylight

Aircraft : 1

Reference : X

ATC / Advisory.UNICOM : CGZ

Make Model Name : Small Aircraft

Crew Size.Number Of Crew : 1

Flight Phase : Landing

Airspace.Class E : CGZ

Aircraft : 2

Reference : Y

ATC / Advisory.UNICOM : CGZ

Make Model Name : Small Aircraft

Airspace.Class E : CGZ

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

ASRS Report Number.Accession Number : 1529780

Human Factors : Situational Awareness

Events

Anomaly.Conflict : NMAC

Detector.Person : Flight Crew

When Detected : In-flight

Result.Flight Crew : Took Evasive Action

Assessments

Contributing Factors / Situations : Human Factors

Primary Problem : Human Factors

Narrative: 1

While established in Stanfield holding for a GPS Approach to RWY5 at CGZ in 4,500 FT MSL we experienced an NMAC with [another] aircraft while reaching the holding fix on the inbound leg. The instructor trainee was under the foggles at this time. The safety pilot/instructor took control of the aircraft and performed an evasive climbing maneuver to de-conflict vertically and laterally. The closest distance between the two aircraft was estimated approximately 100 feet.

4,000 FT MSL and 3,500 FT MSL were initially occupied by other aircraft. The [other] aircraft was initially planning to enter the Holding in 5,000 FT MSL. After 4,000 FT MSL had been cleared the [other] aircraft entered a descent from 5,000 FT MSL to 4,000 FT MSL. While doing that it crossed our flight path directly over the VOR in 4,500 FT MSL without any further coordination with us.

After de-confliction was established, all aircraft took their planned altitudes. We continued our flight as planned.

Synopsis

GA instructor pilot reported a NMAC with another light aircraft in the vicinity of CGZ airport.

Time / Day

Date : 201803
Local Time Of Day : 0601-1200

Place

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

Environment

Weather Elements / Visibility : Rain
Weather Elements / Visibility : Thunderstorm
Weather Elements / Visibility.Visibility : 2
Ceiling.Single Value : 1000
RVR.Single Value : 4000

Aircraft

Reference : X
ATC / Advisory.UNICOM : ZZZ
Aircraft Operator : Corporate
Make Model Name : Caravan Undifferentiated
Operating Under FAR Part : Part 91
Flight Plan : VFR
Mission : Skydiving
Flight Phase : Landing
Route In Use : Visual Approach

Person

Reference : 1
Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Corporate
Function.Flight Crew : Pilot Flying
Function.Flight Crew : Single Pilot
Qualification.Flight Crew : Instrument
Qualification.Flight Crew : Commercial
Qualification.Flight Crew : Multiengine
Experience.Flight Crew.Total : 800
Experience.Flight Crew.Last 90 Days : 50
Experience.Flight Crew.Type : 30
ASRS Report Number.Accession Number : 1529217

Events

Anomaly.Ground Excursion : Runway
Anomaly.Ground Event / Encounter : Loss Of Aircraft Control
Anomaly.Inflight Event / Encounter : Weather / Turbulence
Detector.Person : Flight Crew
When Detected : In-flight

Result.Flight Crew : Took Evasive Action
Result.Flight Crew : Regained Aircraft Control

Assessments

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

Narrative: 1

I landed at ZZZ and went 200 feet into the open field which is beyond the touch down zone end of the runway and into the drop zone. A heavy storm and rain shower had immediately just passed. I made a normal approach which usually gives plenty of stopping distance instead of a longer approach for a wet runway. After touching down I applied brakes and immediately started to hydroplane causing the plane to fishtail. I released the brakes to let the plane roll and put the aircraft into reverse. I decided to not go around as the fishtail had caused me to become off center line and I feared adding power would increase the hydroplaning. Having just flown into the area from [a nearby] airport, I spoke with company on the radio and told them I was coming to park because of the bad weather so I knew there were no skydivers [on] the field. I knew the other Skydive companies were parked and no one was jumping. Having to do a low approach due to rain showers, I also saw that there was no one on or near the open field which is the drop zone. After the hydroplane and putting the aircraft into reverse, I knew the field was open so I let the aircraft roll and went into the field about 200 feet where I was able to apply the brakes and stop. I turned around and parked the aircraft. I was the only person in the aircraft and no damage was done.

The heavy rain and me not allowing for additional stopping distance by landing where I usually do were contributing factors. I believe that because I had flown through heavy rain that had made it very difficult to see for roughly 30 seconds on the downwind leg of approach, that I was more concerned with getting on the ground than thinking about making a longer approach to compensate for the extremely wet conditions. I did not initiate a go around because of the hydroplaning right after landing and being off center line and knowing I still had plenty of distance to stop with the open field.

I understand my decision and lack of forethought and judgment could have proved not safe in another scenario. I will be reflecting on this mistake and make sure I always provide myself with extra runway and make an appropriate approach anytime the weather is bad and wet.

Synopsis

C208 pilot reported a runway excursion after hydroplaning during landing rollout on a wet runway.

Time / Day

Date : 201803

Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : DED.Airport

State Reference : FL

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Weather Elements / Visibility.Visibility : 10

Light : Daylight

Ceiling.Single Value : 25000

Aircraft : 1

Reference : X

ATC / Advisory.CTAF : DED

Aircraft Operator : Personal

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

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Mission : Personal

Flight Phase : Takeoff

Aircraft : 2

Reference : Y

ATC / Advisory.CTAF : DED

Make Model Name : Small Aircraft, High Wing, 1 Eng, Fixed Gear

Mission : Training

Person

Reference : 1

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Personal

Function.Flight Crew : Single Pilot

Qualification.Flight Crew : Air Transport Pilot (ATP)

Qualification.Flight Crew : Multiengine

Qualification.Flight Crew : Instrument

Experience.Flight Crew.Total : 4000

Experience.Flight Crew.Last 90 Days : 100

Experience.Flight Crew.Type : 600

ASRS Report Number.Accession Number : 1528821

Human Factors : Communication Breakdown

Human Factors : Situational Awareness

Communication Breakdown.Party1 : Flight Crew

Communication Breakdown.Party2 : Flight Crew

Events

Anomaly.Conflict : Ground Conflict, Critical
Anomaly.Deviation - Procedural : Published Material / Policy
Anomaly.Ground Incursion : Runway
Detector.Person : Flight Crew
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

I taxied into position and held on Runway 5 in DED. I made a verbal announcement that I was going to taxi into position and hold on the 123.075 UNICOM frequency. After the aircraft that landed at the end of the runway cleared, I made a final call that I would be departing Runway 5. I started my takeoff roll and reached about 60 knots in the first 300 - 400 feet of the runway. I was not even to the first intersection of the runway. After my roll and airspeed had been achieved I noticed [another aircraft] taxiing out onto the runway in front of me. I had no choice but to continue ahead and hope that I could fly before I got to the aircraft. I yelled over the radio STOP STOP STOP STOP STOP! The aircraft continued ahead, and luckily I rotated my aircraft and veered left in flight and cleared the aircraft hazard in front of me. I believe that I may have used some foul language on the radio during the incident and after the other pilot, a flight instructor with broken English, denied [they] ever heard my takeoff roll call. We got into a verbal argument and some foul words were exchanged leading to the fact that [they] almost killed all of us.

The situation was a very close call and the congestion on the radio of several flight training aircraft all fighting for clear airtime to talk seemed to add to the problem with communications. However, radio or no radio, [they] failed to clear left and right before taxiing out onto an active runway environment. [They] clearly did not use good judgement nor display good piloting skills to [their] student either! I do not feel I violated any regulations during the incident other than the use of profanity on the radio. But I could not control what flew out of my mouth in a near catastrophic situation which was totally avoidable. The lack of attention by the pilot who entered the runway could have caused all of us to be killed. Had I been in another aircraft with less horsepower and/or performance this would have likely been a collision on the ground between two aircraft.

Synopsis

General aviation aircraft pilot reported a near collision while taking off at a non-towered airport.

Time / Day

Date : 201803

Local Time Of Day : 1801-2400

Place

Locale Reference.Airport : BGO.Airport

State Reference : AK

Relative Position.Distance.Nautical Miles : 10

Altitude.AGL.Single Value : 650

Environment

Flight Conditions : VMC

Weather Elements / Visibility.Visibility : 10

Light : Daylight

Aircraft : 1

Reference : X

ATC / Advisory.CTAF : BGO

Aircraft Operator : Personal

Make Model Name : Any Unknown or Unlisted Aircraft Manufacturer

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : None

Mission : Personal

Flight Phase : Descent

Route In Use : Visual Approach

Airspace.Class G : BGO

Aircraft : 2

Reference : Y

Make Model Name : Any Unknown or Unlisted Aircraft Manufacturer

Airspace.Class G : BGO

Person

Reference : 1

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Personal

Function.Flight Crew : Pilot Flying

Qualification.Flight Crew : Private

Experience.Flight Crew.Total : 150

Experience.Flight Crew.Last 90 Days : 20

Experience.Flight Crew.Type : 35

ASRS Report Number.Accession Number : 1528805

Human Factors : Situational Awareness

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

Narrative: 1

I was in a cruise descent with a nose down attitude heading eastbound to inspect a lake surface for a possible landing site and when I leveled the plane I saw another aircraft about 100-200 feet above me and to my left that had been hidden by either the ceiling or bulkhead of my aircraft. As soon as I saw the aircraft I took action by descending and banking right away from the other aircraft. The other aircraft took action as well by climbing and banking right. I did have the sun at my back and I can only assume the other pilot did not see my beacon or landing light against the glare of the sun. I can only guess as to why I didn't see the other aircraft before beginning my descent. The setting sun was causing reflections off of other objects that may have distracted me from seeing the beacon of the other aircraft. Even though I didn't feel like I spent more than 20 seconds looking at the lake directly I accept that my perception of it might have been skewed and more time had elapsed than I was aware of. I do think that this has reinforced the importance of scanning for traffic even during a descent to a landing. In future I will be more diligent in scanning under the wings as well as behind the bulkheads especially during a descent into a pattern around an uncontrolled lake. While I do not believe that we got within 500 feet of each other the events happened so quickly that I cannot be absolutely sure that we did not.

Synopsis

GA pilot reported a NMAC with another GA aircraft while surveying a lake for landing suitability.

Time / Day

Date : 201803

Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : JVV.Airport

State Reference : IN

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Weather Elements / Visibility.Visibility : 10

Light : Daylight

Ceiling.Single Value : 10000

Aircraft

Reference : X

ATC / Advisory.CTAF : JVV

Aircraft Operator : Personal

Make Model Name : Amateur/Home Built/Experimental

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : None

Mission : Personal

Flight Phase : Landing

Person

Reference : 1

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Personal

Function.Flight Crew : Pilot Flying

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Flight Instructor

Experience.Flight Crew.Total : 1700

Experience.Flight Crew.Last 90 Days : 20

Experience.Flight Crew.Type : 20

ASRS Report Number.Accession Number : 1528786

Human Factors : Situational Awareness

Events

Anomaly.Conflict : Ground Conflict, Critical

Anomaly.Deviation - Procedural : Published Material / Policy

Detector.Person : Flight Crew

When Detected : In-flight

Result.Flight Crew : Took Evasive Action

Assessments

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

Narrative: 1

Left for a local flight and approached JYV. I made a call on UNICOM and 2 other aircraft were in the pattern. We sequenced into the pattern without problem and on final saw several cars at the approach end on the side of the runway 18. We extended out and touched down 1000 feet beyond the cars, we then took off for another touch and go. After a second landing and as we continued downwind, we saw another car driving south down the side of the runway. Another plane was turning base to final.

We announced we were leaving due to the cars. There were no markings on the runway and no announcement on UNICOM (there are 2 active FBOs on the field). After I landed I checked the FAA website for any NOTAMS and found none relevant.

This was potentially a problem as several planes were calling inbound on UNICOM. I should have rejected the first landing and should have used another runway or returned home. The airport should use markings and someone should have been on UNICOM to alert aircraft of their presence and intentions.

Synopsis

GA pilot reported there were vehicles in the landing area of Runway 18 at JYV airport.

Time / Day

Date : 201803

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.MSL.Single Value : 2200

Environment

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

Aircraft : 1

Reference : X
ATC / Advisory.UNICOM : ZZZ
Aircraft Operator : Personal
Make Model Name : Travelair 95
Crew Size.Number Of Crew : 1
Operating Under FAR Part : Part 91
Flight Plan : None
Mission : Personal
Flight Phase : Landing
Route In Use : Visual Approach
Airspace.Class G : ZZZ

Aircraft : 2

Reference : Y
Aircraft Operator : Government
Make Model Name : Cessna Aircraft Undifferentiated or Other Model
Crew Size.Number Of Crew : 1
Operating Under FAR Part : Part 91
Mission : Training
Flight Phase : Takeoff
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 : Multiengine
Qualification.Flight Crew : Commercial
Qualification.Flight Crew : Instrument
Experience.Flight Crew.Total : 1050

Experience.Flight Crew.Last 90 Days : 35
Experience.Flight Crew.Type : 300
ASRS Report Number.Accession Number : 1527724
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.Automation : Aircraft RA
Detector.Person : Flight Crew
Miss Distance.Horizontal : 300
Miss Distance.Vertical : 0
When Detected : In-flight
Result.Flight Crew : Took Evasive Action

Assessments

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

Narrative: 1

Coming in from Northwest to join downwind to land Runway 36, I noted plane north end of runway on GTN 750 ADS B traffic system. I called position many times and asked for position report, no response, I continued to join downwind.

Noted plane departing seemed to be making early crosswind, no radio calls, I switched to my King 2nd radio to double check my radio was working and no response from departing plane. I then saw altitude closing and then identified a plane in the haze and I pulled up and turned west and later rejoined the downwind.

Landing uneventful. On turning to join the downwind, I saw the other plane was the [a high wing] that is [locally] based. Three other pilots heard my calls but none of those heard any calls from [the other] plane at that time.

Later after the [other] plane landed, and was put in hangar the two pilots acknowledged that it was them. I suggested in friendly terms that they have a radio check, but rather they claimed everyone heard them but me. When I offered up witnesses, they cursed me out and accused me of ruining aviation when I mentioned a [safety] report was needed over the close encounter. No accidents or damage.

As an [experienced pilot] I was the most concerned about the anger response afterward of the two pilots as I was very forgiving of a simple frequency error/radio mishap and the desire not to report such a near miss.

Synopsis

Twin Beechcraft pilot reported a NMAC at a non-towered airport with an aircraft that was not announcing position on the CTAF frequency.

Time / Day

Date : 201803
Local Time Of Day : 0601-1200

Place

Locale Reference.Airport : JYO.Airport
State Reference : VA
Altitude.MSL.Single Value : 1200

Environment

Flight Conditions : VMC
Weather Elements / Visibility.Visibility : 6
Light : Daylight
Ceiling.Single Value : 8000

Aircraft : 1

Reference : X
ATC / Advisory.CTAF : JYO
Aircraft Operator : Personal
Make Model Name : Small Aircraft, High Wing, 1 Eng, Fixed Gear
Crew Size.Number Of Crew : 1
Operating Under FAR Part : Part 91
Flight Plan : IFR
Mission : Personal
Flight Phase : Final Approach
Route In Use : Visual Approach
Airspace.Class E : JYO

Aircraft : 2

Reference : Y
ATC / Advisory.CTAF : JYO
Aircraft Operator : Corporate
Make Model Name : Light Transport, Low Wing, 2 Turbojet Eng
Flight Plan : IFR
Flight Phase : Takeoff
Airspace.Class E : JYO

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 : 176
Experience.Flight Crew.Last 90 Days : 11
Experience.Flight Crew.Type : 176
ASRS Report Number.Accession Number : 1527422

Human Factors : Communication Breakdown
Communication Breakdown.Party1 : Flight Crew
Communication Breakdown.Party2 : Flight Crew

Events

Anomaly.Conflict : NMAC
Detector.Person : Flight Crew
Miss Distance.Horizontal : 500
Miss Distance.Vertical : 400
When Detected : In-flight
Result.Flight Crew : Took Evasive Action

Assessments

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

Narrative: 1

METAR & ATIS reporting winds calm and calm wind Runway 17. In accordance with SFRA (Special Flight Rules Area) Flight Plan that I filed, I was conducting left close pattern work departing and landing on Runway 17. As part of my startup check, I confirmed by radio check that I was operating on JYO CTAF, 122.975, and during my pattern work, I heard and communicated with other aircraft departing JYO. My initial departure was approximately XA:14 local and multiple aircraft departed Runway 17 immediately before and after I began my pattern work.

At approximately XA:45 local I was in my fourth approach for landing, having reported on CTAF that I was on left downwind and then left base for Runway 17, when [a business jet] announced departure from Runway 35. I immediately announced that I was turning final for R/W 17. At the beginning of my left turn to final at approximately 800 ft MSL, I saw the [business jet] accelerating on Runway 35 and lift off the ground.

I took immediate evasive action by turning further left and inside the departing [business jet], judging that a right hand turn would put me closer to the departing aircraft and blind to his location. After the [business jet] passed, I crossed the runway at 800 ft and announced entering left upwind for Runway 17. I attempted a single communication with the departing [business jet] pilot, but did not call his tail number, and I do not know if he heard any CTAF calls during his departure. Hearing no other aircraft in the pattern at that point, I climbed to pattern altitude and completed that and three additional landings.

After landing and tie down, I had the flight line refueler from [the FBO] and others in the flight office report having witnessed or heard the incident.

I do not know whether the [business jet] pilot failed to sufficiently monitor the ATIS and CTAF frequency to understand that Runway 17 was the active runway, or whether he judged that he could make the more convenient northern departure before I began my final approach. In either event, he created a dangerous near miss.

Synopsis

GA pilot reported a near miss with a departing aircraft at a non-towered airport.

Time / Day

Date : 201803
Local Time Of Day : 0001-0600

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.AGL.Single Value : 200

Environment

Flight Conditions : IMC
Weather Elements / Visibility : Icing
Weather Elements / Visibility : Fog
Weather Elements / Visibility : Snow
Weather Elements / Visibility.Visibility : 1.75
Light : Daylight
Ceiling.Single Value : 2000

Aircraft

Reference : X
ATC / Advisory.UNICOM : ZZZ
Aircraft Operator : Air Taxi
Make Model Name : Airliner 99
Operating Under FAR Part : Part 135
Flight Plan : IFR
Mission : Cargo / Freight
Flight Phase : Final Approach
Route In Use : Direct
Airspace.Class D : ZZZ

Person

Reference : 1
Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Air Taxi
Function.Flight Crew : Captain
Qualification.Flight Crew : Instrument
Qualification.Flight Crew : Commercial
Qualification.Flight Crew : Flight Instructor
Qualification.Flight Crew : Multiengine
Experience.Flight Crew.Total : 1289
Experience.Flight Crew.Last 90 Days : 136
Experience.Flight Crew.Type : 201
ASRS Report Number.Accession Number : 1526986
Human Factors : Communication Breakdown
Human Factors : Situational Awareness
Communication Breakdown.Party1 : Flight Crew
Communication Breakdown.Party2 : Ground Personnel

Events

Anomaly.Conflict : Ground Conflict, Critical
Anomaly.Deviation - Procedural : Other / Unknown
Anomaly.Ground Incursion : Runway
Detector.Person : Flight Crew
Miss Distance.Horizontal : 0
Miss Distance.Vertical : 200
When Detected : In-flight
Result.General : Flight Cancelled / Delayed
Result.Flight Crew : Took Evasive Action
Result.Flight Crew : Executed Go Around / Missed Approach
Result.Air Traffic Control : Provided Assistance

Assessments

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

Narrative: 1

Heavy snow was falling in the area of my intended destination and runways were closed by NOTAM. Myself as Captain and a company First Officer were scheduled to fly and TAF showed weather to improve. We called the airport around and they confirmed about 8" of snow had fallen and they were in the process of clearing it. The weather improved and we were released by company dispatch. One runway was opened though one remained closed by NOTAM. We called airport and verified airport condition of one inch or less plowed snow and a runway was open. The initial part of flight was uneventful and we requested an RNAV Approach utilizing LPV minimums.

Center verified one runway was closed but one runway was open. We began the approach and checked again with UNICOM regarding runway condition (plowed and open.) Pilot Monitoring made at least 3 CTAF calls that I can recall. Upon reaching minimums the first approximately 1000 feet of the runway was clearly visible and descent for normal landing was initiated. Shortly afterwards a dark vehicle that looked like a snow plow was observed about 500 feet down the runway halfway on the east side moving toward the runway threshold. Both myself and the First Officer observed the vehicle. We executed a missed approach and queried UNICOM about the status of the runway. Shortly afterwards they said the runway was now clear. A subsequent approach resulted in a missed approach due to deteriorating conditions. Visibility at this time was reported below our applicable minimums and we went to our alternate. At the time it only seemed like an inconvenience, but we were incredibly fortunate that the vehicle was not further down the runway where it was not yet visible and where our ability to avoid a collision minimized.

Synopsis

Airliner 99 pilot on short final reported they observed a vehicle on the runway and executed a missed approach.

Time / Day

Date : 201803
Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : ATY.Airport
State Reference : SD
Altitude.MSL.Single Value : 3000

Environment

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

Aircraft : 1

Reference : X
ATC / Advisory.CTAF : ATY
Aircraft Operator : FBO
Make Model Name : Sundowner 23
Crew Size.Number Of Crew : 1
Operating Under FAR Part : Part 91
Flight Plan : None
Mission : Training
Flight Phase : Descent
Route In Use : Visual Approach
Airspace.Class E : ATY

Aircraft : 2

Reference : Y
ATC / Advisory.CTAF : ATY
Make Model Name : Cessna Single Piston Undifferentiated or Other Model
Crew Size.Number Of Crew : 1
Operating Under FAR Part : Part 91
Flight Phase : Cruise
Airspace.Class E : ATY

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
Experience.Flight Crew.Total : 1150
Experience.Flight Crew.Last 90 Days : 25
Experience.Flight Crew.Type : 18

ASRS Report Number.Accession Number : 1526489
Human Factors : Situational Awareness

Events

Anomaly.Conflict : NMAC
Detector.Person : Flight Crew
Miss Distance.Horizontal : 0
Miss Distance.Vertical : 100
Were Passengers Involved In Event : N
When Detected : In-flight
Result.Flight Crew : Took Evasive Action

Assessments

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

Narrative: 1

I was operating a Beechcraft Sundowner as PIC giving dual instruction to a private pilot student. We were performing simulated instrument maneuvers and unusual attitude while under the simulated instrument conditions. On our return to the airport we began our descent with the intentions of making a straight in approach for approximately 6 miles to the northwest. The student was still under the hood and flying the aircraft at 500 ft per min descent towards the airport on a heading of approximately 110 and monitoring ATY CTAF on 123.05. While descending through 3000 feet a correction was made by the student that turned the aircraft slightly which allowed my eye to see the Cessna aircraft, tricycle gear high wing single engine, probably a 150 or 172, which had emerged from behind the door post into my vision. The Cessna was slightly below our altitude and traveling from right to left, heading approximately 360, on a course that would intercept our course. I immediately took control of the aircraft from the student and began a climb with a slight left hand turn. The Cessna passed directly underneath the Sundowner. I continued the climb with a slight left hand turn until I regained visual contact with the Cessna which was continuing on a northerly heading at a lower altitude. Radio contact was made between the 2 aircraft after the incident confirming that both pilots were OK and both flights continued on course. The weather at the time of the situation was clear skies and unlimited visibility.

Synopsis

BE23 flight instructor reported a NMAC with a high wing Cessna about 6 miles northwest of ATY.

Time / Day

Date : 201803

Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.MSL.Single Value : 2000

Environment

Flight Conditions : VMC

Weather Elements / Visibility.Visibility : 10

Light : Daylight

Aircraft : 1

Reference : X

ATC / Advisory.UNICOM : ZZZ

Aircraft Operator : Personal

Make Model Name : Skyhawk 172/Cutlass 172

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 91

Flight Plan : None

Mission : Training

Flight Phase : Initial Approach

Route In Use : Visual Approach

Airspace.Class E : ZZZ

Aircraft : 2

Reference : Y

ATC / Advisory.UNICOM : ZZZ

Aircraft Operator : Personal

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

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Mission : Personal

Flight Phase : Descent

Route In Use : Visual Approach

Airspace.Class E : ZZZ

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 : Instrument

Qualification.Flight Crew : Air Transport Pilot (ATP)

Qualification.Flight Crew : Flight Instructor

Qualification.Flight Crew : Multiengine
Experience.Flight Crew.Total : 4748
Experience.Flight Crew.Last 90 Days : 14.7
Experience.Flight Crew.Type : 310
ASRS Report Number.Accession Number : 1526478
Human Factors : Situational Awareness

Events

Anomaly.Conflict : Airborne Conflict
Anomaly.Deviation - Altitude : Undershoot
Anomaly.Deviation - Procedural : Published Material / Policy
Detector.Automation : Aircraft TA
Detector.Person : Flight Crew
Miss Distance.Horizontal : 0.25
Miss Distance.Vertical : 500
When Detected : In-flight
Result.Flight Crew : Took Evasive Action

Assessments

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

Narrative: 1

Upon departure from ZZZ the crew contacted Approach for flight following to the area south of the Class C area for private pilot maneuvers. The crew then canceled flight following with Approach Control and proceeded into ZZZ1 for landings. After the final touch and go landing at ZZZ1, the crew contacted Approach for flight following from ZZZ1 to ZZZ and flew NNW toward ZZZ climbing to 3,000 MSL. The crew headed 1-2 NM NW of [the lake] in the Recreation area SW of ZZZ for setup of a 45 to downwind entry. The Instructor made an approaching ZZZ call on CTAF. At approximately 3-4 NM, the Instructor had the Student Pilot initiate a descent with the intent on being at pattern altitude (2,000 MSL). Upon starting the turnaround, the aircraft was still at 2,300 MSL descending, so the Instructor instructed the Student Pilot to descend more aggressively to be at the 2,000 MSL pattern altitude as soon as possible for the 45 to downwind entry. The Instructor mentioned to the student pilot the importance of merging on the 45 to downwind at the correct altitude to facilitate both merging and established traffic to be able to see each other while entering the traffic pattern.

The crew then heard over CTAF an Flight on Downwind radio call. The Instructor looked at the MFD and zoomed in to see if the other aircraft was pinging on TIS at that time. The "downwind" aircraft was not on the TIS zoomed into 3.75 NM ring setting. Approximately 3 NM WSW of ZZZ at 2,000 MSL on a 45 to downwind and the Instructor had the Student Pilot call "ZZZ Traffic, [callsign] 45 to Left Downwind, RWY 30, ZZZ." The Student Pilot and Instructor then talked about searching for the "downwind traffic emphasizing on eyes out of the cockpit.

When the crew was approaching the time to turn downwind, with the Student Pilot and Instructor still eyes out looking for the "downwind" traffic at pattern altitude, the TIS announced "Traffic, Traffic". The Instructor looked down to the MFD and saw a yellow circle traffic icon with a "+5" (500 foot above the current altitude of 2,000 MSL) with a down arrow indicating a descent. The traffic circle was only a couple radii away from the center icon on the MFD and to the 7-8 o'clock position. The Instructor then announced,

"My aircraft" and took control of the aircraft, steeply raising the left wing 30-45 degrees high to look above its position. The Instructor saw the low wing piper at our 7-8 o'clock position about 20 degrees above the horizon. The [other aircraft] did appear to be visually at 500 feet above in a descent which correlated with TIS indications. Its vector was from 8 O'clock going over toward its 2 o'clock in an aggressive descent. The [other aircraft] appeared to be entering the pattern from a >500 feet above pattern altitude descent slightly merging downwind, ~1 NM wide.

Upon seeing the traffic, with the choices of turning right into the flight vector or turning left going opposite direction of the downwind, to create distance the Instructor immediately added full power and descended 2-300 feet to assist in vertical separation and continued straight forward on the 45 to downwind proceeding to an inside downwind, ~0.5 NM wide, to assist in lateral separation. Upon rolling onto an inside downwind, the aircraft was spotted on downwind flying on a parallel vector. The aircraft was given back to control of the student pilot. With lateral separation assured, the Student Pilot climbed back up to pattern altitude. The Student Pilot made the downwind radio call with a planned full stop. The Instructor emphasized to report the planned "full stop" to allow the [other aircraft], now in visual contact abeam us on a wide downwind, to plan for separation on final.

After a standard base and final, the crosswinds with a student pilot necessitated a go around from that landing. Upon the next traffic pattern that was uneventful, the Student Pilot landed the aircraft then taxied to the refueling area and shut down without further incident.

Synopsis

C172 flight instructor reported taking evasive action in the traffic pattern at a non-towered airport.

Time / Day

Date : 201803

Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Light : Daylight

Aircraft

Reference : X

ATC / Advisory.CTAF : ZZZ

Aircraft Operator : Personal

Make Model Name : Light Sport Aircraft

Operating Under FAR Part : Part 91

Mission : Personal

Flight Phase : Takeoff

Airspace.Class G : ZZZ

Person

Reference : 1

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Personal

Function.Flight Crew : Single Pilot

Qualification.Flight Crew : Air Transport Pilot (ATP)

Qualification.Flight Crew : Flight Instructor

Qualification.Flight Crew : Multiengine

Qualification.Flight Crew : Instrument

Experience.Flight Crew.Total : 11000

Experience.Flight Crew.Last 90 Days : 46

Experience.Flight Crew.Type : 180

ASRS Report Number.Accession Number : 1526251

Human Factors : Situational Awareness

Human Factors : Communication Breakdown

Communication Breakdown.Party1 : Flight Crew

Communication Breakdown.Party2 : Other

Communication Breakdown.Party2 : Flight Crew

Events

Anomaly.Conflict : Ground Conflict, Critical

Anomaly.Deviation - Procedural : Published Material / Policy

Anomaly.Ground Incursion : Runway

Detector.Person : Flight Crew

When Detected : In-flight
Result.Flight Crew : Became Reoriented

Assessments

Contributing Factors / Situations : Procedure
Contributing Factors / Situations : Incorrect / Not Installed / Unavailable Part
Contributing Factors / Situations : Airport
Primary Problem : Procedure

Narrative: 1

During a soft-field takeoff in a tailwheel LSA from the overrun area of runway 14 I overflew an aircraft taxiing on runway 32 near the 14 threshold. I failed to check that the runway was clear prior to starting my takeoff run. I did not see the other aircraft until after liftoff due to the nose-high attitude. Because my transmitter was set to the wrong frequency, the other aircraft could not hear my transmissions.

This event occurred during clear weather with a light crosswind. This airport is located [adjacent to] ZZZ1. I am based at ZZZ, a public-use grass airport with one 2,400 foot long runway. Runway 14 has a 1,000 foot overrun and a right-hand hand traffic pattern. The runway and taxiway were mowed; however there was long cut grass on the overrun for runway 14 that required a rolling soft-field takeoff. I started my takeoff about 300 feet into the overrun to allowed liftoff before the threshold.

I made a series of mistakes. First, prior to taxiing I spent about 5 minutes on my hangar pad to get the engine oil temperature up, check ATIS, and link my kneeboard PC to ADS-B. During that time I set my radio to monitor the tower frequency at ZZZ1 and to transmit on multicom. At some point I flipped the frequency so that I was transmitting on tower and monitoring the multicom frequency. As a result, any transmission by the Tower would block my receiving 122.9 and aircraft in the pattern at ZZZ1 could not hear my transmissions.

Second, as I taxied I heard an aircraft inbound from the south for a right downwind to runway 14. I focused on locating the inbound aircraft. I stopped on the taxiway perpendicular to the runway for my pre-takeoff check and scanned my laptop ADS-B display and the downwind for the incoming traffic. I turned right onto the runway overrun and checked for incoming traffic while back-taxing. Then I made a rolling 180 to lineup on 14. During the taxi and turn I scanned the approach to runway 14 and the downwind looking for the inbound traffic, I did not see the aircraft taxiing on the runway 32 until I lowered the nose to best angle climb speed.

Finally, this event occurred because I failed to do either a complete pre-takeoff check or a line-up check. The pre-takeoff checklist includes a check that the radio is on the correct frequency. Had I done that item, the aircraft on the runway 32 could have heard my transmission that I was departing on runway 14. The line-up check includes a check of the runway ahead. When lightly loaded this aircraft takes off in a very nose-high attitude. This is a known issue that should have been addressed by scanning down the runway during the 180 and by s-turns early in the take-off run. I didn't do either. The fact that this is my home airport and there is usually no weekday traffic contributed to my sloppy procedure.

Synopsis

Rans S20 pilot reported that he did not check if the runway was clear prior to takeoff causing a near miss right after liftoff.

Time / Day

Date : 201803
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 : Icing
Weather Elements / Visibility : Snow
Weather Elements / Visibility.Visibility : 10
Light : Daylight
Ceiling.Single Value : 12000

Aircraft

Reference : X
ATC / Advisory.CTAF : ZZZ
Aircraft Operator : Personal
Make Model Name : PA-28 Cherokee/Archer/Dakota/Pillan/Warrior
Crew Size.Number Of Crew : 1
Operating Under FAR Part : Part 91
Flight Plan : None
Mission : Personal
Flight Phase : Takeoff
Route In Use : None

Component

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

Person

Reference : 1
Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Personal
Function.Flight Crew : Single Pilot
Qualification.Flight Crew : Instrument
Qualification.Flight Crew : Commercial
Qualification.Flight Crew : Flight Instructor
Qualification.Flight Crew : Multiengine
Experience.Flight Crew.Total : 950
Experience.Flight Crew.Last 90 Days : 100
Experience.Flight Crew.Type : 944
ASRS Report Number.Accession Number : 1525702
Human Factors : Situational Awareness

Events

Anomaly.Aircraft Equipment Problem : Less Severe
Anomaly.Ground Event / Encounter : Loss Of Aircraft Control
Detector.Person : Flight Crew
When Detected : In-flight
Result.General : Flight Cancelled / Delayed
Result.Flight Crew : Rejected Takeoff
Result.Aircraft : Aircraft Damaged

Assessments

Contributing Factors / Situations : Weather
Primary Problem : Weather

Narrative: 1

During takeoff roll from ZZZ airport the aircraft veered/slid left and I tried to correct with more right rudder. As right rudder was applied the left main wheel entered a snow drift/snow bank which in turn caught the wheel and prevented it from exiting the snow bank. Pilot applied more right rudder to exit snow however the left main wheel was firmly secured which sent the aircraft sliding to the left. The nose wheel was side loaded due to the left slide and subsequently collapsed. The aircraft did not depart the runway but due to the collapse there was a prop strike. Initial look at aircraft did not show any damage to firewall or aircraft structure.

After incident and a look at the runway it looks like the aircraft hit a patch of ice during roll which facilitated the initial slide to the left. Due to the high rate of speed at the time the aircraft moved left there wasn't enough time to avoid the snow bank/drift.

Synopsis

PA-28-181 pilot reported losing control of the aircraft during the takeoff roll due to a patch of ice.

Time / Day

Date : 201803
Local Time Of Day : 1801-2400

Place

Locale Reference.Airport : 31E.Airport
State Reference : NJ
Altitude.AGL.Single Value : 500

Environment

Flight Conditions : VMC
Weather Elements / Visibility.Visibility : 15
Light : Night
Ceiling : CLR

Aircraft

Reference : X
ATC / Advisory.CTAF : 31E
Aircraft Operator : Personal
Make Model Name : Small Aircraft, Low Wing, 1 Eng, Retractable Gear
Crew Size.Number Of Crew : 1
Operating Under FAR Part : Part 91
Flight Plan : VFR
Mission : Personal
Flight Phase : Final Approach
Route In Use : Visual Approach
Airspace.Class G : 31E

Person

Reference : 1
Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Personal
Function.Flight Crew : Single Pilot
Qualification.Flight Crew : Instrument
Qualification.Flight Crew : Flight Instructor
Qualification.Flight Crew : Multiengine
Experience.Flight Crew.Total : 6000
Experience.Flight Crew.Last 90 Days : 75
Experience.Flight Crew.Type : 400
ASRS Report Number.Accession Number : 1524406

Events

Anomaly.Deviation - Procedural : Published Material / Policy
Anomaly.Inflight Event / Encounter : Other / Unknown
Detector.Person : Flight Crew
When Detected : In-flight
Result.General : None Reported / Taken

Assessments

Contributing Factors / Situations : Procedure

Primary Problem : Procedure

Narrative: 1

Somebody on the ground, just to the right of the final approach course to Runway 32 at approximately 1.6 nm was shining a bright spotlight on my aircraft as I was on final to land. The light was distracting and could have resulted in an accident. After landing, I became aware of signage in the FBO saying night ops should be limited to landing on 14 and departing on 32 to avoid a local neighborhood. There were no such indications in the NOTAMS or airfield directory. I assume the spotlight was being used by a neighbor unhappy with night ops, but his/her method could prove to be lethal.

Synopsis

GA pilot reported a bright spotlight was shining on his aircraft during a night visual approach to Runway 32 at Eagles Nest Airport (31E), a privately-owned airport.

Time / Day

Date : 201803

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 : 12000

Aircraft : 1

Reference : X

ATC / Advisory.CTAF : ZZZ

Aircraft Operator : FBO

Make Model Name : Skyhawk 172/Cutlass 172

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 91

Flight Plan : None

Mission : Training

Flight Phase : Takeoff

Route In Use : None

Aircraft : 2

Reference : Y

ATC / Advisory.CTAF : ZZZ

Aircraft Operator : Personal

Make Model Name : Cessna 150

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : None

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 : Multiengine

Qualification.Flight Crew : Commercial

Qualification.Flight Crew : Flight Instructor

Qualification.Flight Crew : Instrument

Experience.Flight Crew.Total : 890

Experience.Flight Crew.Last 90 Days : 136
Experience.Flight Crew.Type : 820
ASRS Report Number.Accession Number : 1524388
Human Factors : Communication Breakdown
Human Factors : Situational Awareness
Communication Breakdown.Party1 : Flight Crew
Communication Breakdown.Party2 : Flight Crew

Events

Anomaly.Conflict : Ground Conflict, Less Severe
Anomaly.Deviation - Procedural : Published Material / Policy
Anomaly.Ground Incursion : Runway
Detector.Person : Flight Crew
When Detected : Taxi
Result.Flight Crew : Took Evasive Action

Assessments

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

Narrative: 1

I was on a training flight with a student conducted under part 91 as a stage check flight associated with commercial pilot flight training. After visually clearing the runway environment and traffic pattern, the student made a call on CTAF advising that we were taking off Runway XX, and we began our roll onto the runway. Seconds prior to our aircraft being in position, Aircraft Y (C150) called that he was crossing RWY XX at [another] taxiway, which crosses Runway XX at approximately mid-way down the runway. Aircraft Y pilot said he was expediting, or no delay (I don't specifically recall which), and crossed the runway in front of us. After Aircraft Y crossed the runway and was clear, we began our takeoff roll. We delayed our takeoff roll after pulling onto the runway after Aircraft Y said he was crossing, even though we had already communicated our intentions on CTAF, and visually cleared the runway prior to entering the runway environment. Prior to crossing Runway XX, Aircraft Y landed Runway YY, and I believe was taxiing to his hangar on the west side of the airport. I believe we made the right decision to not begin our takeoff roll, given that Aircraft Y crossed the runway, even though we had communicated our intentions and done our due diligence before even taking position on the runway. CTAF was busy, and there were multiple aircraft in the area, and at least one aircraft operating in the traffic pattern. Aircraft Y's pilot infrequently follows or adheres to AIM recommendations for operating at an uncontrolled airfield. I believe we could've performed better by ensuring more thorough visual scanning of the runway environment, and communicated with Aircraft Y to determine his intentions prior to our takeoff.

Synopsis

C172 flight instructor reported a delayed takeoff after another pilot announced crossing the runway down field.

Time / Day

Date : 201803
Local Time Of Day : 0601-1200

Place

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

Environment

Light : Daylight

Aircraft

Reference : X
ATC / Advisory.CTAF : ZZZ
Aircraft Operator : Air Taxi
Make Model Name : Cessna Twin Piston Undifferentiated or Other Model
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Part 135
Flight Plan : IFR
Mission : Passenger
Flight Phase : Landing

Component

Aircraft Component : Main Gear
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 : Pilot Flying
Function.Flight Crew : Captain
Qualification.Flight Crew : Commercial
Qualification.Flight Crew : Multiengine
Qualification.Flight Crew : Instrument
ASRS Report Number.Accession Number : 1523814
Human Factors : Situational Awareness
Human Factors : Confusion

Events

Anomaly.Aircraft Equipment Problem : Less Severe
Anomaly.Ground Event / Encounter : Loss Of Aircraft Control
Detector.Person : Flight Crew
When Detected : In-flight
Result.General : Maintenance Action

Result.Flight Crew : Regained Aircraft Control
Result.Flight Crew : Overcame Equipment Problem

Assessments

Contributing Factors / Situations : Aircraft
Primary Problem : Aircraft

Narrative: 1

After touching down the plane made an immediate swerve to the right of the runway. I applied full left rudder and aileron just to keep the plane on the runway. I was able to taxi off the runway but noticed something was wrong. After the passengers deplaned I looked at the gear. The left main had spun 180 degrees from its original position. The link that keeps the main straight had separated causing the wheel assembly to swivel.

Synopsis

Cessna pilot reported a momentary loss of directional control on landing due to the failure of the left main landing gear link.

Time / Day

Date : 201803

Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : JVY.Airport

State Reference : IN

Relative Position.Angle.Radial : 270

Relative Position.Distance.Nautical Miles : 2

Altitude.AGL.Single Value : 1300

Environment

Flight Conditions : VMC

Weather Elements / Visibility.Visibility : 10

Light : Daylight

Ceiling : CLR

Aircraft : 1

Reference : X

ATC / Advisory.CTAF : JVY

Aircraft Operator : Personal

Make Model Name : Cessna Stationair/Turbo Stationair 6

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 91

Flight Plan : None

Mission : Training

Flight Phase : Initial Approach

Airspace.Class G : JVY

Aircraft : 2

Reference : Y

ATC / Advisory.CTAF : JVY

Aircraft Operator : Air Taxi

Make Model Name : Cessna Citation Undifferentiated or Other Model

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 135

Flight Plan : IFR

Mission : Passenger

Flight Phase : Final Approach

Airspace.Class G : JVY

Aircraft : 3

Reference : Z

ATC / Advisory.CTAF : JVY

Aircraft Operator : FBO

Make Model Name : Skyhawk 172/Cutlass 172

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 91

Mission : Training

Flight Phase : Landing
Airspace.Class G : JVV

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 : Instrument
Qualification.Flight Crew : Air Transport Pilot (ATP)
Qualification.Flight Crew : Multiengine
Experience.Flight Crew.Total : 9000
Experience.Flight Crew.Last 90 Days : 25
Experience.Flight Crew.Type : 10
ASRS Report Number.Accession Number : 1523573
Human Factors : Other / Unknown

Events

Anomaly.Conflict : Ground Conflict, Critical
Anomaly.Deviation - Procedural : Published Material / Policy
Detector.Person : Flight Crew
When Detected : In-flight
Result.General : None Reported / Taken

Assessments

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

Narrative: 1

Multiple aircraft were in Left closed traffic. Aircraft Y called 4 miles to the south inbound for landing Runway 36. Aircraft Z, C172 with student pilot and CFI on board had advised that it was landing "full stop". Aircraft Y called short final and asked the C172 if it was doing a "touch and go". The C172 replied "we are now". Aircraft Y continued to the landing phase. Multiple aircraft in the pattern and on the ground broadcast "jet on final, GO-AROUND, there's an aircraft on the runway, go around." The pilot of Aircraft Y responded, "Nobody tells me to go around," Aircraft Y continued to a landing while the C172 was starting its acceleration after touch and go landing. There was a heated exchange between the instructor in the C172 and the Pilot of Aircraft Y. The instructor in the C172 advised the pilot of Aircraft Y that he had a student on board and that he should watch out next time to which the pilot of Aircraft Y responded, "just, calm down and keep flying, we do this all the time. You should try flying in Chicago sometime."

I have flown for years and have flown into 100s of airports. In all those years, I have never heard a pilot behave with such reckless disregard for safety and right-of-way rules. His flippant attitude was a poor example of Professional behavior required of an "experienced" pilot. The actions of the crew on Aircraft Y were a display of poor judgment and decision making. Their decision to continue to land while a smaller aircraft was still on the runway was a poor choice.

Synopsis

C206 pilot reported observing a landing jet disregard the safety of other aircraft operating in the pattern at a non-towered airport.

Time / Day

Date : 201802

Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : 6B6.Airport

State Reference : MA

Altitude.AGL.Single Value : 400

Environment

Flight Conditions : VMC

Weather Elements / Visibility.Visibility : 10

Ceiling.Single Value : 15000

Aircraft : 1

Reference : X

ATC / Advisory.UNICOM : 6B6

Aircraft Operator : Personal

Make Model Name : Bonanza 33

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : None

Mission : Personal

Flight Phase : Takeoff

Route In Use : Direct

Airspace.Class G : 6B6

Aircraft : 2

Reference : Y

Make Model Name : Bonanza 36

Airspace.Class G : 6B6

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 : Multiengine

Qualification.Flight Crew : Air Transport Pilot (ATP)

Qualification.Flight Crew : Instrument

Experience.Flight Crew.Total : 3500

Experience.Flight Crew.Last 90 Days : 200

Experience.Flight Crew.Type : 1500

ASRS Report Number.Accession Number : 1523538

Human Factors : Communication Breakdown

Communication Breakdown.Party1 : Flight Crew

Communication Breakdown.Party2 : Flight Crew

Events

Anomaly.Conflict : NMAC
Detector.Person : Flight Crew
Miss Distance.Horizontal : 25
Miss Distance.Vertical : 25
When Detected : In-flight
Result.Flight Crew : Took Evasive Action

Assessments

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

Narrative: 1

VFR DAY Near miss after takeoff passing 400 feet AGL. I was number two for takeoff following a Cessna 172. Another Bonanza reported entering downwind from southeast. Cessna 172 takes runway and announces "departing runway 21". Bonanza announces "entering downwind". I take runway and announce "Bonanza X departing runway 21". Bonanza Y announces "have you in site". Bonanza Y announces "I no longer have you in site". As I pass 400 feet AGL, Bonanza Y passed under me by approximately 25 feet, traveling from my right side, slightly behind to my left side behind. I believe Bonanza Y took evasive action. Bonanza Y announces "what runway are you using?" I departed straight ahead towards ZZZ.

Synopsis

Beechcraft pilot reported a near-midair-collision after takeoff from 6B6 non-towered airport.

Time / Day

Date : 201803
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

Reference : X
ATC / Advisory.CTAF : ZZZ
Aircraft Operator : FBO
Make Model Name : Skyhawk 172/Cutlass 172
Crew Size.Number Of Crew : 1
Operating Under FAR Part : Part 91
Flight Plan : None
Mission : Personal
Flight Phase : Landing
Route In Use : Visual Approach
Airspace.Class G : ZZZ

Person

Reference : 1
Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : FBO
Function.Flight Crew : Pilot Flying
Function.Flight Crew : Single Pilot
Qualification.Flight Crew : Private
Experience.Flight Crew.Total : 230
Experience.Flight Crew.Last 90 Days : 4
Experience.Flight Crew.Type : 230
ASRS Report Number.Accession Number : 1523534
Human Factors : Training / Qualification
Human Factors : Situational Awareness

Events

Anomaly.Ground Event / Encounter : Ground Strike - Aircraft
Anomaly.Inflight Event / Encounter : Loss Of Aircraft Control
Detector.Person : Flight Crew
When Detected : In-flight
Result.Flight Crew : Regained Aircraft Control
Result.Aircraft : Aircraft Damaged

Assessments

Contributing Factors / Situations : Human Factors

Contributing Factors / Situations : Weather

Primary Problem : Weather

Narrative: 1

Normal approach, AWOS reporting calm winds, slight crosswind from south, to best of my recollection insufficient flare began to porpoise, damaged nose and front landing gear collapsed with prop strike.

Synopsis

C172 pilot reported a porpoised landing that resulted in a nose landing gear collapse and propeller strike.

Time / Day

Date : 201802

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 : 12000

Aircraft

Reference : X

ATC / Advisory.CTAF : ZZZ

Aircraft Operator : Personal

Make Model Name : Cessna 210 Centurion / Turbo Centurion 210C, 210D

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : VFR

Mission : Personal

Flight Phase : Takeoff

Person

Reference : 1

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Personal

Function.Flight Crew : Single Pilot

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Private

Experience.Flight Crew.Total : 685

Experience.Flight Crew.Last 90 Days : 16

Experience.Flight Crew.Type : 480

ASRS Report Number.Accession Number : 1522390

Human Factors : Time Pressure

Human Factors : Situational Awareness

Events

Anomaly.Deviation - Procedural : Published Material / Policy

Anomaly.Ground Event / Encounter : Ground Strike - Aircraft

Detector.Person : Flight Crew

When Detected : In-flight

Result.Aircraft : Aircraft Damaged

Assessments

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

Narrative: 1

We had been checking the gear down indicator light and had the landing gear doors open for some inspection. Having completed the inspection, I started the airplane, performed my preflight checklist and taxied toward runway. The gear doors were open so in a bit of a rush, I pulled the gear lever up; instead of pushing it down. A pin in the lever positioning mechanism should have prevented me from pulling the gear lever into the gear-up position. But it did not. That will be fixed as well. The gear remained down until I started to take-off. A little bit of speed removed some down pressure from the nose and the nose gear retracted. The plane nosed forward striking the prop on the pavement.

Synopsis

C210 pilot reported a prop strike on takeoff after inadvertently putting the landing gear lever up during taxi.

Time / Day

Date : 201802

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 : 10000

Aircraft

Reference : X

ATC / Advisory.CTAF : ZZZ

Make Model Name : PA-28R Cherokee Arrow All Series

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Mission : Training

Flight Phase : Landing

Person

Reference : 1

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Function.Flight Crew : Single Pilot

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Flight Instructor

Experience.Flight Crew.Total : 1150

Experience.Flight Crew.Last 90 Days : 40

Experience.Flight Crew.Type : 147

ASRS Report Number.Accession Number : 1522345

Human Factors : Training / Qualification

Human Factors : Human-Machine Interface

Events

Anomaly.Deviation - Procedural : Published Material / Policy

Anomaly.Ground Event / Encounter : Gear Up Landing

Detector.Person : Flight Crew

Miss Distance.Horizontal : 1500

Miss Distance.Vertical : 300

When Detected : In-flight

Result.Aircraft : Aircraft Damaged

Assessments

Contributing Factors / Situations : Chart Or Publication
Contributing Factors / Situations : Human Factors
Primary Problem : Human Factors

Narrative: 1

Departed. At 500 ft agl, safe airspeed (>80 kts), flaps up, gear up, fuel pump off turned cross wind at 1200 ft. At that point an aircraft announced that it was coming in from north for downwind, looked for aircraft coming in from north, no joy. Turned downwind. Called for aircraft coming in from north. Soon after turn, aircraft from the north announced he could see me, that he was behind me and would maintain safe distance. At approximately abeam mid-field, another aircraft announced it was entering pattern on base from the west. I began looking and began my setup abeam touchdown point; flaps, power, 500 ft descent, at that point I saw the aircraft coming in on base, higher than me, to my right about 1/2 mile. I communicated, and he stated he would extend his downwind. I turned base a little early to avoid other aircraft approaching on base, this created shorter final than usual but I kept me airspeed under control with power below my normal setting of 15-17 at about 12 inches, full prop, and was at 85 kts. Approach was stable and shallow for short field 1 white, 3 red, full flaps. My aiming point established, upon reaching aiming point flared stabilized, removed power, strike. Slid slightly right of center line. Stopped. Secured aircraft, mags, batt, and alternator. Later moved mixture to off, fuel off. At no time did the gear horn activate despite the low power settings and full flaps.

Recommended action - checklist to be modified to verify auto gear extension override setting, and gear warning horn operation.

Synopsis

PA28R pilot reported a gear up landing due to the automatic landing gear extension override lever being on.

Time / Day

Date : 201802
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

Reference : X
ATC / Advisory.CTAF : ZZZ
Aircraft Operator : FBO
Make Model Name : Duchess 76
Crew Size.Number Of Crew : 1
Operating Under FAR Part : Part 91
Flight Plan : None
Mission : Training
Flight Phase : Landing

Component

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

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 : Air Transport Pilot (ATP)
Qualification.Flight Crew : Flight Instructor
Qualification.Flight Crew : Multiengine
Experience.Flight Crew.Total : 1855
Experience.Flight Crew.Last 90 Days : 138
Experience.Flight Crew.Type : 167
ASRS Report Number.Accession Number : 1522081
Human Factors : Training / Qualification

Events

Anomaly.Aircraft Equipment Problem : Critical
Anomaly.Ground Event / Encounter : Ground Strike - Aircraft
Detector.Person : Flight Crew
When Detected : In-flight
Result.Flight Crew : Executed Go Around / Missed Approach

Assessments

Contributing Factors / Situations : Aircraft
Primary Problem : Aircraft

Narrative: 1

On a routine practice flight my student and I went to ZZZ for pattern practice; student was flying. Before landing, everything was fine, did "GUMPS" check each leg, landing gear indicator was 3 green and no red. After a normal landing, during high speed on the runway, verbal warning "check landing gear" came on, nose gear indicator came off, and I felt nose drop. I immediately took control and went around, no abnormality during our flight back, but we discovered bended prop tip after landing during post flight inspection.

Synopsis

BE76 Flight Instructor reported a prop strike following a verbal and visual indication of an unsafe nose gear position during landing rollout.

Time / Day

Date : 201802

Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.MSL.Single Value : 100

Environment

Flight Conditions : VMC

Weather Elements / Visibility.Visibility : 10

Light : Daylight

Ceiling.Single Value : 3500

Aircraft

Reference : X

ATC / Advisory.CTAF : ZZZ

Aircraft Operator : Personal

Make Model Name : M-7

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : None

Mission : Training

Flight Phase : Landing

Airspace.Class G : ZZZ

Person

Reference : 1

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Personal

Function.Flight Crew : Instructor

Qualification.Flight Crew : Flight Instructor

Qualification.Flight Crew : Air Transport Pilot (ATP)

Experience.Flight Crew.Total : 7900

Experience.Flight Crew.Last 90 Days : 120

Experience.Flight Crew.Type : 5

ASRS Report Number.Accession Number : 1522070

Human Factors : Other / Unknown

Human Factors : Training / Qualification

Events

Anomaly.Conflict : Ground Conflict, Critical

Anomaly.Deviation - Procedural : Published Material / Policy

Detector.Person : Flight Crew

When Detected : In-flight

Result.Flight Crew : Executed Go Around / Missed Approach

Result.Flight Crew : Took Evasive Action

Assessments

Contributing Factors / Situations : Airport

Contributing Factors / Situations : Human Factors

Primary Problem : Human Factors

Narrative: 1

The glider club that operates from ZZZ has poor operations procedures which often treat the runway like their personal parking lot making operations by others difficult. Today they had a SGS 2-33 on the right side of RWY XX on the runway side of the cones. The student is a new owner with only about 100 hrs so the Maule is bit demanding for him. I had him setting approach flaps abeam and going to full flaps on short final. With the glider in the way we planned steep approach over the glider which worked fine for the first one. On the second attempt the student set the flaps [but] failed to lock them so shortly after removing his hand the flaps retracted giving us a extreme high rate of sink. I took control and powered out of it but got dangerously close to the parked glider. Had the glider not been there and we failed to arrest sink the worst that would have happened would be a VERY FIRM LANDING but with the glider we came very close to impacting it.

Synopsis

Maule M7 Flight Instructor reported a ground conflict due to unsafe operations by a local glider club.

Time / Day

Date : 201802

Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Light : Daylight

Aircraft

Reference : X

ATC / Advisory.CTAF : ZZZ

Aircraft Operator : Personal

Make Model Name : Bonanza 36

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : None

Mission : Personal

Flight Phase : Landing

Route In Use : Direct

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 : 1417

Experience.Flight Crew.Last 90 Days : 14

Experience.Flight Crew.Type : 84

ASRS Report Number.Accession Number : 1521705

Human Factors : Distraction

Human Factors : Situational Awareness

Events

Anomaly.Flight Deck / Cabin / Aircraft Event : Other / Unknown

Anomaly.Deviation - Procedural : Published Material / Policy

Anomaly.Ground Event / Encounter : Gear Up Landing

Detector.Person : Flight Crew

When Detected : In-flight

Result.Aircraft : Aircraft Damaged

Assessments

Contributing Factors / Situations : Human Factors

Contributing Factors / Situations : Manuals

Primary Problem : Ambiguous

Narrative: 1

I conducted an afternoon flight to visit my friend in ZZZ. In the aircraft sitting in the copilot's seat with me was another friend. Flight following was used throughout the flight. 20 miles out, I monitored ZZZ CTAF and AWOS with a descent to 3500. 12 miles out I was released by Approach. I descended to 1400 ft, established approach profile 16 inches Manifold Pressure, 110 kts. At 6 miles I intercepted the Rwy XY extended centerline, radioed intent to land on [CTAF], had the field in sight, performed initial pre-landing check, switched to fullest tank, deferred gear until approach angle intercept, RPM to 2500, and applied approach flaps. At approach, I lowered landing gear at PAPI glidepath intercept. At that time I noticed high tension power lines crossing the approach path that were unusually high and crossed the path to the runway. I continued maintaining safe clearance above the power lines on approach. On short final I applied full flaps and noticed the flaps were already in the full flaps position. Over the threshold I reduced throttle to idle and flared for normal landing. On touch down immediately I realized that I had a gear up landing. The aircraft had a smooth run out on centerline. I knew then that while my attention was diverted to the high power lines, I did not verify the gear lights had illuminated, I misidentified the flap switch as the landing gear switch explaining why it was in the full down position. I called FSS and requested assistance. Police, fire, and airport manager responded and verified no one was injured and released us to clear the aircraft from the runway.

The NTSB called me and after providing info and a statement wrote "...Call if you have any further questions, NTSB has no further interest in this event." Later that day the FAA office called and requested information as well which is the previous content.

On reflection things that I can do are: I use a generic checklist that requires steps to be deferred. A landing flow checklist can be developed and used to the actual three phases to an approach. Unexpected obstacles added distraction to an otherwise sterile cockpit. A flyby of new airstrips would disclose the unexpected prior to approach. You can start using my passenger to read and confirm checklist items. This would not assist in solo trips

Outside my control: There are no mention of the high tension wires in the AF/D or airport diagram?

Synopsis

BE36 pilot reported making a wheels up landing after delaying landing gear extension in order to remain above high-tension wires. Pilot inadvertently extended the flaps when attempting to lower the landing gear.

Time / Day

Date : 201802
Local Time Of Day : 0601-1200

Place

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

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft

Reference : X
ATC / Advisory.CTAF : ZZZ
Aircraft Operator : Personal
Make Model Name : PA-28R Cherokee Arrow All Series
Crew Size.Number Of Crew : 1
Operating Under FAR Part : Part 91
Flight Plan : None
Mission : Training
Flight Phase : Landing
Airspace.Class G : ZZZ

Person

Reference : 1
Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Personal
Function.Flight Crew : Single Pilot
Qualification.Flight Crew : Private
Experience.Flight Crew.Total : 254
Experience.Flight Crew.Last 90 Days : 55
Experience.Flight Crew.Type : 62
ASRS Report Number.Accession Number : 1521645
Human Factors : Training / Qualification
Human Factors : Other / Unknown
Human Factors : Distraction

Events

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

Assessments

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

Narrative: 1

On LEFT downwind for Runway XX, another aircraft was joining the pattern and communicated that they were joining RIGHT downwind Runway XX. This made me concerned they didn't know that it was LEFT traffic pattern at ZZZ, and was scanning the RIGHT downwind for any traffic. As I was turning LEFT base I made sure they were not on RIGHT downwind, and as I turned final I could see the plane was on LEFT downwind and had communicated wrongly. When flaring the plane and waiting for the wheels to touch down, I suddenly heard a loud scraping sound of the body of the plane sliding on the pavement. I immediately turned off all electrical systems and the fuel to off position and evacuated the plane as soon as it came to a stop.

I have learned that even by using the checklist going through the GUMPS on downwind, base and final, you can during an event of increased workload be distracted, resulting in not following through with the mechanical input of the action described and read on the checklist.

Synopsis

PA28 pilot reported a gear up landing after being distracted by other traffic in the pattern.

Time / Day

Date : 201802

Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : MMH.Airport

State Reference : CA

Environment

Light : Daylight

Aircraft

Reference : X

ATC / Advisory.CTAF : MMH

Aircraft Operator : Air Carrier

Make Model Name : Commercial Fixed Wing

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 121

Flight Plan : IFR

Mission : Passenger

Nav In Use : GPS

Flight Phase : Final Approach

Airspace.Class E : MMH

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 Flying

Qualification.Flight Crew : Air Transport Pilot (ATP)

ASRS Report Number.Accession Number : 1521568

Human Factors : Situational Awareness

Events

Anomaly.No Specific Anomaly Occurred : All Types

Detector.Person : Flight Crew

When Detected : In-flight

Result.General : None Reported / Taken

Assessments

Contributing Factors / Situations : Airport

Contributing Factors / Situations : Equipment / Tooling

Primary Problem : Equipment / Tooling

Narrative: 1

A report was filed regarding the lack of pilot controlled runway lights during daytime at MMH. Today that condition still exists. Several safety issues are evident. Airport Diagram indicates MIRL Pilot Control Lighting (PCL) is available on both runways. There is no note it is nighttime only. Runway 27 is serviced by two RNAV approaches. RNAV GPS 27 CAT C MDH 1,283 ft with required visibility of 3 miles. With a VDP at 4.0 miles acquiring the runway environment with visibility in the 3-4 mile range would be enhanced with daylight enabled PCL. RNAV (RNP) M RWY 27 CAT C DH of 250 ft and required visibility of 3 miles. In visibility of 3 miles and thin layer of snow it is very difficult to acquire and maintain runway boundaries visually with just PAPI during daytime operations. Other considerations where day PCL would enhance safety. Close proximity freeway parallel to runway and unlit parallel taxiway. PCL would clearly differentiate runway for those

Runway 9 is service by on RNAV approach:

RNAV (RNP) M RW 09. CAT C DH 265 ft and required visibility 3 miles. Without day PCL similar issues are present as with runway 27. Additional other issues unique to runway 9 arise that compromise safety in operations to runway 9, day, 3 mile visibility.

1. Approaching runway 9 there is a chevron marked paved 3,500-foot runway 27 overrun. With a thin layer of snow, no PAPI, no REIL and no PCL it would be very easy to think the landing surface is below you and actually land in the overrun.
2. Considering most if not all [Company] operations to below 300 ft and 3 mile visibility are at airports with a control tower with operational control of the runway lights this is a very unique airport configuration for [company] pilots.
3. Due to the distance of the Google Earth [view] of the approach to runway 9 it does not reflect the illusion the runway 27 overrun creates with snow covering paved surfaces or in 3 mile visibility conditions.
4. Close up of the overrun; the cross paved connector from the overrun to parallel parking apron taxiway. Covered with a thin layer of snow and low visibility creates an illusion the runway 9 landing surface is well before the actual runway 9 threshold. Additionally, none of these attributes are evident on Google Earth.

Suggestions:

1. Add note on dispatch release that daytime PCL are only available with prior contact with airport operations.
2. Make PCL available during daylight operations without prior contact with airport operations.
3. Install PAPI right side runway 9.
4. Install REIL runway 9.
5. Company produce video to runway 9 highlighting above safety issues.
6. Mandate MMH as a special qualification airport requiring sign off.

Synopsis

Air carrier pilot reported the lack of Pilot Controlled Lighting during daylight hours at MMH makes it difficult for crews to discern the runway boundary.

Time / Day

Date : 201802

Local Time Of Day : 0601-1200

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Weather Elements / Visibility.Visibility : 50

Light : Daylight

Aircraft

Reference : X

ATC / Advisory.CTAF : ZZZ

Aircraft Operator : Air Taxi

Make Model Name : Cessna Stationair/Turbo Stationair 7/8

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 135

Mission : Passenger

Flight Phase : Landing

Person

Reference : 1

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Air Taxi

Function.Flight Crew : Check Pilot

Function.Flight Crew : Pilot Flying

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Commercial

Qualification.Flight Crew : Flight Instructor

Qualification.Flight Crew : Multiengine

Experience.Flight Crew.Total : 1500

Experience.Flight Crew.Last 90 Days : 110

Experience.Flight Crew.Type : 350

ASRS Report Number.Accession Number : 1521055

Human Factors : Training / Qualification

Events

Anomaly.Inflight Event / Encounter : Weather / Turbulence

Anomaly.Inflight Event / Encounter : Unstabilized Approach

Detector.Person : Flight Crew

When Detected : In-flight

Result.Flight Crew : Executed Go Around / Missed Approach

Assessments

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

Narrative: 1

I was on a ride as a company instructor with a line pilot to ZZZ who had not experienced large westerly wind conditions. We had two passengers from ZZZ1 to ZZZ. The pilot was landing 30 at ZZZ with a westerly wind. We caught a sinker (downdraft) on final, about 50 feet up off the runway. In my opinion, a stabilized approach could have been maintained by adding slight and brief increase in throttle to arrest the effect of the downdraft. The pilot elected to go full throttle and initiate a go-around. We did not catch any downdrafts during the go-around. I was watching the winds on the approach, and winds at the surface appeared to be about 15 knots out of the west (quartering headwind for 30), and the wind socks were remaining steady. I noticed a few errors during the pilot's approach such as getting too low during the base leg and being overly aggressive on throttle adjustments to counter up and down drafts. I have operated hundreds of times in that same wind condition safely; I believed a safe approach could be made, and therefore wanted to attempt the approach. I made a stabilized approach to 30, but upon touching down, got a large wind gust that got the airplane slightly airborne again. I cushioned the landing with a little throttle and set the airplane back down again with plenty of runway remaining. I saw the far wind sock snap like a whip, and another wind gust hit and we became airborne a second time momentarily, but then quickly subsided, and the airplane settled to the ground a third time. At this point the airplane ground speed was low, but was still wanting to fly due to the increased headwind gusts I was experiencing, even at idle power. I saw the wind sock snap again as another gust came down the runway. I had a little over 1000 feet of runway remaining (out of 2,000 feet, and runway stopping distance became in doubt. I initiated a go-around. While the go-around turned out fine, if any downdrafts had occurred, the obstacles at the far end of the runway would have been too close for comfort.

I recently helped develop a new company SOP, that is in the process of being codified, about not trying an approach again if a go-around was initiated due to weather conditions. I believed that the first approach could have been made, but lack of pilot experience in that particular weather condition compounded with lower time in make/model of aircraft was a contributing factor.

I erred in the decision to attempt the approach again. The weather was dynamic, and conditions at the surface were worse than they had appeared on the first approach. I stand by the SOP that was made, and even if there is a more experienced pilot on board, the approach should not be made again, unless on an actual training flight. If a pilot has not experienced a particular weather condition, it is best to make a training flight for that flight, not just ride along like in an Initial Operating Experience scenario.

Other contributing factors: it's been more than a month since I had flown from the right seat. Proficiency may have been a factor.

Mitigations: The Company [weather briefing] was showing WSW winds from 15-19 during the time that the flight risk was assessed. [The local] forecast was showing winds up to 30kts out of the west for the day. However, we had not seen winds that strong at that point. Another weather tool was showing winds less than 20 at the surface, but in the low 20s at 300 feet. The ZZZ flight winds were risk assessed at 20-24 kts out of the west, giving a "release approval required" in the Flight Operations Management System from the DO (Director of Operations) or CP (Chief Pilot). Release approval was granted. As a

mitigation, I decided to fly with the pilot.

Upon return to the home airport, after a review of the [off site weather station data], winds were recorded as gusting into the low 30s from the west. I believe that this data would have been a better indicator of current conditions at ZZZ than the forecast models that we were using. In the future, I will be diligent about checking the [off site weather data] to help prevent this same scenario from occurring. Anything above 30 showing out of the west will most likely make ZZZ unsatisfactory for operations. This can be added specifically to the wind training for new hires.

Other mitigation: I debriefed with the left seat pilot, who gained a better understanding of westerly wind operations at ZZZ.

Synopsis

Instructor Pilot of an air taxi operation reported attempting to land in windy conditions.

Time / Day

Date : 201802

Place

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

Environment

Flight Conditions : IMC
Weather Elements / Visibility : Icing
Ceiling.Single Value : 700

Aircraft

Reference : X
ATC / Advisory.CTAF : ZZZ
Aircraft Operator : Personal
Make Model Name : Bonanza 36
Crew Size.Number Of Crew : 1
Operating Under FAR Part : Part 91
Flight Plan : IFR
Mission : Personal
Flight Phase : Landing
Route In Use : Direct

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 : Multiengine
Experience.Flight Crew.Total : 3300
Experience.Flight Crew.Last 90 Days : 300
Experience.Flight Crew.Type : 1300
ASRS Report Number.Accession Number : 1520158
Human Factors : Situational Awareness
Analyst Callback : Attempted

Events

Anomaly.Aircraft Equipment Problem : Less Severe
Anomaly.Ground Excursion : Runway
Anomaly.Ground Event / Encounter : Loss Of Aircraft Control
Anomaly.Inflight Event / Encounter : Weather / Turbulence
Detector.Person : Flight Crew

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

Assessments

Contributing Factors / Situations : Aircraft
Contributing Factors / Situations : Airport
Contributing Factors / Situations : ATC Equipment / Nav Facility / Buildings
Contributing Factors / Situations : Weather
Primary Problem : Weather

Narrative: 1

Clearance was obtained before departing and I was in contact through all phases of flight. During the flight some icing was encountered. Center was made aware. Center asked if I had the weather at [destination]. I told them yes, but I asked Center to provide me what they had for weather. They provided winds light and variable and 700 ft ceilings. They also provided the NOTAMS. This aircraft is equipped with both XM Weather and ADSB Weather. The onboard equipment reported light and variable on the windows with a 700 ft ceiling. Center provided the same weather. I requested and was cleared by Center for [the approach] so I proceed to the initial approach. More ice was encountered so I requested lower and then higher. Center asked about the ice and if I wanted a different direction of flight. I indicated that if cleared I would fly the approach. The approach proceeded without incident and I touched down.

While on the rollout the aircraft was spun to the right and exited the runway. The plane came to rest with its tail back towards the runway. I exited the plane. As soon as I opened the door (facing north) I was hit with gusts of wind that made it difficult to open the door. When I got on the ground it was apparent that the field conditions were 0/0 (solid ice). Talking with the FBO Manager and the City Manager it was determined the weather reporting equipment on the field was reporting inaccurate information.

Synopsis

BE36 pilot reported loss of directional control after landing due to strong winds and ice on the runway. Reporter stated the controlling Center and his onboard XM and ADSB weather gave him inaccurate field condition and weather information.

Time / Day

Date : 201802
Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.AGL.Single Value : 600

Environment

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

Aircraft : 1

Reference : X
ATC / Advisory.CTAF : ZZZ
Aircraft Operator : Personal
Make Model Name : PA-28 Cherokee/Archer/Dakota/Pillan/Warrior
Crew Size.Number Of Crew : 1
Operating Under FAR Part : Part 91
Flight Plan : None
Mission : Training
Flight Phase : Initial Climb
Airspace.Class G : ZZZ

Aircraft : 2

Reference : Y
ATC / Advisory.CTAF : ZZZ
Make Model Name : Single Engine Turboprop Undifferentiated
Crew Size.Number Of Crew : 1
Mission.Other
Flight Phase : Initial Climb
Airspace.Class G : ZZZ

Person

Reference : 1
Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Personal
Function.Flight Crew : Single Pilot
Function.Flight Crew : Pilot Flying
Qualification.Flight Crew : Student
Experience.Flight Crew.Total : 43
Experience.Flight Crew.Last 90 Days : 40
Experience.Flight Crew.Type : 43
ASRS Report Number.Accession Number : 1520038
Human Factors : Communication Breakdown

Human Factors : Situational Awareness
Human Factors : Distraction
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 : 50
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 practicing pattern work and had just done a full stop and taxied back to runway. I took off and another aircraft, a high performance turbine airplane, had made a 6 mile final call just after. I made my upwind call to advise the other pilot of my position. He then made a call that he would be performing a go-around. As I approached 1,800 feet MSL to turn left crosswind to stay in the pattern, the other aircraft shot up next to me not just 50 feet off my right wing. I instantly made an aggressive turn to the west and made a call to make sure that he knew who I was, where I was and what I was doing. He then made no response. Due to his lack of response, I decided the best approach would be to exit the pattern and to come back in about 10 minutes after he had already landed. I then proceeded to exit the pattern and because I had a few hours of fuel remaining, flew north 10 NM to let myself regain focus and come back to land. Because of his 6-mile call, my guess is that he made his call much later than he should have and was actually closer than 6 miles and was coming in much too fast.

Synopsis

Student pilot reported a NMAC during climb with an aircraft that performed a go-around.

Time / Day

Date : 201802
Local Time Of Day : 0601-1200

Place

Locale Reference.Airport : MHP.Airport
State Reference : GA
Relative Position.Distance.Nautical Miles : 0
Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC
Weather Elements / Visibility.Visibility : 15
Weather Elements / Visibility.Other
Light : Daylight
Ceiling.Single Value : 30000
RVR.Single Value : 5001

Aircraft

Reference : X
ATC / Advisory.CTAF : MHP
Aircraft Operator : Personal
Make Model Name : PA-28 Cherokee/Archer/Dakota/Pillan/Warrior
Operating Under FAR Part : Part 91
Flight Plan : VFR
Mission : Personal
Flight Phase : Landing
Route In Use.Other

Person

Reference : 1
Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Personal
Function.Flight Crew : Single Pilot
Qualification.Flight Crew : Student
Experience.Flight Crew.Total : 86
Experience.Flight Crew.Last 90 Days : 31
Experience.Flight Crew.Type : 30
ASRS Report Number.Accession Number : 1519132
Human Factors : Situational Awareness

Events

Anomaly.Flight Deck / Cabin / Aircraft Event : Other / Unknown
Anomaly.Deviation - Track / Heading : All Types
Anomaly.Deviation - Procedural : Published Material / Policy
Anomaly.Ground Excursion : Runway
Anomaly.Ground Event / Encounter : Object
Anomaly.Ground Event / Encounter : Loss Of Aircraft Control

Detector.Person : Flight Crew
When Detected : In-flight
Result.Flight Crew : Regained Aircraft Control

Assessments

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

Narrative: 1

I landed with too much left rudder and/or brake possibly and the plane veered off the left side of the runway about at the 1000 ft markers and hit a taxiway sign. That day I wore thick sole shoes (boots). This was most likely the cause due to the lack of "feel" for the brake/rudder combination.

Synopsis

PA-28 pilot reported loss of directional control on landing roll, possibly due to the type of shoes being worn.

Time / Day

Date : 201802

Local Time Of Day : 0601-1200

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Weather Elements / Visibility.Visibility : 10

Light : Daylight

Aircraft

Reference : X

ATC / Advisory.CTAF : ZZZ

Aircraft Operator : FBO

Make Model Name : Cessna 150

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : None

Mission : Training

Flight Phase : Landing

Airspace.Class G : ZZZ

Person : 1

Reference : 1

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : FBO

Function.Flight Crew : Pilot Flying

Qualification.Flight Crew : Private

Qualification.Flight Crew : Instrument

Experience.Flight Crew.Total : 150

Experience.Flight Crew.Last 90 Days : 25

Experience.Flight Crew.Type : 2

ASRS Report Number.Accession Number : 1518598

Human Factors : Training / Qualification

Person : 2

Reference : 2

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Personal

Function.Flight Crew : Instructor

Function.Flight Crew : Pilot Not Flying

Qualification.Flight Crew : Commercial

Qualification.Flight Crew : Multiengine

Qualification.Flight Crew : Instrument
Qualification.Flight Crew : Flight Instructor
Experience.Flight Crew.Total : 750
Experience.Flight Crew.Last 90 Days : 30
Experience.Flight Crew.Type : 17
ASRS Report Number.Accession Number : 1518619

Events

Anomaly.Ground Event / Encounter : Loss Of Aircraft Control
Detector.Person : Flight Crew
When Detected : In-flight
Result.General : None Reported / Taken

Assessments

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

Narrative: 1

First landing in a tailwheel. I lined up with the runway centerline and flew a good visual approach down to the runway. We entered a three-point attitude but touched slightly left of the runway centerline. In an attempt to correct for the situation and get back on centerline, I overcorrected on the rudder and began to destabilize the rollout. After a few attempts to regain control, the tail swung out from behind us and we ground looped on the runway. Nobody was hurt and there was no damage, but I definitely learned to be more cognizant of a situation that requires a go-around, and the importance of executing one at the first sign of trouble instead of attempting to save a destabilized landing.

Narrative: 2

Student attempted three-point landing but ground looped the aircraft, sliding into snow bank.

Synopsis

C150 pilot and flight instructor reported the student lost directional control of the tail dragger aircraft and ground looped.

Time / Day

Date : 201802
Local Time Of Day : 0601-1200

Place

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

Environment

Flight Conditions : VMC
Weather Elements / Visibility.Visibility : 40
Light : Daylight
Ceiling.Single Value : 12000

Aircraft

Reference : X
ATC / Advisory.CTAF : ZZZ
Aircraft Operator : Personal
Make Model Name : Champion Citabria 7ECA
Crew Size.Number Of Crew : 1
Operating Under FAR Part : Part 91
Flight Plan : None
Mission : Personal
Flight Phase : Landing
Route In Use : None

Person

Reference : 1
Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Personal
Function.Flight Crew : Single Pilot
Qualification.Flight Crew : Commercial
Qualification.Flight Crew : Flight Instructor
Qualification.Flight Crew : Instrument
Experience.Flight Crew.Total : 1131
Experience.Flight Crew.Last 90 Days : 15
Experience.Flight Crew.Type : 125
ASRS Report Number.Accession Number : 1517965
Human Factors : Distraction
Human Factors : Communication Breakdown
Communication Breakdown.Party1 : Flight Crew
Communication Breakdown.Party2 : Flight Crew

Events

Anomaly.Ground Excursion : Runway
Anomaly.Ground Event / Encounter : Loss Of Aircraft Control
Detector.Person : Flight Crew

When Detected : In-flight

Result.General : None Reported / Taken

Assessments

Contributing Factors / Situations : Human Factors

Primary Problem : Human Factors

Narrative: 1

There were several airplanes working the pattern using [the same runway]. I was returning and entered the pattern. An aircraft landing in front of me was attempting to transmit on his radio, but nothing but static was transmitted blocking all other radio transmissions on the frequency. I was distracted by the break in radio communication and this may have contributed to my loss of directional control causing me to inadvertently leave the runway.

Synopsis

Citabria pilot reported a loss of directional control on landing roll. Communication abnormalities were cited as contributing.

Time / Day

Date : 201712
Local Time Of Day : 1801-2400

Place

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

Environment

Flight Conditions : VMC
Weather Elements / Visibility.Visibility : 5
Light : Night
Ceiling.Single Value : 5000

Aircraft

Reference : X
ATC / Advisory.CTAF : ZZZ
Aircraft Operator : Air Carrier
Make Model Name : Dash 8-400
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Part 121
Flight Plan : IFR
Mission : Passenger
Flight Phase : Landing
Route In Use : Visual Approach
Airspace.Class E : ZZZ

Person : 1

Reference : 1
Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Air Carrier
Function.Flight Crew : Captain
Function.Flight Crew : Pilot Flying
Qualification.Flight Crew : Air Transport Pilot (ATP)
Experience.Flight Crew.Total : 13528
Experience.Flight Crew.Last 90 Days : 117
Experience.Flight Crew.Type : 5997
ASRS Report Number.Accession Number : 1517128
Human Factors : Situational Awareness
Human Factors : Confusion

Person : 2

Reference : 2
Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Air Carrier
Function.Flight Crew : First Officer

Function.Flight Crew : Pilot Not Flying
Qualification.Flight Crew : Air Transport Pilot (ATP)
Qualification.Flight Crew : Multiengine
Qualification.Flight Crew : Instrument
Qualification.Flight Crew : Flight Instructor
Experience.Flight Crew.Total : 1582
Experience.Flight Crew.Last 90 Days : 95
Experience.Flight Crew.Type : 95
ASRS Report Number.Accession Number : 1516619

Events

Anomaly.Deviation - Procedural : Published Material / Policy
Anomaly.Deviation - Procedural : Clearance
Anomaly.Ground Incursion : Taxiway
Anomaly.Ground Event / Encounter : Other / Unknown
Detector.Person : Flight Crew
When Detected.Other
Result.Flight Crew : Became Reoriented

Assessments

Contributing Factors / Situations : Airport
Primary Problem : Airport

Narrative: 1

About 3 miles or more out I called the runway in sight and landing. As we proceeded inbound, I felt like there wasn't enough lights on. I clicked the mic switch 7 times to make sure the lights were on. I didn't see much if anything change. I was looking through the HUD at the time and I moved my head to the side to see if maybe the HUD was somehow obscuring my view of the lights. I didn't see anything different so I thought I must just not be seeing absolutely everything but believed it would be more clearly seen as we got closer. As we proceeded, in the back of my mind, I felt that I should be seeing more lighting and I tried once maybe two times more with the mic switch to see if either I had inadvertently turned the lights down low or what was going on. At the same time I am seeing the PAPI and also the blue lights of the taxiway (as I am writing this it seems clear what I was seeing but at the moment it did not). And I am thinking I should be seeing more lights. As we came closer to what I thought was the runway, I started to pick up more of the pavement to our left than in front of us where we were lined up to land. This is happening very fast obviously and we are getting closer to where the runway should be but I am not seeing it where I think I should be. I am seeing pavement to our left and in the last moments my mind says - there is pavement over there and lights on either side, go land there because you don't want to land in the dirt and you must have mistaken what you thought was where the runway was going to be for nothing and you had lined up to the right of the runway so slide a little left and land on the runway (again this is what my mind is thinking). And yes the "runway" seemed a little smaller but this is ZZZ and it will seem smaller based on the width of the runway. Either just as the main landing gear was touching the pavement or just prior my FO said "this is the taxiway" and by that time the plane was on the ground and it made more sense to slow the plane down and assess what just happened then try to go around. We then taxied to the end of taxiway and turned on the runway. There was no other way to turn around to go to the ramp area other than this. So we proceeded on the runway and exited, then proceeded to the ramp where we parked and nothing more took place as far as the flight. No pax were injured, the crew was fine and the plane was fine. We just landed on the taxiway instead of the runway. As

we were taxiing on the runway, I was trying to figure out what happened with the lights for the runway. I clicked the mic button trying to get the lights to turn on but they would not. I finally saw some of the landing light posts where the lights should be lit up and they were dark. After parking the plane I went outside to see if others had seen the lights come on or if anyone notice the lights weren't on or just what was going on. Others (rampers) didn't see the lights on the runway but I have no idea when they made this observation. Nothing further happened with the flight.

Narrative: 2

I was a required crew member on a flight that inadvertently landed on taxiway instead of [the runway]. I was acting as pilot monitoring and first officer during the flight.

During an otherwise normal approach both the captain and I called runway in sight right inside of the (FAP) when we both believed that we had the runway in sight. It was not until touch down was imminent, we observed that in fact we were on a taxiway. It was later determined that at some point during our approach the runway lights had shorted out, but the taxiway light remained illuminated.

After landing we noted we were on a taxiway and continued until the end and back taxied down the runway to the gate.

The mist and the failure of the runway lights definitely are contributing factors the this inadvertent landing. Up until the point of touchdown, my opinion is that both the captain and I felt that we had the runway environment in sight.

Synopsis

De Havilland DH8D flight crew reported an inadvertent landing on a taxiway instead of the runway.

Time / Day

Date : 201802

Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : O88.Airport

State Reference : CA

Relative Position.Angle.Radial : 070

Relative Position.Distance.Nautical Miles : 10

Altitude.MSL.Single Value : 1400

Environment

Flight Conditions : VMC

Weather Elements / Visibility.Visibility : 10

Light : Daylight

Ceiling.Single Value : 8000

Aircraft : 1

Reference : X

ATC / Advisory.CTAF : O88

Aircraft Operator : Personal

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

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : VFR

Mission : Training

Flight Phase : Final Approach

Route In Use : Visual Approach

Airspace.Class E : O88

Aircraft : 2

Reference : Y

Aircraft Operator : Personal

Make Model Name : UAV - Unpiloted Aerial Vehicle

Operating Under FAR Part.Other

Mission : Personal

Flight Phase : Cruise

Airspace.Class E : O88

Person

Reference : 1

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : FBO

Function.Flight Crew : Instructor

Function.Flight Crew : Pilot Flying

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Flight Instructor

Qualification.Flight Crew : Commercial

Qualification.Flight Crew : Multiengine
Experience.Flight Crew.Total : 2900
Experience.Flight Crew.Last 90 Days : 65
Experience.Flight Crew.Type : 2000
ASRS Report Number.Accession Number : 1516305
Human Factors : Situational Awareness

Events

Anomaly.Conflict : Airborne Conflict
Detector.Person : Flight Crew
Miss Distance.Horizontal : 5000
Miss Distance.Vertical : 800
When Detected : In-flight
Result.General : None Reported / Taken

Assessments

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

Narrative: 1

While inbound to land at Rio Vista Airport in VMC, my student pilot and I were setting up to approach runway 7 at the 45 degree entry angle to the downwind leg. I had just completed the landing checklist and a 10 NM advisory radio transmission on CTAF 122.725. My attention was immediately drawn to a large RC aircraft making aerobatic maneuvers directly in front of my aircraft approximately 800 feet below my flight path and was operating WELL above the 400 ft UAS flight altitude restriction. I was alarmed to see the aircraft at this altitude and recognized flight at this altitude by (UAS) is prohibited by the FAA. I did NOT have to make any evasive action. However, I continued my concern about the RA aircraft and where it was headed so I could avoid evasive action or collision. Both I and my student saw the aircraft initially but we did NOT see the aircraft again. The flight terminated at Rio Vista Airport (O88) without any further incident.

After landing I researched information via the internet. There is a Remote-Controlled Airport near Isleton, Ca. In conclusion, it is my opinion the RC aircraft I witnessed exceeding the FAA altitude prohibition was operating from this location.

Synopsis

PA28 flight instructor landing at O88 airport reported observing a RC aircraft apparently operating outside of the charted parameters associated with the RC operations area.

Time / Day

Date : 201801

Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : FFC.Airport

State Reference : GA

Altitude.AGL.Single Value : 600

Environment

Flight Conditions : VMC

Weather Elements / Visibility.Visibility : 10

Light : Daylight

Aircraft : 1

Reference : X

ATC / Advisory.CTAF : FFC

Aircraft Operator : FBO

Make Model Name : DA20-C1 Eclipse

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 91

Flight Plan : None

Mission : Training

Flight Phase : Initial Climb

Airspace.Class G : FFC

Aircraft : 2

Reference : Y

ATC / Advisory.CTAF : FFC

Aircraft Operator : Personal

Make Model Name : Vans Aircraft Undifferentiated or Other Model

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Mission : Personal

Flight Phase : Initial Approach

Airspace.Class G : FFC

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 : 1082

Experience.Flight Crew.Last 90 Days : 205

Experience.Flight Crew.Type : 289
ASRS Report Number.Accession Number : 1516263
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 : FAR
Anomaly.Deviation - Procedural : Published Material / Policy
Detector.Automation : Aircraft RA
Detector.Person : Flight Crew
Miss Distance.Horizontal : 500
Miss Distance.Vertical : 400
Were Passengers Involved In Event : N
When Detected : In-flight
Result.Flight Crew : Took Evasive Action

Assessments

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

Narrative: 1

I had the student perform a go-around from an aborted short field landing. On climb out, the Lynx ADS-B warned of traffic 400 feet above and slightly behind our aircraft. I was unsure if this was an anomaly until the traffic began a right hand turn. I looked out the window to see a yellow/blue RV doing an overhead break maneuver. Had my aircraft not had the Lynx installed, we would have climbed right into the initial overhead traffic. I never heard the RV make any radio calls on CTAF.

In the past, when asked over the radio why the RVs perform this maneuver their response is "It's in the AIM." AIM 5-4-27 describes the overhead approach maneuver as an IFR recover in VMC, developed at airports where aircraft have the operational need to conduct the maneuver. In my opinion, the FSDO should visit the airfield to observe the RVs performing this maneuver to see how much it negatively impacts the safe operations of aircraft in the AIM recommended traffic pattern.

Synopsis

DA-20 flight instructor reported a NMAC while performing a go-around at FFC with an RV performing an overhead approach.

Time / Day

Date : 201801

Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.MSL.Single Value : 7500

Environment

Flight Conditions : VMC

Weather Elements / Visibility.Visibility : 10

Light : Daylight

Aircraft : 1

Reference : X

ATC / Advisory.Center : ZZZ

ATC / Advisory.CTAF : ZZZ

Aircraft Operator : Personal

Make Model Name : Sierra 24

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : VFR

Mission : Ferry

Flight Phase : Cruise

Route In Use : Direct

Airspace.Class E : ZZZ

Aircraft : 2

Reference : Y

ATC / Advisory.Center : ZZZ

Aircraft Operator : Air Carrier

Make Model Name : Commercial Fixed Wing

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 121

Flight Plan : IFR

Mission : Passenger

Flight Phase : Descent

Airspace.Class E : ZZZ

Component : 1

Aircraft Component : Transponder

Aircraft Reference : X

Problem : Malfunctioning

Component : 2

Aircraft Component : Air/Ground Communication
Aircraft Reference : X
Problem : Malfunctioning

Person

Reference : 1
Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Personal
Function.Flight Crew : Single Pilot
Qualification.Flight Crew : Instrument
Qualification.Flight Crew : Commercial
Qualification.Flight Crew : Flight Instructor
Qualification.Flight Crew : Multiengine
Experience.Flight Crew.Total : 1800
Experience.Flight Crew.Last 90 Days : 71
Experience.Flight Crew.Type : 13
ASRS Report Number.Accession Number : 1516248
Human Factors : Situational Awareness

Events

Anomaly.Aircraft Equipment Problem : Less Severe
Anomaly.ATC Issue : All Types
Anomaly.Conflict : NMAC
Detector.Person : Flight Crew
Miss Distance.Horizontal : 0
Miss Distance.Vertical : 300
When Detected : In-flight
Result.Flight Crew : Took Evasive Action

Assessments

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

Narrative: 1

I was ferrying the airplane. The airplane didn't have a very strong transmitter and multiple attempts along the trip to receive flight following proved unsuccessful. I was tuned into UNICOM for airports I was flying by along my trip. I had just passed ZZZ. As I had just passed it I checked my ForeFlight to check how I was along my path, and noticed according to the stratus and ADSB there was traffic slightly above me, descending directly towards me. I began looking for the airplane. The visibility out of my aircraft is extremely limited. Finally I spotted the traffic about two miles directly ahead, and initiated a rapid climb to avoid the traffic. I then was able to get a hold of ATC center and alert them to a near collision I had with the traffic. They then gave me a squawk code, and noticed my Transponder (in certification) was displaying 14,500, even though I was at 7500. Recycled my transponder and it indicated the proper altitude. Shortly after I lost radio contact with ATC and continued to my destination with no further incident.

Synopsis

Sierra 24 pilot reported a NMAC and aircraft equipment problems.

Time / Day

Date : 201802

Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.AGL.Single Value : 500

Environment

Flight Conditions : VMC

Weather Elements / Visibility.Visibility : 10

Light : Daylight

Ceiling.Single Value : 4500

Aircraft

Reference : X

ATC / Advisory.CTAF : ZZZ

Aircraft Operator : FBO

Make Model Name : Skyhawk 172/Cutlass 172

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : None

Mission : Personal

Flight Phase : Takeoff

Route In Use : None

Airspace.Class G : ZZZ

Component

Aircraft Component : Powerplant Fuel System

Aircraft Reference : X

Problem : Malfunctioning

Person

Reference : 1

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Personal

Function.Flight Crew : Single Pilot

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Private

Qualification.Flight Crew : Commercial

Qualification.Flight Crew : Multiengine

Experience.Flight Crew.Total : 305

Experience.Flight Crew.Last 90 Days : 6

Experience.Flight Crew.Type : 80

ASRS Report Number.Accession Number : 1515679

Events

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

Assessments

Contributing Factors / Situations : Aircraft
Primary Problem : Aircraft

Narrative: 1

Upon initially approaching the plane I noticed a small drip coming from the right wing's fuel sump. I called maintenance over to come look at it. After they jerked it open and closed a few times the drip stopped. Maintenance said there is no issue with taking it up flying. So I continued with my preflight. I taxied to the run up area just before Runway XX and proceeded to do my run up. During the run up there were no indications of anything wrong. So I entered the runway and began my takeoff. During my roll all engine instruments were in the green and everything was going great. At 500 ft AGL my engine started to sputter. I immediately put the carb heat on and verified my mixture and power were at full. No effect. I immediately [advised on] CTAF and told everyone my intentions and emergency and begun a circle to land for Runway YY. I touched down on Runway YY with no issues but then my engine cut out immediately after touch down. It took a few tries to restart my engine but I finally did but found I needed half power in just to keep the engine running. I taxied back to the FBO and parked the aircraft. Immediately upon exiting the aircraft I smelled fuel and noticed fuel pouring out from under the front cowling in the vicinity of the nose gear. I wrote the plane up for maintenance and told them of my problem. As I am writing this report I am unsure of what was wrong. Best guess is the fuel line. I had a funny feeling that something might happen during my flight when I had maintenance come out to check the fuel sump drain. One thing that saved this from becoming an accident with an actual engine failure in flight was my swift decision making to immediately turn to the other runway and not take any chances. If I hesitated maybe another 30 seconds to come to a decision my engine would have surely quit in midair.

Synopsis

C172 pilot reported a loss of engine power after takeoff likely associated with a fuel leak from the cowling.

Time / Day

Date : 201801
Local Time Of Day : 1801-2400

Place

Locale Reference.Airport : CWC.Airport
State Reference : TX
Relative Position.Angle.Radial : 170
Relative Position.Distance.Nautical Miles : 2500
Altitude.AGL.Single Value : 300

Environment

Flight Conditions : VMC
Weather Elements / Visibility.Visibility : 30
Light : Night

Aircraft

Reference : X
ATC / Advisory.CTAF : CWC
Aircraft Operator : Personal
Make Model Name : Bonanza 35
Crew Size.Number Of Crew : 1
Operating Under FAR Part : Part 91
Flight Plan : None
Mission : Personal
Flight Phase : Final Approach
Route In Use : None
Airspace.Class G : CWC

Person

Reference : 1
Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Personal
Function.Flight Crew : Instructor
Function.Flight Crew : Pilot Flying
Qualification.Flight Crew : Instrument
Qualification.Flight Crew : Air Transport Pilot (ATP)
Qualification.Flight Crew : Flight Instructor
Qualification.Flight Crew : Multiengine
Experience.Flight Crew.Total : 4800
Experience.Flight Crew.Last 90 Days : 25
Experience.Flight Crew.Type : 200
ASRS Report Number.Accession Number : 1515651

Events

Anomaly.Inflight Event / Encounter : CFTT / CFIT
Detector.Person : Flight Crew
Miss Distance.Vertical : 100

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

Assessments

Contributing Factors / Situations : Airport
Contributing Factors / Situations : Chart Or Publication
Contributing Factors / Situations : Environment - Non Weather Related
Primary Problem : Environment - Non Weather Related

Narrative: 1

I was coming in to land at night on runway 35 at Kickapoo downtown airport (CWC) in Wichita Falls, TX when I noticed that some newly erected high tension power lines that were installed on short final were not lighted and were within about 100 ft of my aircraft even when I was on the VASI glideslope. I knew the power lines were there since I am based out of Kickapoo and have been concerned about them ever since they started to install them, because they are about 2,500 ft from the threshold of the runway and are about 200 ft in height. After researching it more it seems they penetrate the obstacle clearance surface of 200 ft per NM for departures, making them a low closed-in obstacle and there are no NOTAMs out for the new obstructions on short final and none of the approach minima have been raised for the new obstacles. There are also no NOTAMs out or Trouble "T" on the approach plates to warn pilots of these new obstacles.

I feel the power company just installed these high tension power lines without any coordination with the city or airfield manager and have created a hazard that will not only be dangerous to the locally based pilots, but especially to the transient aircraft that will have no idea the wires are there until they fly into them. I foresee a transient aircraft coming in on a perfectly clear VFR night following the VASIs until short final then resetting his/her aim point to land closer to the threshold not knowing the power lines are there and flying right into them. I need some help in either getting the power company to take the power lines down on short final and burying them, or at least putting lights on the poles and red balls on the wires. There also needs to be a NOTAM put out advising pilots of these hazards until the approach plates and airfield facility directory can be updated. I tried to call the FAA Safety numbers, but was unable to get past the computer selection to talk to a real person about this.

Synopsis

Beech V35 pilot reported noticing unmarked and uncharted power lines have been installed near the final approach course for Runway 35 at CWC Airport.

Time / Day

Date : 201801

Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : E63.Airport

State Reference : AZ

Relative Position.Angle.Radial : 260

Relative Position.Distance.Nautical Miles : 2

Altitude.MSL.Single Value : 1000

Environment

Flight Conditions : VMC

Light : Daylight

Aircraft

Reference : X

ATC / Advisory.CTAF : E63

ATC / Advisory.Tower : GXF

Aircraft Operator : Personal

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

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : None

Mission : Personal

Flight Phase : Landing

Airspace.Class D : GXF

Person

Reference : 1

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Personal

Function.Flight Crew : Single Pilot

Qualification.Flight Crew : Commercial

Qualification.Flight Crew : Multiengine

Qualification.Flight Crew : Instrument

Experience.Flight Crew.Total : 750

Experience.Flight Crew.Last 90 Days : 75

Experience.Flight Crew.Type : 500

ASRS Report Number.Accession Number : 1515435

Human Factors : Situational Awareness

Human Factors : Communication Breakdown

Communication Breakdown.Party1 : Flight Crew

Communication Breakdown.Party2 : ATC

Events

Anomaly.Airspace Violation : All Types

Anomaly.ATC Issue : All Types

Anomaly.Deviation - Procedural : Published Material / Policy
Anomaly.Deviation - Procedural : FAR
Detector.Person : Flight Crew
When Detected : In-flight
Result.Flight Crew : Requested ATC Assistance / Clarification
Result.Flight Crew : Exited Penetrated Airspace
Result.Air Traffic Control : Provided Assistance

Assessments

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

Narrative: 1

A standard left traffic pattern for Runway 4 at Gila Bend Municipal Airport (E63) may require a pilot to fly into the Class Delta designated for Gila Bend AF Auxiliary Field (GXF) when the Class D is active. The Class D airspace is configured so that its perimeter intersects the traffic pattern at E63. 14 CFR 91.129 would require a pilot arriving at E63 to contact GXF tower to request a transition in order to effect a normal landing at E63. However, E63 is a busy airport due to its popularity as a destination for pilot training and also because it currently has the least expensive Avgas in the area. Leaving the CTAF frequency for E63 (122.8) to request a transition from Gila Bend Tower on 127.75 means a pilot risks missing vital information about other traffic at E63 originating from numerous pilots making position reports as they fly the E63 pattern. Further, when a pilot makes contact with GXF on 127.75, it would be nearly impossible to "thereafter maintain those communications while within that airspace" (i.e. stay in touch with GXF Tower) and still be making required CTAF advisories on 122.8 while flying the E63 pattern.

A pilot arriving at E63 when the GXF Class D is active therefore has a challenge ahead. For my first time flying into E63, I encountered another aircraft also bound for E63 who was entering the traffic pattern at the same time I was and was arriving from the south (I was arriving from the north). I was unable to leave the CTAF to request a Class D transition from GXF, as I needed to continue monitoring the other aircraft's communications on the CTAF 122.8 for E63 while landing. I later realized an extremely minor airspace incursion had occurred while making a normal landing at E63 behind the other aircraft.

To avoid such issues in the future, the Class Delta at GXF could be reconfigured to its north, where the perimeter of the controlled airspace would run along Interstate 8. Military aircraft are instructed to remain south of Interstate 8 AND to avoid airspace below 2500 MSL within 3NM of the GBN VORTAC anyway. Reconfiguring the Class Delta accordingly would enhance safety by enabling E63 air traffic to make safe arrivals, without the need to leave the E63 CTAF. Potentially miss vital information from other area traffic for a call to GXF tower that may be unnecessary (based on information provided by the Air Force) since GXF traffic is already sequenced away from E63.

Synopsis

PA-28 pilot reported an airspace violation due to the inability to communicate simultaneously with destination CTAF and adjoining Class D airspace during initial approach.

Time / Day

Date : 201801
Local Time Of Day : 0601-1200

Place

Locale Reference.Airport : CPT.Airport
State Reference : TX
Relative Position.Angle.Radial : 335
Relative Position.Distance.Nautical Miles : 1
Altitude.MSL.Single Value : 700

Environment

Flight Conditions : VMC
Weather Elements / Visibility.Visibility : 4
Light : Daylight
Ceiling.Single Value : 700

Aircraft

Reference : X
ATC / Advisory.CTAF : CPT
Aircraft Operator : Personal
Make Model Name : Small Aircraft
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Part 91
Flight Plan : IFR
Mission : Training
Flight Phase : Final Approach
Route In Use.Other
Airspace.Class G : CPT

Person

Reference : 1
Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Personal
Function.Flight Crew : Instructor
Function.Flight Crew : Pilot Not Flying
Qualification.Flight Crew : Instrument
Qualification.Flight Crew : Commercial
Qualification.Flight Crew : Flight Instructor
Qualification.Flight Crew : Multiengine
Experience.Flight Crew.Total : 1479
Experience.Flight Crew.Last 90 Days : 111
Experience.Flight Crew.Type : 310
ASRS Report Number.Accession Number : 1514593

Events

Anomaly.Deviation - Procedural : Published Material / Policy
Detector.Person : Flight Crew

When Detected : In-flight
Result.Air Traffic Control : Issued New Clearance

Assessments

Contributing Factors / Situations : Procedure
Primary Problem : Procedure

Narrative: 1

I was conducting IFR training with a student today at the Cleburne, TX Airport (CPT). We were cleared for the RNAV Runway 15 approach, and upon breaking out of the overcast layer at 700 AGL on descent, we noticed there was a very large construction crane approximately 1/2 mile east/southeast of the airport.

I had done an extensive briefing for this flight with my student and had not noted any obstruction NOTAMs for this airport. This construction crane rises to approximately 1,000 [AGL] or 1,100 MSL. It is located due east, nearly abeam the numbers of Runway 33 at approximately 1/2 mile from the field. The only signal I noted on the crane was a difficult-to-see red and white flag.

As this was a training flight, we had received alternate climbout instructions from the Approach Controller at my request. The climbout instructions were to enter controlled airspace heading 090 and to maintain 3,000. Because the first 700 AGL of this area is Class G airspace, we continued on runway heading until we could verify we would clear the crane before turning out to the east.

I tried calling the FAA Obstruction Evaluation/Airport Airspace Analysis (OE/AAA) office, but with no response there I called the airport, they informed me there should have been an active NOTAM for that crane. [They] informed me that [they] had no ability to put out an obstruction NOTAM [themselves], since these are handled by the OE/AAA office.

I would recommend a future enhancement to the NOTAM system which permits pilots and airport managers to report these issues in a more timely fashion. There are widespread IFR conditions across this area that are expected to last well into the weekend, and this crane poses an imminent threat to safety around the CPT airport.

Synopsis

General aviation flight instructor reported noticing a crane rising to approximately 1,000 FT AGL in the vicinity of CPT airport that is not mentioned in the NOTAMs.

Time / Day

Date : 201801
Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : I43.Airport
State Reference : OH
Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC
Weather Elements / Visibility.Visibility : 10
Light : Daylight
Ceiling.Single Value : 7500

Aircraft

Reference : X
ATC / Advisory.CTAF : I43
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 : Landing
Route In Use : Visual Approach

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 : 900
Experience.Flight Crew.Last 90 Days : 30
Experience.Flight Crew.Type : 400
ASRS Report Number.Accession Number : 1514048
Human Factors : Other / Unknown

Events

Anomaly.Conflict : Ground Conflict, Critical
Anomaly.Deviation - Procedural : Security
Anomaly.Deviation - Procedural : Published Material / Policy
Detector.Person : Flight Crew
Miss Distance.Horizontal : 10

When Detected : In-flight

Result.Flight Crew : Took Evasive Action

Assessments

Contributing Factors / Situations : Company Policy

Contributing Factors / Situations : Environment - Non Weather Related

Primary Problem : Environment - Non Weather Related

Narrative: 1

Upon landing and subsequent rollout on runway 19 at I43 (Jackson County. James A Rhodes) I encountered two small dogs walking on the runway. One dog was near the centerline and I had to use excessive braking and evasive action to avoid striking the animal. I estimate my speed at 40-50 knots when making visual contact with the dogs. Positive control was maintained throughout the maneuver. A Piper Twin-Comanche was on a 2-mile final behind me, and I radioed to warn of the animals on the runway. To my knowledge, the pilot of the twin aircraft did not encounter the animals.

I believe the animals are domesticated. According to this Airport's regulation, all animals should be leashed or caged while on airport property.

Synopsis

General aviation pilot reported two small dogs on the runway on landing rollout. Pilot took evasive action with excess braking to avoid striking one of them.