

ASRS Database Report Set

Non-Tower Airport Incidents

Report Set Description.....	A sampling of reports involving operations at non-tower airports.
Update Number.....	34.0
Date of Update	December 31, 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

Ames Research Center
Moffett Field, CA 94035-1000



TH: 262-7

MEMORANDUM FOR: Recipients of Aviation Safety Reporting System Data

SUBJECT: Data Derived from ASRS Reports

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

ASRS reports are submitted voluntarily. Such incidents are independently submitted and are not corroborated by NASA, the FAA or NTSB. The existence in the ASRS database of reports concerning a specific topic cannot, therefore, be used to infer the prevalence of that problem within the National Airspace System.

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

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

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

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

Becky L. Hooey, Director
NASA Aviation Safety Reporting System

CAVEAT REGARDING USE OF ASRS DATA

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

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

One thing that can be known from ASRS data is that the number of reports received concerning specific event types represents the **lower measure** of the true number of such events that are occurring. For example, if ASRS receives 881 reports of track deviations in 2010 (this number is purely hypothetical), then it can be known with some certainty that at least 881 such events have occurred in 2010. With these statistical limitations in mind, we believe that the **real power** of ASRS data is the **qualitative information** contained in **report narratives**. The pilots, controllers, and others who report tell us about aviation safety incidents and situations in detail – explaining what happened, and more importantly, **why** it happened. Using report narratives effectively requires an extra measure of study, but the knowledge derived is well worth the added effort.

Report Synopses

ACN: 1591960 *(1 of 50)*

Synopsis

Small aircraft pilot reported taxiing into a ditch at HYI airport. Reporter cited poor lighting and signage as contributing factors.

ACN: 1591133 *(2 of 50)*

Synopsis

GA pilot reported encountering a large group of people exercising on the taxiway.

ACN: 1589922 *(3 of 50)*

Synopsis

UAS operator reported a conflict with a taxiing aircraft just prior to launch from an airport taxiway. The operation was published informing all users of the airport of the planned UAS operation.

ACN: 1589625 *(4 of 50)*

Synopsis

UAV pilot reported being unaware the flight conducted was in controlled airspace.

ACN: 1589383 *(5 of 50)*

Synopsis

Instructor pilot reported a NMAC with an aircraft that was not flying the correct pattern.

ACN: 1589382 *(6 of 50)*

Synopsis

A student pilot reported an aircraft took the runway and departed opposite direction to them as they were conducting a touch and go at RYW non-towered airport.

ACN: 1589358 *(7 of 50)*

Synopsis

GA pilot reported a NMAC with a helicopter doing hover work on the runway during takeoff at CPM non-towered field.

ACN: 1589306 *(8 of 50)*

Synopsis

GA pilot reported unknowingly landing on a closed runway and braking hard to avoid personnel on runway.

ACN: 1588134 *(9 of 50)*

Synopsis

C172 instructor reported a NMAC in the vicinity of O88 airport.

ACN: 1588114 *(10 of 50)*

Synopsis

PA28 instructor reported an NMAC in the vicinity of E68.

ACN: 1588108 *(11 of 50)*

Synopsis

C182T pilot reported throttle cable disconnected resulting in a runway excursion on landing.

ACN: 1587844 *(12 of 50)*

Synopsis

C182 pilot reported landing with gear up after confusing the gear warning horn with the stall warning horn.

ACN: 1587422 *(13 of 50)*

Synopsis

C402B instructor and student pilot reported a loss of directional control during taxi that resulted in nose gear collapse and a prop strike.

ACN: 1586830 *(14 of 50)*

Synopsis

PA28 pilot reported two aircraft entered the downwind leg at similar locations at non-towered airport. First aircraft flew a lower traffic pattern altitude as a precaution which prevented a NMAC.

ACN: 1586513 *(15 of 50)*

Synopsis

C182 pilot reported being distracted while taxiing, exiting the taxiway and hitting an airport sign.

ACN: 1586267 *(16 of 50)*

Synopsis

C172 pilot reported a NMAC on final at a non-towered airport, resulting in a go around.

ACN: 1585554 *(17 of 50)*

Synopsis

Cessna 172 student pilot reported a ground conflict while taxiing for takeoff. The student added the cause of the problem was pilot error due to inexperience.

ACN: 1585530 *(18 of 50)*

Synopsis

Tailwheel aircraft pilot reported aggressive braking resulted in a loss of control during taxi.

ACN: 1585519 *(19 of 50)*

Synopsis

Cessna 182 pilot reported a NMAC with another aircraft on short final to runway.

ACN: 1585514 *(20 of 50)*

Synopsis

Cessna 150 pilot reported landing and hitting barriers that were crossing runway, resulting in a nose gear collapse.

ACN: 1585499 *(21 of 50)*

Synopsis

C172 flight instructor and student pilot reported sky diving operation was broadcasting on an unknown frequency.

ACN: 1585491 *(22 of 50)*

Synopsis

Scout pilot reported arriving and departing a fuel stop airfield unaware that the airport was closed.

ACN: 1584831 *(23 of 50)*

Synopsis

PDX Tower Controllers reported an arriving airliner responded to a RA and executed a go around due to VFR traffic in the pattern at nearby VUO.

ACN: 1584484 *(24 of 50)*

Synopsis

A Cessna 182 pilot reported that while landing at a non-towered airport another aircraft was taking off on a crossing runway.

ACN: 1584394 *(25 of 50)*

Synopsis

A321 flight crew reported difficulty taxiing at an unfamiliar airfield due to a scheduled runway closure and lack of taxiway information.

ACN: 1584246 *(26 of 50)*

Synopsis

Citabria pilot reported the windshield shattered for unknown reasons.

ACN: 1584236 *(27 of 50)*

Synopsis

G-IV flight crew reported landing on a runway that had a damaged aircraft still on it.

ACN: 1584226 *(28 of 50)*

Synopsis

GA pilot reported a NMAC while departing a non-towered airport with an aircraft arriving to a different runway.

ACN: 1583960 *(29 of 50)*

Synopsis

Air carrier flight crew, Dispatcher and Center Controller reported an aircraft departed from a closed runway at an airport where the Tower had not opened.

ACN: 1582902 *(30 of 50)*

Synopsis

GA flight instructor reported performing multiple take offs and landings without realizing the runway was closed.

ACN: 1582403 *(31 of 50)*

Synopsis

PC12 Captain reported failing to reject takeoff after realizing yaw and stabilizer trim were both out of range.

ACN: 1582402 *(32 of 50)*

Synopsis

C172 pilot reported a conflict developed after taking the runway in front of an arriving aircraft.

ACN: 1582374 *(33 of 50)*

Synopsis

C172 pilot reported the aircraft engine would not restart after a simulated engine fire requiring an off-airport landing.

ACN: 1582251 *(34 of 50)*

Synopsis

EMB-505 Captain reported the EMB-505 landing light output is insufficient to identify unexpected runway conditions during night operations.

ACN: 1581670 *(35 of 50)*

Synopsis

Lancair ES pilot reported penetrating a TFR resulting in an airborne conflict with skydivers.

ACN: 1580190 *(36 of 50)*

Synopsis

PA-28 pilot reported losing control during landing and ran off runway into dirt.

ACN: 1579863 *(37 of 50)*

Synopsis

C150 pilot reported a NMAC while in traffic pattern at a non-towered airport.

ACN: 1579731 *(38 of 50)*

Synopsis

Air carrier Captain reported the signage in LAR Airport does not match the Jeppesen plate.

ACN: 1579172 *(39 of 50)*

Synopsis

RV-4 pilot reported a NMAC with traffic in the pattern at a non-towered field.

ACN: 1579165 *(40 of 50)*

Synopsis

PA44 flight instructor reported a rejected takeoff due to a ground conflict with crossing traffic at a non-towered airport.

ACN: 1578916 *(41 of 50)*

Synopsis

Cessna 182 pilot reported a NMAC during approach at a non-towered airport.

ACN: 1578849 *(42 of 50)*

Synopsis

CE-525 pilot reported impact with bird on takeoff roll and rejecting takeoff.

ACN: 1578002 *(43 of 50)*

Synopsis

A General Aviation pilot reported an NMAC with a drone at approximately 500 feet altitude.

ACN: 1577375 *(44 of 50)*

Synopsis

PA-46 Pilot reported that on downwind the engine quit due to fuel starvation.

ACN: 1576800 *(45 of 50)*

Synopsis

CJ2 and PA28 pilots reported runway incursion resulting in both aircraft taking evasive action.

ACN: 1576206 *(46 of 50)*

Synopsis

DA40 pilot reported the rear passenger departed the aircraft in flight after reaching back to latch it and grabbing the wrong lever.

ACN: 1576173 *(47 of 50)*

Synopsis

GA pilot reported aircraft contacted a power line during descent into airport at night.

ACN: 1576141 *(48 of 50)*

Synopsis

Gyroplane pilot reported a NMAC with a light aircraft in the pattern at X26 airport.

ACN: 1574996 *(49 of 50)*

Synopsis

SR22 pilot reported descending below minimums on an instrument approach.

ACN: 1574557 *(50 of 50)*

Synopsis

PA28 pilot reported landing in strong crosswinds resulted in a loss of control and runway excursion.

Report Narratives

Time / Day

Date : 201811
Local Time Of Day : 1801-2400

Place

Locale Reference.Airport : HYI.Airport
State Reference : TX
Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC
Light : Night

Aircraft

Reference : X
ATC / Advisory.CTAF : HYI
Aircraft Operator : Personal
Make Model Name : Small Aircraft
Crew Size.Number Of Crew : 1
Operating Under FAR Part : Part 91
Flight Phase : Taxi

Person

Reference : 1
Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Personal
Function.Flight Crew : Pilot Flying
Function.Flight Crew : Single Pilot
Qualification.Flight Crew : Instrument
Qualification.Flight Crew : Commercial
Qualification.Flight Crew : Flight Instructor
Qualification.Flight Crew : Multiengine
Experience.Flight Crew.Total : 970
Experience.Flight Crew.Last 90 Days : 100
Experience.Flight Crew.Type : 900
ASRS Report Number.Accession Number : 1591960
Human Factors : Situational Awareness

Events

Anomaly.Ground Excursion : Taxiway
Anomaly.Ground Event / Encounter : Ground Strike - Aircraft
Detector.Person : Flight Crew
When Detected : Taxi
Result.Aircraft : Aircraft Damaged

Assessments

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

Narrative: 1

Prop strike. [I was] taxiing aircraft at HYI airport from ramp to taxiway at night. No markings or lighting indicated direction to taxiway. With airport diagram open as a reference, [I] cut a corner of the pathway short, putting the nose of the aircraft in the ditch. I immediately secured the aircraft and evacuated. Prop and engine were damaged and also the corner of the pathway where the prop struck. No evidence of any other damage. No injuries. Taxi speed was a brisk walk and aircraft lights were on. Contributing factors were night operations, unfamiliar airport, and lack of illumination/markings. To prevent recurrence, avoid going to unfamiliar airports at night and have improved lighting and markings at airport with hazards close to pathways and taxiways.

Synopsis

Small aircraft pilot reported taxiing into a ditch at HYI airport. Reporter cited poor lighting and signage as contributing factors.

Time / Day

Date : 201811

Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : MNZ.Airport

State Reference : TX

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.UNICOM : MNZ

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 : Taxi

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 : 395

Experience.Flight Crew.Last 90 Days : 35

Experience.Flight Crew.Type : 75

ASRS Report Number.Accession Number : 1591133

Events

Anomaly.Deviation - Procedural : Published Material / Policy

Anomaly.Ground Event / Encounter : Person / Animal / Bird

Detector.Person : Flight Crew

When Detected : Taxi

Result.General : None Reported / Taken

Assessments

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

Narrative: 1

Upon clear of active runway while taxiing up to the ramp I notice a group of people exercising on the ramp in front of [the] new hangars. Cars were parked on the ramp where airplanes tie down. There had to be about 25 people exercising in a group. Some parents had their kids running around on taxiways and on the ramp to the new hangars. The exercising group did leave [the] taxiway and moved to one side to yield to plane traffic. They did not move their cars though. This just can't happen. I've heard about this problem from other people that fly out of here also. I can't believe the city would allow this to go on. I'm not one to tattletale or one to cause problems. This is just dangerous. I've heard the exercise group said they have a right to be out at the airport since it [is] city owned. Maybe so, they don't need to be in the way of airplanes taxiing around for takeoff or landing. Maybe they could move to a part of the airport that's not used by planes.

Synopsis

GA pilot reported encountering a large group of people exercising on the taxiway.

Time / Day

Date : 201810
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
Ceiling.Single Value : 10000

Aircraft : 1

Reference : X
ATC / Advisory.UNICOM : ZZZ
Aircraft Operator : Government
Make Model Name : UAV - Unpiloted Aerial Vehicle
Operating Under FAR Part : Part 91
Flight Plan : None
Mission : Training
Flight Phase : Parked
Route In Use.Other

Aircraft : 2

ATC / Advisory.UNICOM : ZZZ
Make Model Name : SR22
Operating Under FAR Part : Part 91
Flight Phase : Taxi

Person

Reference : 1
Location Of Person : Company
Reporter Organization : Government
Function.Flight Crew : Pilot Flying
Qualification.Flight Crew : Multiengine
Qualification.Flight Crew : Commercial
Qualification.Flight Crew : Flight Instructor
Qualification.Flight Crew : Instrument
Experience.Flight Crew.Total : 6200
Experience.Flight Crew.Last 90 Days : 40
Experience.Flight Crew.Type : 2
ASRS Report Number.Accession Number : 1589922
Human Factors : Communication Breakdown
Communication Breakdown.Party1 : Flight Crew
Communication Breakdown.Party2 : Flight Crew

Events

Anomaly.Conflict : Ground Conflict, Less Severe
Anomaly.Deviation - Procedural : Published Material / Policy
Detector.Person : Flight Crew
Miss Distance.Horizontal : 200
Miss Distance.Vertical : 0
When Detected : Taxi
Result.General : None Reported / Taken

Assessments

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

Narrative: 1

This report pertains to a situation involving an hq-90b UAS and a Cirrus SR22. We operated a transponder and ADS-B equipped hq-90b UAS. This aircraft is certified for operation under a certificate of waiver or authorization. A NOTAM was filed and was accessible by normal means. TRACON was informed of UAS operation prior to launching operation. We have VHF communications and we were close to launching the VTOL fixed wing aircraft from taxiway Bravo. The Cirrus approached from the ramp toward the taxiway. For safety reasons for all involved, one of my air vehicle operator ground team members, wearing a fluorescent shirt, gave a stop hand signal to the approaching Cirrus pilot to make him aware of the UAS that was sitting on the taxiway and which was ready to launch. The Cirrus pilot stopped and got on the radio (UNICOM) to inquire about why a lineman was stopping him. I politely told him my n-number and explained that we are a UAS that was about to depart for a local flight. The Cirrus pilot used unprofessional phraseology to assert his dissatisfaction. I explained that we will be in the air in less than 1 minute and out of his way. He then went on a lecture about the lack of a NOTAM. I politely explained that a NOTAM was filed. I made my call for our aircraft to launch and we got it into a stable orbit at 400 ft AGL away from all runways and well inside and below the normal traffic pattern. As the Cirrus was taxiing to the runway, I made a call on UNICOM, indicating that we are in a stable left hand orbit, clear and south of both runways at 400 AGL (1100 MSL). The Cirrus pilot kept making a number of additional, very unprofessional calls indicating his dissatisfaction. In one call, he asked if he was going to hit the UAV. I am not sure if I replied but I think I simply stated that we were orbiting south of both runways. This pilot clearly did not read the pertinent NOTAMS as required by 91.103 because he should have found it without problem under the UAS section. As both a manned and unmanned operator and as a researcher who is focused on developing means to integrate UAS safely into US airspace, I can understand that some people who are unfamiliar with UAS may have questions or concerns. Our UAS is not a small UAS, it is a 100-lb aircraft with sophisticated capabilities such as VTOL, long endurance, transponder, dual data link, etc. The operation is performed under the umbrella of a coa (Certificate of Authorization) with significant oversight from the FAA. The learning point from this encounter with an unprofessional pilot is that we cannot assume that NOTAMS for UAS operations are being found or read. It would be good to have a way to put a short audible into the ASOS voice loop about this. At the same time, we should be able to rely on other pilots to refrain from unprofessional phraseology which has no place in aircraft radio transmissions and that safety should be the overriding concern at all times. Road rage like behavior and bullying is not a suitable mental state for operators of any aircraft.

Synopsis

UAS operator reported a conflict with a taxiing aircraft just prior to launch from an airport taxiway. The operation was published informing all users of the airport of the planned UAS operation.

Time / Day

Date : 201808
Local Time Of Day : 0601-1200

Place

Locale Reference.Airport : FNL.Airport
State Reference : CO
Relative Position.Angle.Radial : 062
Relative Position.Distance.Nautical Miles : 5.4
Altitude.AGL.Single Value : 75

Environment

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

Aircraft

Reference : X
ATC / Advisory.CTAF : FNL
Aircraft Operator : Corporate
Make Model Name : UAV - Unpiloted Aerial Vehicle
Crew Size.Number Of Crew : 1
Operating Under FAR Part.Other
Flight Plan : None
Mission.Other
Flight Phase.Other
Route In Use : None
Airspace.Class E : D01

Person

Reference : 1
Location Of Person.Aircraft : X
Location In Aircraft.Other
Reporter Organization : Corporate
Function.Flight Crew : Single Pilot
Qualification.Flight Crew : Commercial
Experience.Flight Crew.Total : 8
Experience.Flight Crew.Last 90 Days : 1
Experience.Flight Crew.Type : 8
ASRS Report Number.Accession Number : 1589625
Human Factors : Training / Qualification
Human Factors : Situational Awareness

Events

Anomaly.Airspace Violation : All Types
Anomaly.Deviation - Procedural : FAR
Anomaly.Deviation - Procedural : Published Material / Policy
Detector.Person : Other Person
Detector.Person : Flight Crew

When Detected.Other

Result.General : None Reported / Taken

Assessments

Contributing Factors / Situations : Human Factors

Primary Problem : Human Factors

Narrative: 1

I thought I was in uncontrolled airspace. I later found out that I was 3 blocks into it. Now that LANC [Low Altitude Authorization and Notification Capability] is fully functional, I will get familiar with it and be sure to use it when doing inspections.

Synopsis

UAV pilot reported being unaware the flight conducted was in controlled airspace.

Time / Day

Date : 201810
Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : O69.Airport
State Reference : CA
Relative Position.Distance.Nautical Miles : 1
Altitude.MSL.Single Value : 600

Environment

Weather Elements / Visibility.Visibility : 10
Weather Elements / Visibility.Other
Light : Daylight

Aircraft : 1

Reference : X
ATC / Advisory.CTAF : O69
Make Model Name : Small Aircraft
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Part 91
Flight Plan : VFR
Mission : Training
Flight Phase : Landing
Route In Use : None
Airspace.Class G : O69

Aircraft : 2

Reference : Y
Make Model Name : Any Unknown or Unlisted Aircraft Manufacturer
Flight Phase : Final Approach
Airspace.Class G : O69

Person

Reference : 1
Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : FBO
Function.Flight Crew : Instructor
Qualification.Flight Crew : Commercial
Qualification.Flight Crew : Flight Instructor
Qualification.Flight Crew : Instrument
Experience.Flight Crew.Total : 6000
Experience.Flight Crew.Last 90 Days : 180
Experience.Flight Crew.Type : 1000
ASRS Report Number.Accession Number : 1589383
Human Factors : Training / Qualification
Human Factors : Communication Breakdown

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

Events

Anomaly.Conflict : NMAC
Anomaly.Deviation - Procedural : Published Material / Policy
Detector.Person : Flight Crew
Miss Distance.Horizontal : 300
Miss Distance.Vertical : 0
Result.Flight Crew : Took Evasive Action

Assessments

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

Narrative: 1

The active runway was 29. I was on base leg with my student, there were 3 other planes in the pattern and 4 waiting for takeoff at the end of the runway when Aircraft Y did an apparent go around from [Runway] 11 and cut right in front of me. This distance was 300 ft or less and caused me to use evasive action. They had not used the radio at all. Then they asked what was the active runway. I told them, then they lined up for Runway 23 which we do not have, for landing. The pattern was very busy and if they had flown over the field they easily could have seen what runway was the active. This was witnessed by all the planes at the 29 end that were waiting for takeoff.

Synopsis

Instructor pilot reported a NMAC with an aircraft that was not flying the correct pattern.

Time / Day

Date : 201810
Local Time Of Day : 0601-1200

Place

Locale Reference.Airport : RYW.Airport
State Reference : TX
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 : RYW
Aircraft Operator : FBO
Make Model Name : Any Unknown or Unlisted Aircraft Manufacturer
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Part 91
Flight Plan : VFR
Mission : Training
Flight Phase : Takeoff
Airspace.Class G : RYW

Aircraft : 2

Reference : Y
ATC / Advisory.CTAF : RYW
Make Model Name : Any Unknown or Unlisted Aircraft Manufacturer
Flight Phase : Takeoff
Airspace.Class G : RYW

Person

Reference : 1
Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : FBO
Function.Flight Crew : Pilot Flying
Qualification.Flight Crew : Student
Experience.Flight Crew.Total : 61
Experience.Flight Crew.Last 90 Days : 14
Experience.Flight Crew.Type : 61
ASRS Report Number.Accession Number : 1589382
Human Factors : Training / Qualification
Human Factors : Confusion
Human Factors : Communication Breakdown

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
Miss Distance.Horizontal : 1500
When Detected : Taxi
Result.General : Flight Cancelled / Delayed
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

Myself and my instructor were performing touch and go's. I announced our turn on CTAF to the left base and final of Runway 15 followed with our intention of a touch and go each time. Upon landing, I retracted flaps, removed the carb heat, and applied full takeoff power. With full power set, I glanced at my engine instruments, airspeed indicator, and back down the runway. Another aircraft was taxiing to the edge of the runway, believing they would be holding short, we continued the takeoff. However, the other aircraft did not hold short of the occupied runway and began to back taxi for Runway 33. At this point, after having looked down to my airspeed indicator and back outside, I decided to abort the takeoff. I reduced my throttle to idle and told my instructor I was aborting takeoff. As I slowed the aircraft to exit the runway, my instructor took control of communications announcing to the other aircraft that they had taken the occupied runway, which was met with no response other than the aircraft announcing they were back taxiing for Runway 33. Upon exiting the runway, we watched the other aircraft take off Runway 33 (the runway with unfavorable winds) and make a climbing left turn within the first 200 feet of the runway.

I believe the cause of this runway incursion to be the other pilot's lack of communication and situational awareness. The other aircraft clearly did not pay attention to the CTAF advisories I had made, stating that our aircraft was on base and later, on final for Runway 17 and indicating our intentions for a touch and go. The other pilot clearly also did not look onto the runway in both directions to notice our aircraft accelerating towards them. Furthermore, the other pilot taking off Runway 33 with a tailwind component and making a low altitude departure turn indicates a clear disregard for common safety practices and procedures in the FAR's, AIM or AC's.

This incident could have been completely avoided by the other aircraft maintaining situational awareness by use of the CTAF and visually checking the runway prior to entrance. I am glad I made my decision to abort the takeoff and acted quickly (preventing what could have been a serious accident) without second guessing myself or waiting for my instructor's approval.

Synopsis

A student pilot reported an aircraft took the runway and departed opposite direction to them as they were conducting a touch and go at RYW non-towered airport.

Time / Day

Date : 201810
Local Time Of Day : 0601-1200

Place

Locale Reference.Airport : CPM.Airport
State Reference : CA
Altitude.AGL.Single Value : 50

Environment

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

Aircraft

Reference : X
ATC / Advisory.CTAF : CPM
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 : None
Mission : Personal
Flight Phase : Takeoff
Route In Use : None

Person

Reference : 1
Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Personal
Function.Flight Crew : Single Pilot
Qualification.Flight Crew : Commercial
Qualification.Flight Crew : Instrument
Experience.Flight Crew.Total : 2775
Experience.Flight Crew.Last 90 Days : 10
Experience.Flight Crew.Type : 1430
ASRS Report Number.Accession Number : 1589358
Human Factors : Situational Awareness
Human Factors : Communication Breakdown
Communication Breakdown.Party1 : Flight Crew
Communication Breakdown.Party2 : Flight Crew

Events

Anomaly.Conflict : NMAC
Anomaly.Deviation - Procedural : Published Material / Policy
Detector.Person : Flight Crew
Miss Distance.Horizontal : 100

Miss Distance.Vertical : 50
When Detected : In-flight
Result.Flight Crew : Took Evasive Action

Assessments

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

Narrative: 1

I waited for a helicopter to land. After it did and it was no longer visible on the runway, I announced my takeoff, taxied on the runway, and started my takeoff run. The helicopter was still at the far end of the runway, apparently practicing hovering, and had not been apparent to me. [Due to the paint color, it] disappeared in the background clutter. I climbed away to the left and it veered off to the right.

Helicopters are asked not to hover taxi on the runways, but they do. When done at the far end of a 3,300-foot runway they are difficult to see against the background. In this case, I should have repeated my calls and specifically asked for verification that the helicopter was clear of the runway.

Synopsis

GA pilot reported a NMAC with a helicopter doing hover work on the runway during takeoff at CPM non-towered field.

Time / Day

Date : 201810
Local Time Of Day : 0601-1200

Place

Locale Reference.Airport : D50.Airport
State Reference : ND
Relative Position.Angle.Radial : 30
Relative Position.Distance.Nautical Miles : 1000
Altitude.MSL.Single Value : 1985

Environment

Flight Conditions : VMC
Weather Elements / Visibility.Visibility : 10
Ceiling.Single Value : 20000

Aircraft

Reference : X
ATC / Advisory.CTAF : D50
Aircraft Operator : Personal
Make Model Name : Small Transport, Low Wing, 2 Recip Eng
Crew Size.Number Of Crew : 1
Operating Under FAR Part : Part 91
Flight Plan : VFR
Mission : Passenger
Flight Phase : Landing
Route In Use : Visual Approach
Airspace.Class G : D50

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 : Multiengine
Experience.Flight Crew.Total : 2000
Experience.Flight Crew.Last 90 Days : 25
Experience.Flight Crew.Type : 1300
ASRS Report Number.Accession Number : 1589306
Human Factors : Situational Awareness
Human Factors : Communication Breakdown
Communication Breakdown.Party1 : Flight Crew
Communication Breakdown.Party2 : Other

Events

Anomaly.Conflict : Ground Conflict, Critical
Anomaly.Deviation - Procedural : Published Material / Policy
Anomaly.Deviation - Procedural : FAR
Anomaly.Ground Event / Encounter : Person / Animal / Bird
Detector.Person : Flight Crew
Miss Distance.Vertical : 5
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 : Ambiguous

Narrative: 1

Received a weather briefing describing clear VFR conditions to D50. Proceeded to fly without event to D50. Called in on UNICOM at 25 miles out, 15 miles out, and 5 miles out with no response. Descended, turned base to final fairly close to the runway threshold. The surrounding terrain was yellow stubble. Just before touchdown I saw a very faded yellow "X" in the yellow stubble ground area off the approach end of the runway. I immediately looked down the runway. The only movement I saw was on the left side at the beginning of the runway - I spotted a workman in a dingy high-visibility work jacket. I saw no other obstacles. Being very low and slow I made the decision to complete my landing. As soon as the airplane touched down approximately 1,000 feet down the runway 2 additional workmen walked out of the yellow stubble directly onto the runway - one from each side. I applied the brakes. When it became apparent the workers did not see me or hear me I locked the brakes. One of the skid marks was approximately 800 feet long. While the plane was skidding I maneuvered to the far right side of the runway. At the last minute the workmen finally saw me and/or heard me and stepped aside. I continued to taxi onto the ramp and park the airplane.

I parked the plane on the ramp. I went to speak to members of the work party who were cleaning cracks in preparation for putting asphalt in the cracks on the runway. All of their equipment and pickups were on the ramp. I didn't see any of this during my approach. I was very surprised but none of them seemed affected or alarmed by the near miss. I inquired whether they had any radios or communication devices. They assured me they did not. I then called the airport manager who was not in the area at the time. During this phone call the airport manager told me they had just decided to do the work and had started [earlier] that morning. Between the airport manager, myself, and the leader of the men working on the runway, we decided that when they paused for lunch I would take off to fly back [home]. The right main tire was worn from the skidding and I had the tire changed that afternoon.

My local FBO informed me that the notice for the airport closure went out approximately 10 minutes I received my flight briefing. No equipment or people were hurt.

The faded yellow "X" and the dingy yellow jackets made it impossible for me to see when they were in the yellow stubble. Had the "X" been on the runway instead of in the stubble I would have likely seen it and flown around.

The workmen were wearing earmuffs or ear protection which apparently prevented them

from hearing the noise from the airplane as I was landing.

They apparently did not see me landing either because they walked from the yellow stubble directly onto the runway in front of me after I had already touched down.

I have approached airports in the past that I was unaware were closed and the bright ORANGE "X" on the end of those runways was very easy to spot from a distance and thus allowed me to avoid attempting to land on such closed runways at those airports.

Synopsis

GA pilot reported unknowingly landing on a closed runway and braking hard to avoid personnel on runway.

Time / Day

Date : 201810
Local Time Of Day : 0601-1200

Place

Locale Reference.Airport : O88.Airport
State Reference : CA
Altitude.MSL.Single Value : 600

Environment

Weather Elements / Visibility.Visibility : 10

Aircraft

Reference : X
ATC / Advisory.CTAF : O88
Aircraft Operator : FBO
Make Model Name : Skyhawk 172/Cutlass 172
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Part 91
Flight Plan : VFR
Mission : Training
Flight Phase : Final Approach
Airspace.Class G : O88

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 : 1200
Experience.Flight Crew.Last 90 Days : 140
Experience.Flight Crew.Type : 900
ASRS Report Number.Accession Number : 1588134
Human Factors : Situational Awareness

Events

Anomaly.Conflict : NMAC
Anomaly.Deviation - Procedural : Published Material / Policy
Detector.Person : Flight Crew
Miss Distance.Horizontal : 100
Miss Distance.Vertical : 90
When Detected : In-flight
Result.Flight Crew : Took Evasive Action
Result.Flight Crew : Executed Go Around / Missed Approach

Assessments

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

Narrative: 1

We were on a training flight shooting an instrument approach into O88. We were at our MDA, making all the calls and looking for traffic, and we had to do a circle to land. We were on short final, about to touch down, and then we saw an aircraft on the right, and he was not on [the] radio. We did a go around, turned back to the left and climbed out, and warned other pilots coming in to the airport about this aircraft.

Synopsis

C172 instructor reported a NMAC in the vicinity of O88 airport.

Time / Day

Date : 201810
Local Time Of Day : 0601-1200

Place

Locale Reference.Airport : E68.Airport
State Reference : AZ
Relative Position.Angle.Radial : 215
Relative Position.Distance.Nautical Miles : 7
Altitude.MSL.Single Value : 5500

Environment

Flight Conditions : VMC
Weather Elements / Visibility.Visibility : 6
Light : Daylight
Ceiling.Single Value : 22000

Aircraft

Reference : X
ATC / Advisory.CTAF : E68
Aircraft Operator : FBO
Make Model Name : PA-28 Cherokee/Archer/Dakota/Pillan/Warrior
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Part 91
Flight Plan : None
Mission : Training
Flight Phase : Cruise
Route In Use : None

Person

Reference : 1
Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : FBO
Function.Flight Crew : Instructor
Function.Flight Crew : Pilot Flying
Qualification.Flight Crew : Instrument
Qualification.Flight Crew : Commercial
Qualification.Flight Crew : Flight Instructor
Qualification.Flight Crew : Multiengine
Experience.Flight Crew.Total : 306
Experience.Flight Crew.Last 90 Days : 55
Experience.Flight Crew.Type : 45
ASRS Report Number.Accession Number : 1588114
Human Factors : Situational Awareness

Events

Anomaly.Conflict : NMAC
Anomaly.Deviation - Procedural : Published Material / Policy

Detector.Person : Flight Crew
Miss Distance.Horizontal : .5
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 with my students practicing maneuvers SW of E68 at 5,500 feet. I picked up a signal for traffic headed northbound and I was in a southbound direction. To avoid crossing in front of traffic I made a hard left turn because he was in a northwesterly direction. When I saw on my iPad that the aircraft was past me I made another 180 degree turn toward the south to start setting up for stalls. Immediately when I turned around my ADS-B alerted me that traffic was now headed in my direction and was extremely close. To ensure that my Stratus was not malfunctioning I flew straight and level and the aircraft was now turning towards my plane again. So I immediately turned right and pitched down in an evasive way to pick up speed and get away. The plane stayed at same altitude and looked as if he was turning left away from me. At this time I was calling on the CTAF to let the traffic know what I my intentions were and where I was headed and nothing ever came over frequency. I continued to make radio calls and asking for him to come over frequency, but never did. This whole time I am looking outside to identify traffic, but could never locate because he kept flying behind me and almost following me with every move that I made. I ended up abandoning the area to head back to terminate my flight.

Synopsis

PA28 instructor reported an NMAC in the vicinity of E68.

Time / Day

Date : 201810
Local Time Of Day : 0601-1200

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.AGL.Single Value : 100

Environment

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

Aircraft

Reference : X
ATC / Advisory.CTAF : ZZZ
Aircraft Operator : Military
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 : Ferry
Flight Phase : Landing
Route In Use : Visual Approach
Airspace.Class E : ZZZ

Component

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

Person

Reference : 1
Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Military
Function.Flight Crew : Pilot Flying
Function.Flight Crew : Single Pilot
Qualification.Flight Crew : Instrument
Qualification.Flight Crew : Private
Experience.Flight Crew.Total : 978
Experience.Flight Crew.Last 90 Days : 6
Experience.Flight Crew.Type : 575
ASRS Report Number.Accession Number : 1588108
Human Factors : Human-Machine Interface
Human Factors : Troubleshooting

Events

Anomaly.Aircraft Equipment Problem : Critical
Anomaly.Deviation - Procedural : Published Material / Policy
Anomaly.Ground Excursion : Runway
Detector.Person : Flight Crew
When Detected : In-flight
Result.General : Maintenance Action
Result.Flight Crew : Landed in Emergency Condition
Result.Aircraft : Aircraft Damaged

Assessments

Contributing Factors / Situations : Aircraft
Primary Problem : Aircraft

Narrative: 1

Second flight after 100 hour inspection and throttle cable replacement. Normal departure and descent on flight from to ZZZ. Throttle was reduced to 1,500 RPM and set flaps 10 on downwind pattern for Runway XX winds 250 at 9. Power was reduced again to idle and set flaps full turning final. Noted still too high and fast on short final. Attempted to slip and confirmed throttle was at idle. Did not notice at that time RPM was still at just under 1,500 RPM. Continued with attempted descent to 100 feet prior to mid field on this 5,000 feet runway. Elected to attempt a go-around and advanced power to full with no response. Continued with descent to runway touching down at about last 3rd of runway at high speed and applied brakes which was not effective. Determined I was not going to be able to stop, [I] pulled mixture to idle cutoff and began to steer the aircraft to avoid [the] elevated departure end and taxi way lighting. Departed right of center line at end of runway estimated 40 KTS engine was still spooling down and stopped in the grass over run about 150 feet straight ahead. No injuries or damage to aircraft except two flat spotted tires. [Aircraft] was towed to parking. Removed [and] cowl found throttle lever had disconnected from control and bolt was missing.

Synopsis

C182T pilot reported throttle cable disconnected resulting in a runway excursion on landing.

Time / Day

Date : 201810

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

Ceiling : CLR

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 : VFR

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 : Private

ASRS Report Number.Accession Number : 1587844

Human Factors : Confusion

Human Factors : Situational Awareness

Events

Anomaly.Deviation - Procedural : Published Material / Policy

Anomaly.Ground Event / Encounter : Gear Up Landing

Detector.Person : Flight Crew

When Detected : In-flight

Assessments

Contributing Factors / Situations : Human Factors

Contributing Factors / Situations : Procedure

Primary Problem : Human Factors

Narrative: 1

Gear up landing. Gear up warning horn did go off and I mistook for stall warning. Pilot Error.

Synopsis

C182 pilot reported landing with gear up after confusing the gear warning horn with the stall warning horn.

Time / Day

Date : 201810

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 : Air Taxi

Make Model Name : Cessna 402/402C/B379 Businessliner/Utiliner

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : None

Mission : Training

Flight Phase : Taxi

Route In Use : None

Component

Aircraft Component : Rudder

Aircraft Reference : X

Person : 1

Reference : 1

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Air Taxi

Function.Flight Crew : Captain

Function.Flight Crew : Instructor

Function.Flight Crew : Pilot Not Flying

Qualification.Flight Crew : Multiengine

Qualification.Flight Crew : Air Transport Pilot (ATP)

Qualification.Flight Crew : Instrument

Experience.Flight Crew.Total : 11000

Experience.Flight Crew.Last 90 Days : 110

Experience.Flight Crew.Type : 1000

ASRS Report Number.Accession Number : 1587422

Human Factors : Training / Qualification

Analyst Callback : Attempted

Person : 2

Reference : 2
Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Air Taxi
Function.Flight Crew : Trainee
Function.Flight Crew : Pilot Flying
Qualification.Flight Crew : Multiengine
Qualification.Flight Crew : Commercial
Qualification.Flight Crew : Flight Instructor
Qualification.Flight Crew : Instrument
Experience.Flight Crew.Total : 750
Experience.Flight Crew.Last 90 Days : 270
Experience.Flight Crew.Type : 15
ASRS Report Number.Accession Number : 1587407
Human Factors : Training / Qualification
Analyst Callback : Attempted

Events

Anomaly.Ground Excursion : Taxiway
Anomaly.Ground Event / Encounter : Ground Strike - Aircraft
Anomaly.Ground Event / Encounter : Loss Of Aircraft Control
Detector.Person : Flight Crew
When Detected : Taxi
Result.Aircraft : Aircraft Damaged

Assessments

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

Narrative: 1

After landing, the pilot flying taxied off the runway and proceeded to taxi straight down to the departure end of the runway. Out of nowhere, the airplane suddenly started to turn to the right. The student commented to me that "I can't straighten out the nose." I said "I have the controls." The student released the controls and I tried to get the airplane back on the taxiway center line, but at this point the right rudder was deflected full right. The airplane was on the grass. Then, I felt the nose dip down and collapse. The prop struck the ground and that's when we shut down both engines before any further damage. We then proceeded to secure and exit the airplane.

Narrative: 2

During the taxi [with] both engines [at] idle, suddenly the plane started turning to the right. I pushed the left rudder but the plane kept turning. I told the instructor that I can't control the plane. He took the control and also didn't manage to stop the turn. The plane turned to the grass and then the nose gear collapsed and the propellers struck the ground. We shut down both engines, secured the plane, and exited.

Synopsis

C402B instructor and student pilot reported a loss of directional control during taxi that resulted in nose gear collapse and a prop strike.

Time / Day

Date : 201810
Local Time Of Day : 0601-1200

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 : 10000

Aircraft : 1

Reference : X
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
Flight Plan : None
Mission : Personal
Flight Phase : Initial Approach
Route In Use : Visual Approach

Aircraft : 2

Reference : Y
ATC / Advisory.UNICOM : ZZZ
Aircraft Operator.Other
Make Model Name : Skyhawk 172/Cutlass 172
Crew Size.Number Of Crew : 1
Operating Under FAR Part : Part 91
Mission : Personal
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 : Pilot Flying
Qualification.Flight Crew : Private
Experience.Flight Crew.Total : 204
Experience.Flight Crew.Last 90 Days : 20
Experience.Flight Crew.Type : 203
ASRS Report Number.Accession Number : 1586830

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

Events

Anomaly.Conflict : NMAC
Anomaly.Deviation - Procedural : Published Material / Policy
Detector.Person : Flight Crew
Miss Distance.Horizontal : 200
Miss Distance.Vertical : 300
When Detected : In-flight
Result.Flight Crew : Took Evasive Action

Assessments

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

Narrative: 1

Pleasure flight with 3 souls on board. I was PIC. I announced my 10 mile and then 5 mile location for approach once in proximity to ZZZ. The airport was busy with multiple departing and arriving targets using Runway XX.

A Skyhawk was also inbound and announced its position which was about 200 feet above my indicated altitude, same distance and approximate location from airport (2 miles north of the field at that point).

I transmitted "entering the left 45 for XX and looking for that inbound traffic" as I was entering the 45. As a precaution, I entered the downwind lower than pattern altitude to avoid potential conflict, by 300-500 feet. I called my left downwind for Runway XX and about 5-10 seconds later the Skyhawk also called "left downwind for XX".

About that same time, I had him in sight, approximately 200 feet horizontal/slightly ahead and about 300 feet above my location near midfield on downwind I announced, "Skyhawk I have you in sight". He replied, "Cherokee I don't have you in sight yet". I responded with, "Skyhawk, you are on my 3 o'clock just above me". The Skyhawk responded with "Cherokee I have you in sight now". I then requested, "Skyhawk if you could extend your downwind, I'll turn my base here shortly". I do not recall if there was a reply from the Skyhawk at that point.

Landing was uneventful and I cleared the active as the Skyhawk pilot was on short final.

My low pattern entry evasion had prevented a potential incident. The Skyhawk essentially overtook me on the downwind, appearing out of sequence (as I had announced my traffic position reports prior to his and was also at a lower altitude).

The owner of the local flight school there in ZZZ approached me when I was leaving and mentioned "I came in pretty low" on the pattern. I responded with, "did you see the airplane right above me?" I don't recall his response after that, although he didn't return a friendly wave as I was leaving.

The return flight was uneventful.

Synopsis

PA28 pilot reported two aircraft entered the downwind leg at similar locations at non-towered airport. First aircraft flew a lower traffic pattern altitude as a precaution which prevented a NMAC.

Time / Day

Date : 201810
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
Aircraft Operator : Air Taxi
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 : Taxi
Route In Use : Direct

Person

Reference : 1
Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Air Taxi
Function.Flight Crew : Pilot Flying
Function.Flight Crew : Single Pilot
Qualification.Flight Crew : Instrument
Qualification.Flight Crew : Commercial
Experience.Flight Crew.Total : 1050
Experience.Flight Crew.Last 90 Days : 60
Experience.Flight Crew.Type : 1010
ASRS Report Number.Accession Number : 1586513
Human Factors : Distraction

Events

Anomaly.Deviation - Procedural : Published Material / Policy
Anomaly.Ground Excursion : Taxiway
Anomaly.Ground Event / Encounter : Object
Detector.Person : Flight Crew
When Detected : Taxi
Result.General : Maintenance Action

Result.General : Flight Cancelled / Delayed
Result.Aircraft : Aircraft Damaged

Assessments

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

Narrative: 1

While taxiing from my hangar to the runway, I was distracted by programming my GNS 530W, and veered off the taxiway (a very dumb mistake). I then came in contact with a temporary sign used to advise non-pilots, the sign reads: "No Vehicular Traffic Past this Point." The prop made contact with the sign at idle speed and sliced it into 4 strips. The prop will now be overhauled to ensure safety. The prop RPM did not change when hitting the sign. I was the sole occupant, during this part 91 flight.

This is clearly pilot error. My biggest takeaway is this: anytime the aircraft is moving, eyes are out the window. No excuses. Contributing factors include possible fatigue: this was my 5th flight of the day after waking up [early in the morning]. Also contributing factors: distraction in the cockpit by trying to program GPS while taxiing and pilot complacency by being overly confident in knowing the taxiway since I've done it hundreds of times. This will not happen again if I keep my eyes out of the window during taxi.

Synopsis

C182 pilot reported being distracted while taxiing, exiting the taxiway and hitting an airport sign.

Time / Day

Date : 201810

Local Time Of Day : 1801-2400

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.MSL.Single Value : 1000

Environment

Flight Conditions : VMC

Weather Elements / Visibility.Visibility : 10

Light : Dusk

Aircraft : 1

Reference : X

ATC / Advisory.CTAF : ZZZ

Aircraft Operator : Personal

Make Model Name : Skyhawk 172/Cutlass 172

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : None

Mission : Personal

Flight Phase : Landing

Route In Use : None

Airspace.Class E : ZZZ

Aircraft : 2

Reference : Y

ATC / Advisory.CTAF : ZZZ

Aircraft Operator : Personal

Make Model Name : DA20 Undifferentiated

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Mission : Personal

Flight Phase : Landing

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

Qualification.Flight Crew : Private

Qualification.Flight Crew : Instrument

Experience.Flight Crew.Total : 208

Experience.Flight Crew.Last 90 Days : 27

Experience.Flight Crew.Type : 163

ASRS Report Number.Accession Number : 1586267

Human Factors : Situational Awareness

Human Factors : Communication Breakdown

Communication Breakdown.Party1 : Flight Crew

Communication Breakdown.Party2 : Flight Crew

Events

Anomaly.Conflict : NMAC

Anomaly.Deviation - Procedural : Published Material / Policy

Detector.Person : Passenger

Detector.Person : Flight Crew

Miss Distance.Horizontal : 200

Miss Distance.Vertical : 0

Were Passengers Involved In Event : Y

When Detected : In-flight

Result.Flight Crew : Took Evasive Action

Result.Flight Crew : Executed Go Around / Missed Approach

Assessments

Contributing Factors / Situations : Human Factors

Primary Problem : Human Factors

Narrative: 1

I was entering the pattern at ZZZ to land flying a C172. I crossed the runway at 1000ft MSL to enter the right downwind for runway XX which uses right traffic. As I crossed over the runway there was Aircraft Y, a DA20, executing a low pass over the runway. I started my turn into the downwind and he started his turn to crosswind and then to downwind. I looked back and he was closer to me than I was comfortable with so I speed up a little bit. Then when I turned final I received a traffic alert saying he was at my six less than one mile. I asked my passenger to watch him and she told me he looked like he was 200 feet from us and looked like he was about to pull up alongside us. I chose to go around rather than risk him landing on top of us. I also chose to execute the go-around because he never acknowledged my position in the pattern during his radio calls he acknowledged the two aircraft in front of me.

Synopsis

C172 pilot reported a NMAC on final at a non-towered airport, resulting in a go around.

Time / Day

Date : 201810

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 : Dusk

Aircraft

Reference : X

ATC / Advisory.CTAF : ZZZ

Aircraft Operator : Personal

Make Model Name : Skyhawk 172/Cutlass 172

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : VFR

Mission : Training

Flight Phase : Taxi

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 : Student

Experience.Flight Crew.Total : 34

Experience.Flight Crew.Last 90 Days : 26

Experience.Flight Crew.Type : 32

ASRS Report Number.Accession Number : 1585554

Human Factors : Communication Breakdown

Human Factors : Confusion

Human Factors : Training / Qualification

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.Deviation - Procedural : Clearance

Anomaly.Ground Incursion : Runway

Detector.Person : Flight Crew
Miss Distance.Horizontal : 300
Miss Distance.Vertical : 0
When Detected : Taxi
Result.Flight Crew : Took Evasive Action

Assessments

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

Narrative: 1

As a student pilot on his second solo cross-country flight, I was preparing to depart ZZZ for ZZZ1. The wind was from 040, so Runway 05 was in use at the time. Looking at the A/FD while parked at the municipal FBO, I deduced that the best way to taxi to Runway 05 was to taxi to Runway 28, then taxi along Runway 28 to the east side of the field, then taxi to the beginning of Runway 05. After brief confusion about how to taxi to the runway (recent construction at ZZZ has blocked the direct taxi route to the intersection of Runways 05 and 28 seen in the A/FD), I taxied up to the hold line for 10/28, made a radio call announcing my intentions to taxi along Runway 28, looked for traffic along and above said runway, and proceeded to turn left onto Runway 28 and begin taxiing. I did not stop before the intersection of the runways and make a radio call, but continued onwards. Approximately 50 feet before the intersection, I observed to my left a recently-landed aircraft on Runway 05 approximately 100 yards from the intersection rolling towards me. Doubting my ability to stop before the intersection, I firewalled the throttle to rapidly cross Runway 05, admitted my error and apologized over the radio, and after a brief stop to gather my nerves, departed and continued my solo cross-country flight. In my opinion, the problem arose due to my lack of familiarity with the airport and complete inexperience with taxiing along intersecting runways. A contributing factor was that I did not hear a call from the other airplane stating that they were on final, which would have warned me of a landing aircraft. Taking these three points in order: This trip was my first experience with traveling to a new airport that I had not previously been to with my instructor. Although I thought I had properly prepared for the flight, I obviously was not fully prepared for operating out of the airfield - especially with the construction having altered the taxiways. I had planned for takeoffs and departures from Runway 10, and had not figured out the return to the departure end of Runway 05 ahead of time when the winds ended up different than expected. Every field that I have flown to before either has parallel taxiways or requires back-taxiing along the departure runway itself. This was my first time ever taxiing along an inactive runway, and I had never crossed a runway intersection when I was not either landing or taking off. While I am obviously required to stop before crossing any runway while taxiing, I am used to stopping before hold lines - and had never had to deal with the absence of one. Right before I announced my intention to taxi onto Runway 28, I heard a call from an airplane on a left downwind for Runway 05. I did not hear a call from any aircraft on base or final, which may have warned me of the impending situation. It is possible that a call was made by the other airplane on long final while I was trying to figure out my taxi path, and I simply missed it due to the distraction. In summary, the cause of this problem was pilot error due to inexperience. The experience gained by this event will hopefully prevent its recurrence. In the meantime, I have grounded myself from flying solo until I can conduct a flight review and another dual cross-country trip with my CFI.

Synopsis

Cessna 172 student pilot reported a ground conflict while taxiing for takeoff. The student added the cause of the problem was pilot error due to inexperience.

Time / Day

Date : 201809

Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.AGL.Single Value : 0

Environment

Weather Elements / Visibility.Visibility : 10

Weather Elements / Visibility.Other

Light : Daylight

Ceiling.Single Value : 12000

Aircraft

Reference : X

ATC / Advisory.UNICOM : ZZZ

Aircraft Operator : Personal

Make Model Name : Aeronca Champion

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : None

Mission : Personal

Flight Phase : Taxi

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 : Private

Experience.Flight Crew.Total : 721

Experience.Flight Crew.Last 90 Days : 10

Experience.Flight Crew.Type : 63

ASRS Report Number.Accession Number : 1585530

Human Factors : Training / Qualification

Events

Anomaly.Deviation - Procedural : Published Material / Policy

Anomaly.Ground Event / Encounter : Loss Of Aircraft Control

Anomaly.Ground Event / Encounter : Ground Strike - Aircraft

Detector.Person : Flight Crew

When Detected : Taxi

Result.General : Maintenance Action

Result.Aircraft : Aircraft Damaged

Assessments

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

Narrative: 1

Completing touch and goes at home airport, I exited the Runway XX in a left turn Taxiway XX. Light variable winds changing direction slightly. Felt too much taxi speed turning onto exit. Wanting to slow down while in turn I braked too hard. Tail came up and prop strike flipping airplane upside down. I was solo and not injured. Correction = DO NOT APPLY BRAKES IN A TAIL WHEEL!!! Unless very, very LIGHT pressure.

Synopsis

Tailwheel aircraft pilot reported aggressive braking resulted in a loss of control during taxi.

Time / Day

Date : 201810
Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : FNL.Airport
State Reference : CO
Relative Position.Angle.Radial : 030
Relative Position.Distance.Nautical Miles : 1
Altitude.MSL.Single Value : 6000

Environment

Weather Elements / Visibility.Visibility : 10
Weather Elements / Visibility.Other
Light : Daylight
Ceiling.Single Value : 12000

Aircraft : 1

Reference : X
ATC / Advisory.UNICOM : FNL
Aircraft Operator : Corporate
Make Model Name : Skylane 182/RG Turbo Skylane/RG
Crew Size.Number Of Crew : 1
Operating Under FAR Part : Part 91
Flight Plan : None
Mission : Utility
Flight Phase : Landing
Route In Use : Visual Approach
Airspace.Class E : FNL

Aircraft : 2

ATC / Advisory.UNICOM : FNL
Make Model Name : Skyhawk 172/Cutlass 172
Flight Phase : Landing
Airspace.Class E : FNL

Person

Reference : 1
Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Corporate
Function.Flight Crew : Single Pilot
Qualification.Flight Crew : Air Transport Pilot (ATP)
Experience.Flight Crew.Total : 13000
Experience.Flight Crew.Last 90 Days : 250
Experience.Flight Crew.Type : 3000
ASRS Report Number.Accession Number : 1585519
Human Factors : Communication Breakdown
Human Factors : Time Pressure

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 : 10
When Detected : In-flight
Result.Flight Crew : Took Evasive Action

Assessments

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

Narrative: 1

I was descending into the pattern at FNL from the west. Wind favored Runway 15. I, PIC (Pilot in Command) approached the airport and flew over the numbers 33 at approximately 7000 feet msl. I radioed CTAF that I was approaching Runway 15 from the west and would do a 180 to enter the pattern into the left downwind from the warehouse. Since approaching the airport from approximately 3 miles west I had heard no traffic in the pattern or on CTAF. I verified landing lights on, turned my 180 degrees over the warehouse, carefully scanned the upwind, crosswind and downwind pattern legs for traffic, and seeing and hearing none, entered downwind on a 45 just northwest of the warehouse at 6000 feet msl. I proceeded to fly the downwind slow since I had had the power pulled back from the descent and saw no reason to power up for the downwind. At the turn for left base, I announced my left base turn and rolled into the turn. Just as I rolled out of the turn, a 172, 200 feet at my 10 o'clock and approximately 10 feet higher, was just finishing his base turn- at which time he announced his base turn. That was the first radio call I heard from that aircraft. I widened out my base leg, tried to contact the aircraft on the CTAF but heard no reply. After announcing my intention to reenter the pattern I turned a wide upwind, left traffic, and flew a short pattern to an uneventful landing.

I believe radio calls from the other aircraft would have prevented the near miss. I also think that I will fly the pattern at higher speeds so it is unlikely that a similar aircraft will overtake me from the rear, if indeed, that's where the other aircraft was. It may have approached from the east on a base leg and not a downwind.

It is somewhat disturbing that I do not know where the other aircraft was throughout my pattern, or that someone was even in the airport vicinity. I therefore, cannot say how the situation would be avoided in the future other than timely radio calls by the other aircraft.

Synopsis

Cessna 182 pilot reported a NMAC with another aircraft on short final to runway.

Time / Day

Date : 201810
Local Time Of Day : 1801-2400

Place

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

Environment

Flight Conditions : VMC
Light : Dusk

Aircraft

Reference : X
ATC / Advisory.UNICOM : ZZZ
Aircraft Operator : Personal
Make Model Name : Cessna 150
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
Function.Flight Crew : Pilot Flying
Qualification.Flight Crew : Private
Experience.Flight Crew.Total : 250
Experience.Flight Crew.Last 90 Days : 16
Experience.Flight Crew.Type : 250
ASRS Report Number.Accession Number : 1585514
Human Factors : Communication Breakdown
Human Factors : Time Pressure
Human Factors : Situational Awareness
Communication Breakdown.Party1 : Flight Crew
Communication Breakdown.Party2 : Other

Events

Anomaly.Deviation - Procedural : Published Material / Policy
Anomaly.Deviation - Procedural : FAR
Anomaly.Ground Incursion : Runway
Anomaly.Ground Event / Encounter : Object
Detector.Person : Flight Crew

When Detected.Other

Result.Flight Crew : Took Evasive Action

Result.Aircraft : Aircraft Damaged

Assessments

Contributing Factors / Situations : Environment - Non Weather Related

Contributing Factors / Situations : Human Factors

Primary Problem : Human Factors

Narrative: 1

Dusk, en route to ZZZ, passenger had to urinate. ZZZ1 was off my nose so I checked ASOS. [I] confirmed local altimeter setting and updated my altimeter. Comments were silent as to unusual conditions or closed runways. Wind calm, therefore I set up for runway off my nose, [Runway] XX. Normal stabilized approach. Over the threshold, I saw runway numbers to confirm I was landing on runway as opposed to a taxiway. Normal touchdown and landing (in fact, one of my better landings; I had my daughter with me for her second flight). On rollout, I was horrified to see what appeared to be the end of the runway. It turned out to be a row of plastic lighted portable water filled rectangular parking stops (like what your tire hits in a parking lot) approximately four feet long by four inches tall located at the midway point of the runway. I smoothly applied brakes so as to achieve maximum braking efficiency. However, too little too late; my nose gear ran over one of the parking stops collapsing the nose gear. I maintained control of the plane until it came to a full stop in approximately 30 feet. At which point, I turned the mags to off, master off, fuel off and directed my passenger to exit the airplane. No injuries of any kind. I called my insurance agent and A&P. My A&P flew down and we moved the airplane off the runway. We returned the next day by vehicle and retrieved the airplane and returned it to our hangar.

Synopsis

Cessna 150 pilot reported landing and hitting barriers that were crossing runway, resulting in a nose gear collapse.

Time / Day

Date : 201810

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.MSL.Single Value : 3500

Aircraft

Reference : X

ATC / Advisory.CTAF : ZZZ

Aircraft Operator : Personal

Make Model Name : Skyhawk 172/Cutlass 172

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : None

Mission : Personal

Flight Phase : Cruise

Airspace.Class E : ZZZ

Person : 1

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 : Flight Instructor

Experience.Flight Crew.Total : 3100

Experience.Flight Crew.Last 90 Days : 25

Experience.Flight Crew.Type : 2000

ASRS Report Number.Accession Number : 1585499

Human Factors : Communication Breakdown

Human Factors : Situational Awareness

Communication Breakdown.Party1 : Flight Crew

Communication Breakdown.Party2 : Other

Communication Breakdown.Party2 : Flight Crew

Person : 2

Reference : 2

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Personal

Function.Flight Crew : Pilot Flying

Qualification.Flight Crew : Student

Experience.Flight Crew.Total : 163

Experience.Flight Crew.Type : 163

ASRS Report Number.Accession Number : 1585500

Human Factors : Communication Breakdown

Human Factors : Situational Awareness
Communication Breakdown.Party1 : Flight Crew
Communication Breakdown.Party2 : Other
Communication Breakdown.Party2 : Flight Crew

Events

Anomaly.Conflict : Airborne Conflict
Anomaly.Deviation - Procedural : FAR
Detector.Person : Other Person
Detector.Person : Flight Crew
When Detected : In-flight
Result.General : None Reported / Taken

Assessments

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

Narrative: 1

[We were] listening to Frequency X. Parachuters where announcing on Frequency Y. We did not hear their parachuting activity announcements. NOTAMs were not on FAA Web Site. Parachuting Frequency not found on sectional chart. Parachuting Frequency was not found in the Chart Supplement.

Narrative: 2

[Report narrative contains no additional information.]

Synopsis

C172 flight instructor and student pilot reported sky diving operation was broadcasting on an unknown frequency.

Time / Day

Date : 201810
Local Time Of Day : 0601-1200

Place

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

Environment

Flight Conditions : Mixed
Weather Elements / Visibility : Rain
Weather Elements / Visibility.Visibility : 4
Ceiling.Single Value : 7000

Aircraft

Reference : X
ATC / Advisory.UNICOM : ZZZ
Aircraft Operator : Personal
Make Model Name : Scout 8GCBC
Crew Size.Number Of Crew : 1
Operating Under FAR Part : Part 91
Flight Plan : VFR
Mission : Personal
Flight Phase : Takeoff
Flight Phase : Landing
Route In Use : Visual Approach
Route In Use : VFR Route

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 : 2200
Experience.Flight Crew.Last 90 Days : 35
Experience.Flight Crew.Type : 1000
ASRS Report Number.Accession Number : 1585491
Human Factors : Situational Awareness
Human Factors : Communication Breakdown
Communication Breakdown.Party1 : Flight Crew
Communication Breakdown.Party2 : Other

Events

Anomaly.Airspace Violation : All Types
Anomaly.Deviation - Procedural : Published Material / Policy

Anomaly.Deviation - Procedural : FAR
Anomaly.Ground Incursion : Taxiway
Anomaly.Ground Incursion : Runway
Detector.Person : Flight Crew
Detector.Person : Observer
When Detected : In-flight
Result.Flight Crew : Became Reoriented

Assessments

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

Narrative: 1

My goal for the day was to fly to [a nearby airport] fly-in. Weather was of major concern. Did not consult TFRs or NOTAMs. Approaching ZZZ I ran in to rain squalls and abandoned my attempt. I then flew SW around the zone of rain in the hopes of making ZZZ1 for fuel (cheapest in the region). Nearing ZZZ2, I came upon a clear path to land ZZZ1 and announced my intentions on frequency and receive an AWOS type message in response telling of wind and altimeter setting. I landed Runway 18 and taxied to fuel. While taxiing, it was noticed that an airshow had not started or was on HOLD DOWN due to recent rain. At no time during this whole incident were other aircraft flying or operating on the field. I fueled the airplane. During that time, many individuals, gas pump management, and a vehicle with yellow flashing lights drove by me and no one said a word. Once I finished fueling, I taxied to Runway 18. A pick-up truck with flashing yellow lights made no attempt to block my taxi and subsequent departure. I announce on frequency my intentions to depart and on the take-off roll a voice on frequency announce that the airport was closed. I continued my take roll and once airborne (<1000 feet from threshold) made an immediate downwind departure away from the air show general area. At no time, except for fueling, was I within 3/8 mile of spectators.

Synopsis

Scout pilot reported arriving and departing a fuel stop airfield unaware that the airport was closed.

Time / Day

Date : 201810

Local Time Of Day : 1801-2400

Place

Locale Reference.ATC Facility : PDX.Tower

State Reference : OR

Altitude.AGL.Single Value : 1200

Environment

Flight Conditions : VMC

Light : Daylight

Aircraft : 1

Reference : X

ATC / Advisory.Tower : PDX

Aircraft Operator : Air Carrier

Make Model Name : B737 Undifferentiated or Other Model

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 121

Flight Plan : IFR

Mission : Passenger

Flight Phase : Initial Approach

Airspace.Class C : PDX

Aircraft : 2

Reference : Y

ATC / Advisory.CTAF : VUO

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 : VFR

Mission : Personal

Flight Phase : Landing

Route In Use : None

Airspace.Class D : VUO

Person : 1

Reference : 1

Location Of Person.Facility : PDX.Tower

Reporter Organization : Government

Function.Air Traffic Control : Local

Qualification.Air Traffic Control : Fully Certified

ASRS Report Number.Accession Number : 1584831

Human Factors : Situational Awareness

Person : 2

Reference : 2
Location Of Person.Facility : PDX.Tower
Reporter Organization : Government
Function.Air Traffic Control : Local
Qualification.Air Traffic Control : Fully Certified
ASRS Report Number.Accession Number : 1585586
Human Factors : Situational Awareness

Events

Anomaly.ATC Issue : All Types
Anomaly.Conflict : Airborne Conflict
Anomaly.Deviation - Procedural : Other / Unknown
Detector.Automation : Aircraft RA
Detector.Person : Flight Crew
Detector.Person : Air Traffic Control
When Detected : In-flight
Result.Flight Crew : Took Evasive Action
Result.Flight Crew : FLC complied w / Automation / Advisory
Result.Flight Crew : Executed Go Around / Missed Approach
Result.Air Traffic Control : Issued Advisory / Alert

Assessments

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

Narrative: 1

I was working Advisory next to LC1 (Local Controller) when Aircraft Y reported inbound for rwy 8 at [nearby] VUO. I told the LC1 controller that Aircraft Y was inbound to VUO. I noticed Aircraft X on final for 10L [at PDX] and advised Aircraft Y, who was on a left downwind (SW bound), about the traffic. Aircraft Y reported that they had Aircraft X in sight. LC1 issued the traffic to Aircraft X and advised that Aircraft X also had Aircraft Y in sight. I looked out the window and Aircraft X appeared to be climbing, so I advised LC1. LC1 acknowledged my information about the same time that Aircraft X was probably transmitting to LC1 that they were going around due to a TCAS RA.

I recommend that a tower be built at VUO so we can control the pattern traffic there and reduce the number of RA's that occur due to PDX landing to the east and VUO traffic being right under them. Both aircraft had each other in sight, but Aircraft X had to go around due to the TCAS RA. This is preventable!

Narrative: 2

B737 on final for 10L [at PDX] was issued traffic on Aircraft Y (downwind for RY08 @ VUO) that was opposite direction. B737 had Aircraft Y in sight. Once B737 was over the VUO airport they went around because of an RA.

VUO traffic pattern when PDX is on a 10 flow is dangerous. There needs to be a tower at VUO or the airport needs to be shut down.

Synopsis

PDX Tower Controllers reported an arriving airliner responded to a RA and executed a go around due to VFR traffic in the pattern at nearby VUO.

Time / Day

Date : 201810
Local Time Of Day : 1201-1800

Place

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

Environment

Flight Conditions : IMC
Weather Elements / Visibility.Visibility : 10
Light : Daylight
Ceiling.Single Value : 1000

Aircraft : 1

Reference : X
ATC / Advisory.CTAF : ZZZ
Aircraft Operator : Personal
Make Model Name : Skylane 182/RG Turbo Skylane/RG
Operating Under FAR Part : Part 91
Flight Plan : IFR
Mission : Personal
Flight Phase : Landing
Route In Use.Other

Aircraft : 2

Make Model Name : Dassault-Breguet Undifferentiated or Other Model
Flight Plan : IFR
Flight Phase : Takeoff

Component

Aircraft Component : VHF
Aircraft Reference : X
Problem : Improperly Operated

Person

Reference : 1
Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Personal
Function.Flight Crew : Pilot Flying
Function.Flight Crew : Single Pilot
Qualification.Flight Crew : Multiengine
Qualification.Flight Crew : Commercial
Qualification.Flight Crew : Instrument
Experience.Flight Crew.Total : 1252
Experience.Flight Crew.Last 90 Days : 30

Experience.Flight Crew.Type : 243
ASRS Report Number.Accession Number : 1584484
Human Factors : Communication Breakdown
Human Factors : Situational Awareness
Communication Breakdown.Party1 : Flight Crew
Communication Breakdown.Party2 : Flight Crew

Events

Anomaly.Aircraft Equipment Problem : Less Severe
Anomaly.Conflict : NMAC
Anomaly.Deviation - Procedural : Published Material / Policy
Anomaly.Deviation - Procedural : Clearance
Detector.Person : Other Person
Miss Distance.Horizontal : 50
Miss Distance.Vertical : 50
When Detected : Taxi
Result.Flight Crew : Took Evasive Action

Assessments

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

Narrative: 1

IMC to ZZZ. ZZZ reported wind slight from NE, acceptable ceiling, requested from ZZZ Approach VOR to circle to RWY XX. Airport in site at VOR (7 miles). Set CTAF as backup on radios 1 and 2 and remained with Approach on Radio 1 until close to the field. Cancelled IFR, squawked 1200, switched radio 1 to CTAF and announced intent to cross midfield, enter downwind for RWY XX and land. No response, no apparent activity at the airport, wind sock favorable, announced downwind, base and final. Normal visual landing. Partway through the rollout I heard a noise that sounded like an aluminum bang on the left side. I visually checked left wing and all looked OK. Flaps were down and fine.

I taxied to the FBO and the line guy mentioned he noticed us close as that Falcon took off. The sound I heard was apparently my left flap banging within its range of movement from the thrust of the jet crossing close above.

In the FBO, they said they heard the Falcon make his departure contact announcement to ATC but was still on the clearance frequency, and that he sounded "as cool as a cucumber".

My primary error is clear: It turns out I had set radio 2 backup correctly but had set radio 1 backup to [incorrect frequency]. No one would have heard my intent and position announcements. This resulted in a jet believing he was free to take off on RWY XY, and a near collision at the intersection. My error nearly led to the death of at least two of us. I also should not have cancelled IFR as I entered the pattern, since visibility down and horizontal were fine, I was not sufficiently below the broken layer above to qualify as VMC conditions.

There are two potential contributing factors, although my error is the cause. 1: If the Falcon was given his clearance to take off, wouldn't he have been advised that there was

another aircraft inbound or in the vicinity? 2: If I HAD been on the correct CTAF frequency, would the Falcon have heard my calls since neither of us were heard on the FBO's UNICOM radio, but he was heard on the clearance frequency that they apparently monitor?

The lessons I take away from this incident are:

1. Double check tuned frequencies.
2. Make radio contact at the intended landing airport if there is no other activity on the frequency, even if just a radio check on UNICOM.
3. If flying any approach other than in clear VFR conditions, DO NOT cancel IFR until either on final or on the ground.

These lessons are now seared into my memory. I also thankful for the rapid response of the Falcon pilot, who I assume pulled up more quickly than normal, upon seeing me come in.

Synopsis

A Cessna 182 pilot reported that while landing at a non-towered airport another aircraft was taking off on a crossing runway.

Time / Day

Date : 201810
Local Time Of Day : 0001-0600

Place

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

Environment

Flight Conditions : VMC

Aircraft

Reference : X
ATC / Advisory.CTAF : ZZZ
Aircraft Operator : Air Carrier
Make Model Name : A321
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Part 121
Flight Plan : IFR
Mission : Ferry
Flight Phase : Taxi

Person : 1

Reference : 1
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 : Instrument
Qualification.Flight Crew : Multiengine
ASRS Report Number.Accession Number : 1584394
Human Factors : Communication Breakdown
Human Factors : Confusion
Human Factors : Situational Awareness
Communication Breakdown.Party1 : Flight Crew
Communication Breakdown.Party2 : Dispatch

Person : 2

Reference : 2
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 : Multiengine
Qualification.Flight Crew : Air Transport Pilot (ATP)

Qualification.Flight Crew : Instrument
ASRS Report Number.Accession Number : 1586135
Human Factors : Confusion
Human Factors : Communication Breakdown
Human Factors : Situational Awareness
Communication Breakdown.Party1 : Flight Crew
Communication Breakdown.Party2 : Dispatch

Events

Anomaly.Deviation - Procedural : Published Material / Policy
Anomaly.Ground Incursion : Taxiway
Anomaly.Ground Incursion : Runway
Detector.Person : Flight Crew
When Detected : Taxi
Result.General : Police / Security Involved
Result.Flight Crew : Became Reoriented

Assessments

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

Narrative: 1

Upon arrival at the Aircraft, the flight crew realized that the Tower had just closed making the airport environment uncontrolled and runway maintenance on the intended departure had just commenced. This caused us to use the smaller runway on the other side of the airport. Coming up with the taxi plan we elected to steer clear of runway maintenance since taxiway C was NOTAM'd closed, but the taxi route we chose would have taken us on taxiways that were too narrow for the A321. We began the taxi to runway XXL via A,D,K but the taxiway widths were poorly marked on the Jepp 10-9 and we didn't realize how narrow the taxiways were until the CA (Captain) was taxiing on A with intention of turning right on D but while passing the taxiway it was so narrow it appeared to be an access road and when the CA turned on to what he thought was taxiway D we were turning onto Runway YY. The only way to exit that runway at that point would have been Taxiway E which appeared to be just as narrow as taxiway D. The crew decided with Dispatch to shut down engines and call a tug to push us back to taxiway A. We made all the appropriate radio calls to keep any potential traffic from landing on Runway YY. We then started engines again and got a follow me from airport ops to 9L via A, Q and a backtaxi on XXL. Take off and departure was uneventful.

Poorly notated company guidance with no taxiway widths. Little to no information from the company on Tower and Runway closures with the company was unaware of.

Update of [airport] pages or some company guidance with taxiway widths that are less than standard and Dispatch and company passing better information to crews when doing things that are non-standard ie night, unfamiliar airfields, unfamiliar and nonstandard taxi. A page sheet with some helpful tips on how to navigate a difficult and nonstandard environment would have been very helpful.

Narrative: 2

I was short call reserve. I was not given ANY information on nature of the mission, type of ferry, operational specifics, etc. I was lucky and able to self-print up a flight plan at the inbound gate before terminal was completely closed down. After a lengthy delay getting in contact with Wi-Fi installation contractor, my FO (First Officer) and I were picked up at terminal and taken to the jet (A-321).

During preflight, ATIS stated tower was closed. ATIS also stated Main Runway (10,000ft) was also closed for scheduled maintenance. I called Dispatch and told them the only runway now available was XXL which is only 6000 feet long and across the field. Tried to look up minimum runway length limitations in FOM/OPs/OM with no results. Dispatch sent new take off data for short runway. Next we briefed a taxi route to far side of airport using Jepp Pro 10-9 plate considering ATIS announced closed runways and taxiways. On taxi out from the hangar ramp the taxi lights were minimal, and as we taxied off ramp to Taxiway Alpha to Delta to Kilo, I taxied from A, and past D because it is very narrow and looked like an access road. I then turned onto Runway YY which is parallel to Delta and Taxiway width. On the moving map it is so close to Delta that map icon looked correct. As soon as aircraft turned the corner onto Runway YY I realized the error but could not turn off the runway as we were too far off taxiway A and the end taxiway Echo is too narrow and too short for a mainline jet.

We were now stuck on an active runway at an uncontrolled airport at night with no communication via radio to any controlling agency on the field.

As we tried to raise anyone at the airport via radio and cellphone I turned on all exterior lighting and monitored Unicom to prevent an aircraft from trying to use the runway. We eventually made contact with airport police via radio, and the [FBO] contract personnel via cellphone through dispatch who then returned to the airport. [FBO] brought a tug and we were pushed and towed back onto taxiway A, where an airport personnel radio car then led us to Runway XXL via taxiway A to Q to the runway mid-length with a back taxi on the runway for full length take off. T/O and flight were normal.

Dispatched to operate at night, at an unfamiliar Non-Mainline airport with a known Tower and runway closure. No special instructions for crew. No information on Jepp 10-9 plate with taxi width information and many taxiways too small for mainline jets.

Synopsis

A321 flight crew reported difficulty taxiing at an unfamiliar airfield due to a scheduled runway closure and lack of taxiway information.

Time / Day

Date : 201810
Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Relative Position.Distance.Nautical Miles : 3
Altitude.MSL.Single Value : 1800

Environment

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

Aircraft

Reference : X
ATC / Advisory.CTAF : ZZZ
Aircraft Operator : FBO
Make Model Name : Aeronca Champion
Crew Size.Number Of Crew : 1
Operating Under FAR Part : Part 91
Flight Plan : VFR
Mission : Personal
Flight Phase : Initial Approach
Flight Phase : Descent
Airspace.Class G : ZZZ

Component

Aircraft Component : Cockpit Window
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 : Private
Experience.Flight Crew.Total : 127
Experience.Flight Crew.Last 90 Days : 45
Experience.Flight Crew.Type : 25
ASRS Report Number.Accession Number : 1584246
Human Factors : Situational Awareness
Human Factors : Distraction
Analyst Callback : Attempted

Events

Anomaly.Aircraft Equipment Problem : Less Severe
Anomaly.Inflight Event / Encounter : Other / Unknown
Detector.Person : Flight Crew
When Detected : In-flight
Result.Flight Crew : Landed in Emergency Condition
Result.Flight Crew : Overcame Equipment Problem
Result.Aircraft : Aircraft Damaged

Assessments

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

Narrative: 1

Just prior to pattern entry a violent windshield failure occurred. At the time of the failure, I was looking down to stow my iPad in the door pocket, which protected my face from the debris. 90% of the windscreen imploded into me and out the left side of the aircraft, taking my hat and headset off. The resulting pressure through the fuselage blew out the left rear window as well. Compass, sunshades, and all other loose items in aircraft departed out the opening. The debris hit left wing and left horizontal tail leading edges, causing some fabric damage. Was able to retrieve headset, make one radio call, and land otherwise normally.

Unsure if bird strike, or another object, or if windshield failed on its own accord. Fortunately/unfortunately, I happened to be looking down at the moment of its failure, so I have no idea whether something hit my aircraft or not. There is no physical evidence of a bird, and no parts of a drone or other object. Colleagues of my father (all in aviation) believe it to have been a strike of some kind, as they haven't seen an unprovoked windscreen failure like this before. No injuries, no witness to the moment of incident other than myself.

Synopsis

Citabria pilot reported the windshield shattered for unknown reasons.

Time / Day

Date : 201809

Local Time Of Day : 1801-2400

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Environment

Flight Conditions : VMC

Light : Night

Aircraft

Reference : X

ATC / Advisory.CTAF : ZZZ

Aircraft Operator : Personal

Make Model Name : Gulfstream IV / G350 / G450

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 91

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 : Personal

Function.Flight Crew : Captain

Function.Flight Crew : Pilot Not Flying

Qualification.Flight Crew : Multiengine

Qualification.Flight Crew : Air Transport Pilot (ATP)

Qualification.Flight Crew : Instrument

Experience.Flight Crew.Total : 13000

Experience.Flight Crew.Last 90 Days : 42

Experience.Flight Crew.Type : 1087

ASRS Report Number.Accession Number : 1584236

Person : 2

Reference : 2

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Personal

Function.Flight Crew : First Officer

Function.Flight Crew : Pilot Flying

Qualification.Flight Crew : Multiengine

Qualification.Flight Crew : Air Transport Pilot (ATP)

Qualification.Flight Crew : Instrument
Experience.Flight Crew.Total : 14000
Experience.Flight Crew.Last 90 Days : 80
Experience.Flight Crew.Type : 1000
ASRS Report Number.Accession Number : 1584243

Events

Anomaly.Conflict : Ground Conflict, Less Severe
Anomaly.Deviation - Procedural : Published Material / Policy
Anomaly.Deviation - Procedural : FAR
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 : Environment - Non Weather Related
Contributing Factors / Situations : Human Factors
Primary Problem : Ambiguous

Narrative: 1

Aircraft X was in the final phase of flight into ZZZ with myself and [my First Officer]. We had departed from ZZZ1 on an IFR flight plan. We had the airport in sight and had set up for a right base for runway XX into ZZZ working with Center. We switched over to CTAF at ZZZ and announced our intentions to land on runway XX at ZZZ after obtaining the one minute weather. The weather showed that the wind was favoring runway XX and we think that the wind was 320/5 knots. The weather was no ceiling and visibility was unrestricted.

Running our standard checklist, we had the aircraft configured with flaps 20 and were on right base preparing for gear down when someone came on CTAF and advised that there was an aircraft that had landed with his gear up and the aircraft was on the runway. [My First Officer] and I kept the aircraft configured with the gear up and flaps 20 degrees, announced that we were going to proceed to fly over the airport to gather information on the situation at the airport. I was the pilot monitoring and told [my First Officer] that I was going to recheck the one minute weather. There was no mention of any situation listed on the AWOS.

[We] orbited the airport for 20 minutes (estimated) and worked with the airport ops that were on [CTAF] to assess what we would be able to do safely.

After conversations with the airport ops and looking at all of the landing options, [we] determined that runway XX was the best option for landing. We ran the numbers on our FMS and the landing distance required was 2811 feet. We determined as a team that the downed aircraft was at the 5000 foot mark of runway XX. We asked airport ops what direction the downed aircraft had landed on and they confirmed that the aircraft had landed on runway XY and that there was no FOD for 5000 feet on runway XX.

I was running the radios and confirmed with both airport ops and the van from [the FBO] (he was also on [CTAF] and was at the scene with airport ops) that all vehicles were clear of the downed aircraft and that everyone was clear of runway XX.

[We] proceeded with the plan of landing on runway XX and turning off at X1. We had also briefed that if something did not look safe that we would go around and go to ZZZ1.

We set up on a left downwind and continued to communicate with ops. Ops stated that "landing would be at our own risk" and we acknowledged that we understood.

[We] landed our aircraft in less distance than we had computed and turned off at X1 communicating with airport ops and offering any assistance that we could.

[We] both felt that we handled the situation with safety in mind and after reviewing the FAR's, we can't find anything that says that we did not operate with safety in mind any way. We are filing this so we can learn from it and make sure that we and other pilots have the knowledge and tools to improve in the event that we are faced with a similar situation in the future.

Narrative: 2

I was PIC of a G4 on a private flight to ZZZ. Weather was [VMC] and we canceled our IFR flight plan after descending out of 18,000 ft and continued to ZZZ VFR.

ZZZ tower was closed at this time and, after receiving the AWOS, we set up for a right base entry to land on runway XX.

After making our standard radio calls, we received a call from a controller who was still in the tower cab (not controlling) notifying us that there had been a crash on the airport and that the runway may be obstructed.

We were able to contact the Airport Operations personnel on the CTAF frequency, who attend the airport when the tower is closed, and ascertained the exact location of a downed [aircraft]. It had come to rest at the apex of the intersecting runways YY and XX.

We circled the airport, at pattern altitude, while considering a course of action.

After receiving assurance from Airport Ops that the aircraft and debris was contained to the last 900-1000 feet of runway XX, and calculating that our required landing distance was less than half the length of runway XX, we determined that we could safely land and hold short on the first half of runway XX with no risk to our aircraft or the downed aircraft at the end of the runway.

As an added precaution we asked, and were assured by airport operations, that all personnel and equipment were clear of runway XX.

Airport ops advised we would be landing at our own discretion.

We successfully landed on the first half of runway XX and cleared the runway at the mid-field taxiway approximately 2000 feet prior to the accident scene.

I do not believe we caused any risk to either our aircraft or to the crashed aircraft or personnel on the field.

The airport was then NOTAM'd closed 30 min after our arrival.

Synopsis

G-IV flight crew reported landing on a runway that had a damaged aircraft still on it.

Time / Day

Date : 201810
Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : AWO.Airport
State Reference : WA
Relative Position.Angle.Radial : 290
Relative Position.Distance.Nautical Miles : 3
Altitude.MSL.Single Value : 1500

Environment

Flight Conditions : VMC
Weather Elements / Visibility : Cloudy
Weather Elements / Visibility.Visibility : 10
Light : Daylight
Ceiling.Single Value : 2300

Aircraft : 1

Reference : X
ATC / Advisory.CTAF : AWO
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
Flight Plan : None
Mission : Personal
Flight Phase : Climb
Route In Use : VFR Route
Airspace.Class E : AWO

Aircraft : 2

Reference : Y
ATC / Advisory.CTAF : AWO
Aircraft Operator : Personal
Make Model Name : Light Sport Aircraft
Operating Under FAR Part : Part 91
Flight Plan : VFR
Mission : Personal
Flight Phase : Initial Approach
Route In Use : VFR Route
Airspace.Class E : AWO

Aircraft : 3

Reference : Z
Make Model Name : Cessna Aircraft Undifferentiated or Other Model
Crew Size.Number Of Crew : 1
Operating Under FAR Part : Part 91
Flight Phase : Initial Climb

Person

Reference : 1
Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Personal
Function.Flight Crew : Single Pilot
Qualification.Flight Crew : Multiengine
Qualification.Flight Crew : Flight Instructor
Qualification.Flight Crew : Air Transport Pilot (ATP)
Qualification.Flight Crew : Instrument
Experience.Flight Crew.Total : 19500
Experience.Flight Crew.Last 90 Days : 200
Experience.Flight Crew.Type : 500
ASRS Report Number.Accession Number : 1584226
Human Factors : Confusion
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 : 200
Miss Distance.Vertical : 50
When Detected : In-flight
Result.Flight Crew : Took Evasive Action

Assessments

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

Narrative: 1

I taxied to RWY29 at AWO. Shortly before taking the runway, I placed a phone call to my wife as I usually do before takeoff (brakes set) and observed one aircraft land on 34, followed by one departure (Aircraft Z) off 29. As my headset was off during the call, I heard no other traffic.

I put my headset back on, and approximately one minute after the previous 29 departure, I began my takeoff roll on 29 (also straight out departure), watching the preceding traffic vigilantly. As my airplane has roughly the same performance of Aircraft Z, I was not concerned with overtaking it, but was more concerned it may turn, climb abruptly, or double back, so I was watching to ensure it continued straight out ahead of me. I climbed at Vy, probably longer than I usually do, as it seemed Aircraft Z was staying low, and the steeper I climbed, the faster I would be clear of him.

As the nose was high, I did not see well over the nose, and as I glanced off to the right, I saw Aircraft Y pass close by, nearly head on, entering the 45 for 34. Shortly after, I heard his voice asking if I had seen him. I didn't intend to engage in an argument on the radio,

but the preceding Aircraft Z answered, perhaps thinking he was the one being addressed, or perhaps had also had a near miss. The Aircraft Y pilot then angrily chastised him (and me, I presume) for using 29 when 34 was the "active". The Aircraft Z pilot replied that he had announced his 29 departure, and the Aircraft Y pilot retorted "that doesn't count".

In my perception, this was a simple failure to "see and avoid". I didn't see Aircraft Y, and he didn't see me, almost until it was too late. My failure to see him was related to my fixation on Aircraft Z, and my high deck angle, obscuring my forward vision. I also should have made my phone call a little sooner, so as to have a longer time listening to the radio on taxi-out, in order to formulate a better mental picture of the traffic in the area.

I believe his failure to see me was his presumption that the airport had a designated "active" runway (winds had been calm a few minutes before, but had begun to come from the west), and the expectation that there wouldn't be any traffic using any other runways. This is a common perception at non-towered airports, and particularly strong at AWO, where there seems to be a local cultural aversion to using 11/29, even when it is strongly favored by the winds.

In the future, I will make a better effort to scan the entire airspace, not just follow known traffic. I will try to lower the nose earlier in order to have better forward visibility, but regardless, when I am climbing, I will adjust my body position in order to see better over the nose. I will also make my phone call much earlier in order to have more time to listen to the radio.

There also needs to be better awareness in the pilot community that the concept of "active runway" doesn't exist at non-towered airports, or more precisely, that all runways can be active. The Aircraft Y pilot seemed far more upset by my runway choice than the simple fact I didn't see him.

Synopsis

GA pilot reported a NMAC while departing a non-towered airport with an aircraft arriving to a different runway.

Time / Day

Date : 201810

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 : Dawn

Aircraft

Reference : X

ATC / Advisory.Center : ZZZ

ATC / Advisory.CTAF : ZZZ

Aircraft Operator : Air Carrier

Make Model Name : Regional Jet 200 ER/LR (CRJ200)

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 121

Flight Plan : IFR

Mission : Passenger

Flight Phase : Takeoff

Person : 1

Reference : 1

Location Of Person.Facility : ZZZ.ARTCC

Reporter Organization : Government

Function.Air Traffic Control : Enroute

Qualification.Air Traffic Control : Fully Certified

Experience.Air Traffic Control.Time Certified In Pos 1 (yrs) : 1.0

ASRS Report Number.Accession Number : 1583960

Human Factors : Situational Awareness

Human Factors : Communication Breakdown

Communication Breakdown.Party1 : ATC

Communication Breakdown.Party2 : Flight Crew

Person : 2

Reference : 2

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Air Carrier

Function.Flight Crew : Pilot Not Flying

Function.Flight Crew : First Officer

Qualification.Flight Crew : Air Transport Pilot (ATP)

Qualification.Flight Crew : Multiengine

Qualification.Flight Crew : Instrument

ASRS Report Number.Accession Number : 1584087

Human Factors : Fatigue
Human Factors : Situational Awareness

Person : 3

Reference : 3
Location Of Person : Company
Reporter Organization : Air Carrier
Function.Dispatch : Dispatcher
Qualification.Dispatch : Dispatcher
ASRS Report Number.Accession Number : 1584088
Human Factors : Situational Awareness

Person : 4

Reference : 4
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)
Qualification.Flight Crew : Multiengine
Qualification.Flight Crew : Instrument
ASRS Report Number.Accession Number : 1584086
Human Factors : Communication Breakdown
Human Factors : Situational Awareness
Communication Breakdown.Party1 : Flight Crew
Communication Breakdown.Party2 : ATC

Events

Anomaly.ATC Issue : All Types
Anomaly.Deviation - Procedural : Published Material / Policy
Anomaly.Ground Incursion : Taxiway
Anomaly.Ground Incursion : Runway
Detector.Person : Air Traffic Control
When Detected : In-flight
Result.Air Traffic Control : Issued Advisory / Alert

Assessments

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

Narrative: 1

Early in the morning before Approach Control opened, the pilot of Aircraft X requested an IFR Clearance from ZZZ. On his initial call up, I did not catch his call sign, so I asked the pilot to repeat the call sign. The pilot repeated the call sign and again asked for a departure clearance. I asked the pilot how long it would be before he was ready to depart to ensure that he was airborne before Approach opened so that he wasn't holding up other departures if Approach Control were to open and he wasn't airborne yet. He responded

with "5 minutes, Runway XX".

When the pilot read this back, I was listening specifically for a time to be airborne so as to issue a proper Clearance Void Time that would ensure the aircraft was airborne before Approach Control opened for the day. Being an enroute facility, we do not issue a runway to depart, and expect the pilot reviews published NOTAM's and weather before departure, so I issued an IFR departure clearance to the pilot and the pilot departed Runway XX which was NOTAM'd closed. I was aware the runway was closed, but since I did not catch that this was the runway he was departing and as an enroute facility we do not specify a runway for departure, I did not advise him that it was closed. Shortly after the aircraft departed, Approach Control called my sector to take back their airspace and open for the day. When they did, they asked me to find out what runway Aircraft X had departed. I informed Approach of the runway and then released the airspace to them. This is when I was notified that the aircraft had departed a closed runway.

Upon further review of the situation and listening to the transmission a few minutes later, I learned that the pilot used a closed taxiway and closed runway at the airport, both which were NOTAM'd closed. I was also informed by my Supervisor after the occurrence that during the takeoff of Aircraft X there was a vehicle on the runway as the aircraft was departing, and that this same aircraft had departed on the same closed runway the day prior to this incident as well.

Narrative: 2

The crew went through the ticket counter and walked outside to the plane and I notice vehicles with flashing lights on the short Runway. We got in the plane and set everything up like normal. The only exception was we did not get clearance yet. Tower was closed and [would open soon]. We powered out of gate one minute before our scheduled time. I made a call on CTAF stating [aircraft] taxiing from terminal to Runway XX [the longer runway]. I picked up our clearance with Center as we are approaching the end of Runway XX and stated that we will be taking off of Runway XX and will be ready in approximately 5 minutes. We did not see any signage like X's painted on a runway or a lighted X stating a runway was closed on the taxi there. We took the runway few minutes before [tower was to open]. After takeoff, I contacted Center like normal and a few minutes later Center came back and asked what runway we took off from. I stated XX. A few more minutes went by and Center came back and said Runway XX was NOTAM'd closed.

Some causes that may have contributed to this is the crew deadheaded in [and] the flight was delayed several hours. I went to pick up my bag with a valet tag and it was not in the jet bridge, along with about 10 other passengers' bags. Gate agents told the passengers and I to go to baggage claim to pick up the bags. I tried asking why they would be going there if we had valet tags on the bags. After walking out and checking those two places, the ticket counter told me to go back to gate to pick up bag. It was not at gate and sent it to baggage claim. Roughly 30 minutes later, I finally got my bag and headed to the hotel.

I did not sleep well and had to get up for a van. The van was a couple minutes late coming back to the hotel to pick us up after dropping off a passenger. The Captain and I went over the maintenance book and release together and then he briefed me. We did notice Runway XX was NOTAM'd closed, but we both misread it. We had a jump seater so we had to play with the numbers to get correct amount of ballast for CG. The flight was scheduled for a time when the only runway we are able to take off from was closed. We also had takeoff data for Runway XX. I picked up clearance close to end of the runway with Center and told them we would be taking off of [Runway] XX and would be ready in approximately 5 minutes.

Narrative: 3

Runway XX is closed every day from 0X00-0D00z. I was called by Operations about my flight departing before the runway opened. The FAA called and said it is considered a runway incursion due to the flight taking off before the runway was open. The FAA even said that they were cleared for take-off by ATC center.

Narrative: 4

Riding in the hotel van on the way into the airport I noticed ZZZ airport operations performing, what appeared to me, as a runway sweep of runway XX. I've seen this type of operational action previously when departing an airport that is uncontrolled early in the morning. Witnessing the operations (airport) verifying the condition of the runway instilled a sense of confidence in my thought process that the runway has been verified operational by trained personnel.

As the FO set up the aircraft FMS and performance I attended to my duties. Verifying the flight plan, fuel load, weather, and NOTAMs. Over the flight deck speakers both pilots listened to the AWOS. The tower was closed. Upon completion of the automated portion of the AWOS a ATC specialist voice was recorded and stated the hours of operation of the tower, active airspace, the frequency to obtain clearance through Houston Center, and the CTAF frequency. No mention of runway closure was contained in the ATC specialists remarks recorded on the AWOS.

I returned to my duties previously mentioned. I noted the take off data did not include performance numbers for runway YY as the runway is not long enough for take off at our planned takeoff weight. Therefore the only take off performance numbers listed were for runway XX. With the current weather conditions we (flight deck crew) planned runway XX for departure. I informed the FO of the single engine procedure listed for runway XX. Next I read the NOTAMs for the airports involved in our flight plan. I definitely recall reading the closure of runway XX although, I misread the time of the closure. I read the NOTAM closure of runway XX to begin at 0D00.

Due to the ZZZ tower being closed we needed to receive our clearance from ATC Center. I am familiar with the method and questioning when receiving a clearance in this manner, we (Flight deck crew) decided to communicate and accept the clearance after engine start and aircraft configuration. Basically, ready to go.

Being prepared for departure when a center clearance is issued eases the workload on the crew and center controller as a release for departure can be issued almost immediately with a narrow void time. This assists in keeping the operation on time and negates center frequency congestion. The FO made a CTAF announcement on the appropriate frequency, and advised local traffic our intentions to taxi to runway XX via taxiways A4, A. There was no response on the CTAF frequency from any persons in the ZZZ airport environment.

Next the FO contacted ATC center as we were taxiing out to runway XX via on taxi way A. The FO advised center of our departure runway, requested clearance to ZZZ1, and that our flight was ready to depart ZZZ. Houston center verified our departure runway and issued our clearance. Center additionally advised us that our flight was released for departure and a void time of approximately 10 minutes. The FO set the transponder code and changed the initial altitude to what was issued by center. Some discussion ensued between the flight deck crew as to our manner of navigation on departure. The clearance issued was "As Filed". Instead of departing on a heading and vectored onto the "J" route, we concluded that we needed to fly to ZZZ VOR first and join the airway from that nav-

aid. As that was what was "filed".

All checklists complete, the FO made another CTAF announcement that our flight was taking runway XX for departure. I visually scanned and cleared the final approach course to the runway and as we turned perpendicular to runway XX the FO cleared the departure direction. Our flight departed ZZZ runway XX uneventfully. Approximately 5 - 10 minutes after departure, ATC Center queried us asking what runway we used to depart ZZZ. The FO answered runway XX. ATC center informed us at that time runway XX was closed at our time of departure.

Synopsis

Air carrier flight crew, Dispatcher and Center Controller reported an aircraft departed from a closed runway at an airport where the Tower had not opened.

Time / Day

Date : 201810

Local Time Of Day : 1801-2400

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Environment

Flight Conditions : VMC

Light : Daylight

Aircraft

Reference : X

ATC / Advisory.CTAF : ZZZ

Aircraft Operator : Personal

Make Model Name : SR20

Crew Size.Number Of Crew : 2

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

Function.Flight Crew : Pilot Flying

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Commercial

Qualification.Flight Crew : Flight Instructor

Experience.Flight Crew.Total : 430

Experience.Flight Crew.Last 90 Days : 30

Experience.Flight Crew.Type : 60

ASRS Report Number.Accession Number : 1582902

Human Factors : Situational Awareness

Events

Anomaly.Deviation - Procedural : Published Material / Policy

Anomaly.Deviation - Procedural : FAR

Anomaly.Ground Incursion : Runway

Detector.Person : Ground Personnel

When Detected : Taxi

Result.Flight Crew : Returned To Departure Airport

Assessments

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

Narrative: 1

I received a weather briefing for a local training flight with a student. Winds were gusting 25 knots at home airport and decided to listen to AWOS at ZZZ to see if winds were better. They were only gusting 17 so I decided to take my student there to practice short and soft field landings. Never was it in my mind to check the NOTAMS for the field. We entered left traffic for runway 28 and landed. We departed again on runway 10, as it was a 90 degree crosswind for either runway, and we did another landing.

At this time another aircraft was taxiing for takeoff so we exited the runway at the end of 10 and taxied back to the beginning of 10 to allow the other aircraft to depart. We held short of runway to allow my student to reconfigure the aircraft for takeoff and made a traffic call that we would be departing runway 10. Before we started moving, the airport manager came over the CTAF frequency and told us that the runway was closed for fresh tarring till [XX:00], he said it was NOTAM'd closed and that there were runway closure X's in the grass. He said we could depart. At this time, I looked down at the beginning of the runway and saw the X's, which were hard to see as they were in the grass and made of orange construction netting. I apologized for the confusion and we departed. Had I not been so focused on the better winds at ZZZ and teaching my student landings, I would have thought to check the NOTAMS for the airport and would have discovered its closure or at least seen the Xs for the runway.

Synopsis

GA flight instructor reported performing multiple take offs and landings without realizing the runway was closed.

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

Flight Conditions : VMC

Light : Daylight

Aircraft

Reference : X

ATC / Advisory.CTAF : ZZZ

Aircraft Operator : Air Taxi

Make Model Name : PC-12

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 135

Flight Plan : IFR

Mission : Ambulance

Flight Phase : Takeoff

Route In Use : Direct

Airspace.Class G : ZZZ

Component : 1

Aircraft Component : Rudder Trim System

Aircraft Reference : X

Problem : Improperly Operated

Component : 2

Aircraft Component : Aileron Trim System

Aircraft Reference : X

Problem : Improperly Operated

Person

Reference : 1

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Air Taxi

Function.Flight Crew : Captain

Function.Flight Crew : Pilot Flying

Function.Flight Crew : Single Pilot

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Commercial

Experience.Flight Crew.Total : 2310

Experience.Flight Crew.Last 90 Days : 98

Experience.Flight Crew.Type : 487
ASRS Report Number.Accession Number : 1582403
Human Factors : Human-Machine Interface

Events

Anomaly.Aircraft Equipment Problem : Less Severe
Anomaly.Deviation - Procedural : Published Material / Policy
Detector.Person : Flight Crew
When Detected : In-flight
Result.Flight Crew : Overcame Equipment Problem

Assessments

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

Narrative: 1

After testing the autopilot the yaw trim was full right and stabilizer trim was half down, both out of takeoff range. I missed seeing them out of trim even though I "looked but didn't see." I took off with it out of trim and didn't abort the takeoff even though I had to have a significant amount of rudder input, which I should have had I used the "abort unless everything is okay" mindset. I adjusted the trim after takeoff and continued the flight. I could have caught it either at the checklist or aborted takeoff point of the flight, but didn't.

Synopsis

PC12 Captain reported failing to reject takeoff after realizing yaw and stabilizer trim were both out of range.

Time / Day

Date : 201810

Local Time Of Day : 1201-1800

Place

Altitude.AGL.Single Value : 0

Environment

Weather Elements / Visibility.Visibility : 10

Light : Daylight

Ceiling.Single Value : 4000

Aircraft

Reference : X

ATC / Advisory.CTAF : ZZZ

Make Model Name : Skyhawk 172/Cutlass 172

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Phase : Takeoff

Route In Use : None

Person

Reference : 1

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Personal

Function.Flight Crew : Pilot Flying

Function.Flight Crew : Single Pilot

Qualification.Flight Crew : Private

Experience.Flight Crew.Total : 96

Experience.Flight Crew.Last 90 Days : 12

Experience.Flight Crew.Type : 96

ASRS Report Number.Accession Number : 1582402

Human Factors : Situational Awareness

Human Factors : Communication Breakdown

Communication Breakdown.Party1 : Flight Crew

Communication Breakdown.Party2 : Flight Crew

Events

Anomaly.Conflict : Ground Conflict, Critical

Anomaly.Ground Incursion : Runway

Detector.Person : Flight Crew

When Detected.Other

Result.General : None Reported / Taken

Assessments

Contributing Factors / Situations : Human Factors

Primary Problem : Human Factors

Narrative: 1

At the Hold Short line for runway XX, I heard another aircraft announce it was on the RNAV for runway XX and was planning to do a low approach. I asked the aircraft its location and I thought I heard him say 7 miles. I took the runway and announced I was departing runway XX. Within 5-10 seconds the pilot of the other aircraft announced he was breaking off and that I was in his way. He then immediately flew overhead and to the right of my aircraft approximately 300 feet above.

I realized instead of saying 7 miles, he must have said 1.7 or 2.7 or something.

I don't know the aircraft type and didn't catch his tail number, but it was a twin.

Synopsis

C172 pilot reported a conflict developed after taking the runway in front of an arriving aircraft.

Time / Day

Date : 201809
Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Relative Position.Distance.Nautical Miles : 15
Altitude.MSL.Single Value : 1300

Environment

Flight Conditions : VMC
Weather Elements / Visibility.Visibility : 10
Light : Daylight
Ceiling.Single Value : 4500

Aircraft

Reference : X
ATC / Advisory.UNICOM : ZZZ
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.Other
Route In Use : Visual Approach
Airspace.Class G : ZZZ

Component

Aircraft Component : Engine
Aircraft Reference : X
Problem : Failed

Person

Reference : 1
Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : FBO
Function.Flight Crew : Pilot Flying
Qualification.Flight Crew : Multiengine
Qualification.Flight Crew : Commercial
ASRS Report Number.Accession Number : 1582374
Human Factors : Troubleshooting
Human Factors : Time Pressure
Human Factors : Situational Awareness
Human Factors : Workload

Events

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

Assessments

Contributing Factors / Situations : Aircraft
Primary Problem : Aircraft

Narrative: 1

Aircraft landed off-airport when the engine did not restart after the student performed a simulated engine fire. The student manipulated the controls which included pulling the fuel shut-off valve. At which point, multiple air-restart attempts failed, the instructor landed the aircraft off airport.

Synopsis

C172 pilot reported the aircraft engine would not restart after a simulated engine fire requiring an off-airport landing.

Time / Day

Date : 201810
Local Time Of Day : 0001-0600

Place

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

Environment

Flight Conditions : VMC
Work Environment Factor : Poor Lighting
Light : Night

Aircraft

Reference : X
ATC / Advisory.CTAF : ZZZ
Make Model Name : EMB-505 / Phenom 300
Operating Under FAR Part : Part 91
Mission : Ferry
Flight Phase : Landing
Route In Use : Visual Approach
Airspace.Class G : ZZZ

Component

Aircraft Component : Landing Light
Aircraft Reference : X
Problem : Design

Person

Reference : 1
Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Function.Flight Crew : Captain
Function.Flight Crew : Pilot Flying
Qualification.Flight Crew : Instrument
Qualification.Flight Crew : Air Transport Pilot (ATP)
Qualification.Flight Crew : Multiengine
ASRS Report Number.Accession Number : 1582251
Human Factors : Situational Awareness
Human Factors : Distraction

Events

Anomaly.Aircraft Equipment Problem : Less Severe
Detector.Person : Flight Crew
When Detected : In-flight
Result.Flight Crew : Overcame Equipment Problem

Assessments

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

Narrative: 1

Night landings at uncontrolled fields in the Phenom 300 is a very risky landing. Forward visibility using the lights is 20 to 30 yards and does not allow the pilot proper reaction time if wildlife (deer, coyote, cows) or any other obstacle (car, mower, unlit runway x) is on the runway. Landing light location must be changed or light output must be increased.

Synopsis

EMB-505 Captain reported the EMB-505 landing light output is insufficient to identify unexpected runway conditions during night operations.

Time / Day

Date : 201809

Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Relative Position.Distance.Nautical Miles : 4

Altitude.MSL.Single Value : 3000

Environment

Flight Conditions : VMC

Light : Daylight

Aircraft : 1

Reference : X

ATC / Advisory.CTAF : ZZZ

Aircraft Operator : Personal

Make Model Name : Lancair ES

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : None

Mission : Training

Flight Phase : Final Approach

Route In Use : None

Airspace.Class E : ZZZ

Airspace.TFR : ZZZ

Aircraft : 2

Reference : Y

Make Model Name : Beechcraft King Air Undifferentiated or Other Model

Mission : Skydiving

Airspace.Class E : ZZZ

Person

Reference : 1

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Personal

Function.Flight Crew : Pilot Flying

Function.Flight Crew : Single Pilot

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Private

Experience.Flight Crew.Total : 1970

Experience.Flight Crew.Last 90 Days : 40

Experience.Flight Crew.Type : 1226

ASRS Report Number.Accession Number : 1581670

Human Factors : Situational Awareness

Events

Anomaly.Airspace Violation : All Types
Anomaly.Conflict : Airborne Conflict
Anomaly.Deviation - Procedural : Published Material / Policy
Anomaly.Inflight Event / Encounter : Bird / Animal
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

I was flying practice approaches for currency in and around ZZZ airport. I was briefed and was aware of the TFR over ZZZ1 for an air show. I was flying a practice GPS XX approach. I selected the GPS XX approach as it was on the opposite side of the airport from the TFR. I was communicating and monitoring the UNICOM frequency. I announced my position multiple times. When I was on short final, a King Air suddenly appeared on downwind for Runway XY [opposite direction] and announced his intention to land on XY, despite me having announced multiple times that I was on short final for XX. My attention was on the King Air when I glanced up and saw a windshield full of skydivers. I immediately began evasive action, turning first to the left so as to pass behind the King Air. However, I realized that turning left limited my visibility of the skydivers, so I then proceeded to turn back right parallel to the runway so I could see the skydivers. I also began a climb. I was very shaken by the event. By the time I composed myself and stopped looking for skydivers, I looked at my MFD and realized I had penetrated the TFR. I immediately executed a steep turn to the right to exit the TFR space. At the same time I switched from the UNICOM frequency to 121.5. About 20 seconds later I got a call on 121.5 from ATC. I described the situation to him, and was given a number to call.

My penetration of the TFR was inadvertent and a result of the emergency situation with the skydivers. I believe my actions were justified, as avoiding contact with a skydiver was my priority during the emergency. I believe the King Air that appeared had been carrying the skydivers and made no attempt on UNICOM to inform me of their presence. I exited the TFR promptly on my own volition once the emergency situation had resolved itself.

Synopsis

Lancair ES pilot reported penetrating a TFR resulting in an airborne conflict with skydivers.

Time / Day

Date : 201808

Local Time Of Day : 0601-1200

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Light : Daylight

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 : VFR

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 : Instructor

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Commercial

Qualification.Flight Crew : Flight Instructor

Experience.Flight Crew.Total : 3445

Experience.Flight Crew.Type : 113

ASRS Report Number.Accession Number : 1580190

Human Factors : Distraction

Events

Anomaly.Deviation - Procedural : Published Material / Policy

Anomaly.Ground Excursion : Runway

Anomaly.Ground Event / Encounter : Loss Of Aircraft Control

Anomaly.Ground Event / Encounter : Object

Detector.Person : Flight Crew

When Detected : In-flight

Result.Aircraft : Aircraft Damaged

Assessments

Contributing Factors / Situations : Human Factors

Contributing Factors / Situations : Weather

Primary Problem : Weather

Narrative: 1

During rollout after landing, the aircraft accelerated and turned sharply right hitting a runway taxi light. The light tore the skin on the left fuselage side underneath from the cowling to almost the empennage. The aircraft continued rapidly across the taxiway onto the dirt until just before the parallel taxiway before I was able to stop. The light impact and aggressive braking had no effect to slow the aircraft. I believe a "dust devil," a swirling wind, struck the aircraft on the left rear quarter pushing the aircraft to speed up and turn right. To prevent a recurrence would for me to be highly alert to such a possibility of an aberrant runway wind and more aggressively add crosswind correction.

Synopsis

PA-28 pilot reported losing control during landing and ran off runway into dirt.

Time / Day

Date : 201807

Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.AGL.Single Value : 1000

Environment

Flight Conditions : VMC

Light : Daylight

Aircraft : 1

Reference : X

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 Phase : Initial Approach

Airspace.Class E : ZZZ

Aircraft : 2

Reference : Y

ATC / Advisory.CTAF : ZZZ

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

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

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

Qualification.Flight Crew : Private

Experience.Flight Crew.Total : 100

Experience.Flight Crew.Last 90 Days : 2

Experience.Flight Crew.Type : 9

ASRS Report Number.Accession Number : 1579863

Human Factors : Communication Breakdown

Human Factors : Confusion

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 : 15
Miss Distance.Vertical : 50
When Detected : In-flight
Result.Flight Crew : Took Evasive Action

Assessments

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

Narrative: 1

I had just taken off from a touch and go on Runway XX with my non-pilot girlfriend in the right seat. I had decided to bring her along to do some pattern work with me, and was making clear radio calls on my position in the traffic pattern. Upon turning crosswind, I heard a radio call from a Piper Cherokee in a thick foreign accent reporting on a 45 for the left downwind to Runway XX. After hearing their call, I made my crosswind call, and began to look for the traffic. I turned onto downwind, still looking for the Cherokee, and made my downwind call. At that time the Cherokee [pilot] made a call that they were entering the downwind and had "traffic in sight," which I assumed was me. At that time I did not have them in sight and stopped looking, assuming that the Cherokee [pilot] was maintaining separation with me. I reported midfield and heard the Cherokee within seconds also report midfield. I had a sinking feeling that something was not right and began looking for the Cherokee with my girlfriend's help. I couldn't see the Cherokee to my right, left, or behind me. I looked up in the skylights and saw the Cherokee approximately 50 feet above and slightly ahead of me descending. At that time I immediately descended and exited the pattern, briefly said some unfriendly but radio appropriate words to the Cherokee, came back around and re-entered the pattern from a 45 for the left downwind to Runway XX.

I think the largest factor in the near-miss was my assumption that the Cherokee did indeed have me in sight and would maintain separation with me, with other contributing factors including myself flying a high wing aircraft looking for low wing traffic above me, creating a situation where we were both in each other's blind spots. A lesser factor, in my opinion, was a language barrier between myself and the Cherokee [pilot]. I suspect the Cherokee [pilot] might not have fully understood what he was saying, which goes back into my bad assumption that the Cherokee [pilot] indeed had me in sight and was maintaining separation. In the future I need to be more vigilant in the traffic pattern, especially at ZZZ which is a very busy GA airport. Most of my flying has been done at a Bravo airport and traffic separation is the responsibility of ATC. I can also be more forward with my CTAF communication and ask the pilot if he indeed has me in sight and is maintaining proper separation.

Synopsis

C150 pilot reported a NMAC while in traffic pattern at a non-towered airport.

Time / Day

Date : 201809

Local Time Of Day : 1801-2400

Place

Locale Reference.Airport : LAR.Airport

State Reference : WY

Altitude.AGL.Single Value : 0

Aircraft

Reference : X

ATC / Advisory.CTAF : LAR

Make Model Name : Commercial Fixed Wing

Crew Size.Number Of Crew : 2

Flight Plan : IFR

Mission : Passenger

Flight Phase : Taxi

Component

Aircraft Component : Aero Charts

Aircraft Reference : X

Problem : Design

Person

Reference : 1

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Function.Flight Crew : Pilot Not Flying

Function.Flight Crew : Captain

Qualification.Flight Crew : Commercial

ASRS Report Number.Accession Number : 1579731

Human Factors : Situational Awareness

Events

Anomaly.Deviation - Procedural : Published Material / Policy

Detector.Person : Flight Crew

When Detected : Taxi

Result.General : None Reported / Taken

Assessments

Contributing Factors / Situations : Chart Or Publication

Primary Problem : Chart Or Publication

Narrative: 1

At LAR airport, most ground/taxi signage doesn't match Jeppesen plate with no NOTAM saying otherwise. A runway incursion/loss of situational awareness by pilot is highly likely with this situation. Please correct ASAP. Incorrect plates. Please update Jepp plates.

Synopsis

Air carrier Captain reported the signage in LAR Airport does not match the Jeppesen plate.

Time / Day

Date : 201809

Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : AWO.Airport

State Reference : WA

Altitude.AGL.Single Value : 1000

Environment

Flight Conditions : VMC

Weather Elements / Visibility : Rain

Weather Elements / Visibility.Visibility : 10

Light : Daylight

Ceiling.Single Value : 9000

Aircraft : 1

Reference : X

ATC / Advisory.CTAF : AWO

Aircraft Operator : Personal

Make Model Name : RV-4

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 E : AWO

Aircraft : 2

Reference : Y

ATC / Advisory.CTAF : AWO

Aircraft Operator : Personal

Make Model Name : Cessna Single Piston Undifferentiated or Other Model

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 E : AWO

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 : 602
Experience.Flight Crew.Last 90 Days : 11
Experience.Flight Crew.Type : 45
ASRS Report Number.Accession Number : 1579172
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 : 200
Miss Distance.Vertical : 25
When Detected : In-flight
Result.Flight Crew : Took Evasive Action

Assessments

Contributing Factors / Situations : Aircraft
Primary Problem : Aircraft

Narrative: 1

I entered the right traffic pattern for 16 at AWO from the south. I intended to enter the downwind on a 45, but ended up at a shallower angle due to avoiding rain showers in the area with an aircraft that has a wooden propeller.

About the time I called entering the 45 for the downwind I heard a single call of a Cessna on crosswind. I did not get a visual on the Cessna and assumed they were behind me. I called downwind on the radio and proceeded.

I continued on downwind and didn't see any traffic or hear any further radio calls from the Cessna.

I then called turning right base for 16 and looked in the direction of the turn. As I was turning base, the Cessna emerged from below my right wing crossing my path at about a 45 degree angle. I immediately increased my bank angle and G load on the airplane (~2G, 60+ degrees of bank) with a rapid evasive maneuver to pass behind and below the Cessna as it continued its downwind. The time from seeing the conflict to passing behind the Cessna was probably a maximum of 1-2 seconds.

I did not pass through the wake of the Cessna so it may have had a greater margin of separation than my perception.

I continued on base and final and landed uneventfully. I heard no further radio calls from the Cessna and saw them again on final about a half mile behind me while exiting the runway.

When I departed AWO to return home the Cessna was still in the pattern doing touch and goes. Another aircraft asked if the Cessna had a radio as they continued to perform touch and goes with no calls. The Cessna answered and commenced making standard position reports.

In retrospect, we must have been nearly parallel on the downwind with me just slightly higher and farther out from the airport so that the Cessna was hidden below my right wing.

I don't think the Cessna ever saw me or was aware of the near miss.

Corrective actions:

-I should have ignored the rain and flown parallel to the pattern and entered the downwind at a 45 instead of joining the downwind nearly abeam the departure end of the runway. That would have provided better visibility of traffic already in the pattern.

-Radio use is not required but another call to indicate they were on downwind from the Cessna would have alerted us that we were in the same area.

-Do not depend solely on radio position reports, keep your eyes open

-Do not depend on ADS-B in, I saw no targets on my portable EFB and was lulled into a false sense there wasn't anyone there.

Synopsis

RV-4 pilot reported a NMAC with traffic in the pattern at a non-towered field.

Time / Day

Date : 201809

Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : TVF.Airport

State Reference : MN

Altitude.AGL.Single Value : 0

Environment

Weather Elements / Visibility : Rain

Weather Elements / Visibility.Visibility : 10

Light : Daylight

Ceiling.Single Value : 060

Aircraft : 1

Reference : X

ATC / Advisory.CTAF : TVF

Aircraft Operator : Personal

Make Model Name : PA-44 Seminole/Turbo Seminole

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : None

Mission : Training

Flight Phase : Takeoff

Aircraft : 2

Reference : Y

ATC / Advisory.CTAF : TVF

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

Crew Size.Number Of Crew : 1

Flight Phase : Taxi

Person

Reference : 1

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Personal

Function.Flight Crew : Instructor

Qualification.Flight Crew : Multiengine

Qualification.Flight Crew : Commercial

Qualification.Flight Crew : Flight Instructor

Qualification.Flight Crew : Instrument

Experience.Flight Crew.Total : 750

Experience.Flight Crew.Last 90 Days : 90

Experience.Flight Crew.Type : 60

ASRS Report Number.Accession Number : 1579165

Human Factors : Communication Breakdown

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
Miss Distance.Horizontal : 500
When Detected : In-flight
Result.Flight Crew : Rejected Takeoff
Result.Flight Crew : Took Evasive Action

Assessments

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

Narrative: 1

Training flight going to TVF for landings. Setup for left downwind entry for Runway 04 and made traffic calls 10 nm out and while entering downwind. Did a stop [and] go and while rolling down the runway for departure, [we] heard a CTAF call for an aircraft crossing Runway 04. [We] looked to the side of the runway and saw an aircraft crossing the runway hold-short markings. [We] immediately aborted the takeoff and came to a stop approximately 500 [feet] from the intersection while the aircraft crossed. [We] asked if he had seen us and he had not. After the aircraft safely crossed the runway, we initiated another takeoff and returned to base. If the takeoff had not been aborted, I believe that we would've impacted the crossing aircraft.

Synopsis

PA44 flight instructor reported a rejected takeoff due to a ground conflict with crossing traffic at a non-towered airport.

Time / Day

Date : 201809

Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : JWN.Airport

State Reference : TN

Altitude.AGL.Single Value : 800

Environment

Flight Conditions : VMC

Weather Elements / Visibility.Visibility : 10

Light : Daylight

Ceiling.Single Value : 4500

Aircraft : 1

Reference : X

ATC / Advisory.CTAF : JWN

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 : IFR

Mission : Personal

Flight Phase : Final Approach

Route In Use : Visual Approach

Airspace.Class E : JWN

Aircraft : 2

Reference : Y

ATC / Advisory.CTAF : JWN

Make Model Name : SR22

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Phase : Initial Approach

Airspace.Class E : JWN

Aircraft : 3

Reference : Z

ATC / Advisory.CTAF : JWN

Make Model Name : Small Transport

Flight Phase : Taxi

Person

Reference : 1

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Personal

Function.Flight Crew : Single Pilot
Qualification.Flight Crew : Multiengine
Qualification.Flight Crew : Private
Qualification.Flight Crew : Instrument
Experience.Flight Crew.Total : 1670
Experience.Flight Crew.Last 90 Days : 10
Experience.Flight Crew.Type : 1000
ASRS Report Number.Accession Number : 1578916
Human Factors : Communication Breakdown
Communication Breakdown.Party1 : Flight Crew
Communication Breakdown.Party2 : Flight Crew
Analyst Callback : Attempted

Events

Anomaly.Conflict : NMAC
Anomaly.Deviation - Procedural : Published Material / Policy
Detector.Person : Flight Crew
Miss Distance.Horizontal : 200
Miss Distance.Vertical : 40
When Detected : In-flight
Result.Flight Crew : Took Evasive Action

Assessments

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

Narrative: 1

After being turned loose from ATC, I, Aircraft X, entered right downwind for [Runway] 20. I announced my presence and my intention to land on 20. I heard Aircraft Y was also right downwind for 20. I called him to try and see where he was in relation to the field and did not get a response. I called Aircraft Z on the end of 20 and told him he had time to get off before I turned base. I called to Aircraft Y again and did not hear a response. I announced my turn for right base to 20. Aircraft Z on the ground announced that Aircraft Y had also called for right base for 20. My wife screamed and looked out of my left window and there was Aircraft Y. He turned left and I continued my descent and landed.

Synopsis

Cessna 182 pilot reported a NMAC during approach at a non-towered airport.

Time / Day

Date : 201809
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
Make Model Name : Citationjet (C525/C526) - CJ I / II / III / IV
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Part 91
Flight Phase : Takeoff

Person

Reference : 1
Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Function.Flight Crew : Pilot Flying
Function.Flight Crew : Captain
Qualification.Flight Crew : Air Transport Pilot (ATP)
Qualification.Flight Crew : Multiengine
Qualification.Flight Crew : Instrument
ASRS Report Number.Accession Number : 1578849
Human Factors : Situational Awareness

Events

Anomaly.Inflight Event / Encounter : Bird / Animal
Detector.Person : Flight Crew
When Detected : In-flight
Result.Flight Crew : Took Evasive Action
Result.Flight Crew : Rejected Takeoff
Result.Aircraft : Aircraft Damaged

Assessments

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

Narrative: 1

During the takeoff roll while passing 60 kts I observed approximately 4 Cranes land about 1000 ft in front of me. They took flight and moved out of the way so I elected to continue

the takeoff. Then at around 85 kts they landed back in the same spot. I executed a rejected takeoff and struck one, maybe two of them. The bird bounced off of the right-hand windscreen as we were stopping. I heard several other impact sounds as we plowed through the grouping. After we taxied back to parking and shut down and subsequent walk-around it was apparent that right engine had ingested the Crane. Fan blades were bent and there was blood and feathers all over the engine and adjacent hull. The windshield appeared to be scratched up from the impact glancing blow. We contacted company and our director of maintenance and filled out the wildlife hazard report with the airport manager.

Synopsis

CE-525 pilot reported impact with bird on takeoff roll and rejecting takeoff.

Time / Day

Date : 201809

Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.AGL.Single Value : 500

Environment

Flight Conditions : VMC

Light : Daylight

Ceiling : CLR

Aircraft : 1

Reference : X

ATC / Advisory.CTAF : ZZZ

Aircraft Operator : FBO

Make Model Name : Single Engine Turboprop Undifferentiated

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 137

Mission : Agriculture

Flight Phase : Cruise

Airspace.Class G : ZZZ

Aircraft : 2

Reference : Y

Make Model Name : UAV - Unpiloted Aerial Vehicle

Operating Under FAR Part.Other

Flight Phase : Cruise

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 : Instrument

Qualification.Flight Crew : Commercial

Experience.Flight Crew.Total : 10000

Experience.Flight Crew.Last 90 Days : 350

Experience.Flight Crew.Type : 4000

ASRS Report Number.Accession Number : 1578002

Events

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

Assessments

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

Narrative: 1

On an 8 mile ferry back to my airstrip I suddenly had a windshield full of a drone. I immediately banked 90 to the right and then instantly back hard left to try to reacquire the drone. It was at that point I saw a van parked in the S.E. corner of a potato field. As I circled the van I noticed the shadow of the drone again as it landed. I noted my altimeter at 550 ft. When I asked the drone company about this I was told the drone operator climbed to avoid me. I don't believe this is true because I didn't notice anyone standing outside the van and I'm certain no one observed me approaching. This incident was 1.7 nm from my airstrip. This is the 3rd close call with a drone belonging to this company. This summer with either my airplane or the other airplane we operate we had had 3 close calls. My competitor has had 2 in the 300 ft - 400 ft range.

Synopsis

A General Aviation pilot reported an NMAC with a drone at approximately 500 feet altitude.

Time / Day

Date : 201808
Local Time Of Day : 0601-1200

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.AGL.Single Value : 800

Environment

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

Aircraft

Reference : X
ATC / Advisory.UNICOM : ZZZ
Aircraft Operator : Personal
Make Model Name : PA-46 Malibu Meridian
Crew Size.Number Of Crew : 1
Operating Under FAR Part : Part 91
Flight Plan : None
Mission : Training
Flight Phase : Landing
Route In Use : None
Airspace.Class E : ZZZ

Component

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

Person

Reference : 1
Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Personal
Function.Flight Crew : Instructor
Qualification.Flight Crew : Multiengine
Qualification.Flight Crew : Commercial
Qualification.Flight Crew : Flight Instructor
Qualification.Flight Crew : Instrument
Experience.Flight Crew.Total : 2800
Experience.Flight Crew.Last 90 Days : 210
Experience.Flight Crew.Type : 51
ASRS Report Number.Accession Number : 1577375
Human Factors : Workload
Human Factors : Troubleshooting

Events

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

Assessments

Contributing Factors / Situations : Aircraft
Primary Problem : Aircraft

Narrative: 1

I was performing a familiarization flight with the owner of a Piper PA-46. After flying for roughly 1.5 hours, we entered the left traffic pattern for Runway XX. The wind was 130@15G20, so we had a significant tailwind on downwind. I let the owner/student perform a wider than usual pattern to allow the airplane time to slow down and for him to perform his checklists, as he was getting behind the airplane. On the midfield, downwind at 800 feet AGL, our engine quit. I immediately moved all power levers full and switched fuel tanks, which didn't do anything. I took control of the airplane and began searching for an emergency landing spot while I asked the student to perform the Engine Failure Checklist. The student turned on the emergency "high" fuel pump at approximately 400 feet AGL. He continued to crank the starter to try and restart the engine before and after switching the emergency fuel pump on. In the meantime, I retracted the landing gear and found a field to land [on] and was setting up on a base. With the tailwind, there was a slim chance I could make it to the runway. I turned onto final for my designated field and was probably less than 100 feet AGL when the emergency fuel pump kicked in and came back to life with full power. It felt like an eternity, but was most likely 30-45 seconds that it took the emergency fuel pump to kick in. I used ground effect to help generate some airspeed, climbed out, and headed straight to the airport and landed on Runway XX. The emergency fuel pump on this type of airplane is designed to flood out the engine if the mechanical engine driven fuel pump is working. It even has a guard on the switch to prevent someone from inadvertently activating it in-flight. When I shut the airplane off with the mixture after landing, it continued to run smoothly. I shut the emergency fuel pump off and then the engine shut down. Based on that, I am speculating that the engine driven fuel pump quit working in the traffic pattern. The airplane is obviously grounded until we can confirm and replace the defective components. The biggest takeaway of this report is to always perform a traffic pattern within gliding range of the runway. I let the student perform wider pattern which prevented us from gliding to the runway when our engine quit. Had we been within gliding distance we would have been able to execute a successful short approach for Runway XX or XY.

Synopsis

PA-46 Pilot reported that on downwind the engine quit due to fuel starvation.

Time / Day

Date : 201809

Local Time Of Day : 0601-1200

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Environment

Flight Conditions : VMC

Weather Elements / Visibility : Fog

Weather Elements / Visibility.Visibility : 10

Light : Dawn

Ceiling.Single Value : 12000

Aircraft : 1

Reference : X

ATC / Advisory.CTAF : ZZZ

Aircraft Operator : FBO

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

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : None

Mission : Training

Flight Phase : Taxi

Route In Use : Direct

Airspace.Class G : ZZZ

Aircraft : 2

Reference : Y

ATC / Advisory.CTAF : ZZZ

Make Model Name : Citationjet (C525/C526) - CJ I / II / III / IV

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : IFR

Mission : Personal

Flight Phase : Takeoff

Airspace.Class G : ZZZ

Person : 1

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 : Multiengine

Experience.Flight Crew.Total : 520
Experience.Flight Crew.Last 90 Days : 200
Experience.Flight Crew.Type : 220
ASRS Report Number.Accession Number : 1576800
Human Factors : Communication Breakdown
Communication Breakdown.Party1 : Flight Crew
Communication Breakdown.Party2 : Flight Crew

Person : 2

Reference : 2
Location Of Person.Aircraft : Y
Location In Aircraft : Flight Deck
Reporter Organization : Personal
Function.Flight Crew : Single Pilot
Qualification.Flight Crew : Instrument
Qualification.Flight Crew : Multiengine
Qualification.Flight Crew : Air Transport Pilot (ATP)
Qualification.Flight Crew : Flight Instructor
Experience.Flight Crew.Total : 3856
Experience.Flight Crew.Last 90 Days : 67
Experience.Flight Crew.Type : 243
ASRS Report Number.Accession Number : 1576802
Human Factors : Communication Breakdown
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
Miss Distance.Horizontal : 30
When Detected : Taxi
Result.Flight Crew : Took Evasive Action

Assessments

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

Narrative: 1

I started my engine on the ramp at ZZZ taking my student to an Instrument checkride. The AWOS was inoperative but it was VFR conditions with fog present south of Runway XX extending to about 2,000 feet. down the runway. Runway XX1 was clear of fog so I chose to taxi from the ramp to Runway XX1 for departure.

I made a radio call on the CTAF stating I was at the ramp taxiing to XX1. I visually scanned the area and began to taxi. There was nobody else making radio calls on the CTAF at this time. In order to get to Runway XX1 I needed to cross Runway XX2/XX. I taxied up to the XX2/XX hold short line, held short and made another radio call stating I was crossing Runway XX2/XX. I looked both ways. Runway XX2 was clear and the Runway XX end was foggy. With no objection from any other traffic I began taxiing across. While about halfway

across the runway I saw a landing light and nav lights appear to my right coming on us quickly. I immediately went full power and vacated the runway.

A Cessna Citation had begun its take off roll on Runway XX in the fog as I was crossing the runway on the clear side. He came blasting out of the fog at rotation speed and I just got off the runway in time to avoid a collision. The pilot of the Citation then said, "Where were your radio calls?" To seemingly put the blame on me. I replied "I've made all my position reports I didn't hear you say a word." I think they were on the clearance frequency picking up and IFR clearance and didn't monitor CTAF. They began their take off roll without reporting it assuming the runway was clear.

This was an extremely frightening experience that could have easily been avoided with proper nontowered airport radio communications. I personally think that it should be a requirement to monitor CTAF while picking up an IFR clearance or changing frequencies for any reason at a nontowered airport. And I think that there should be more strict take off minimums under Part 91.

Narrative: 2

I was flying a Cessna CJ2 departing on an IFR flight plan from Runway XX. I announced on CTAF that I was taking Runway XX for an IFR departure to the north. No radio calls were made by other aircraft before my taxi out and after my departure call. Just before midfield I noticed a flashing light to my left. It was the strobes of a PA28 on the Taxiway crossing my Runway at a very high rate of speed without any radio calls. I was past V1, so I was past the point of aborting my takeoff. I rotated early to avoid colliding with the crossing aircraft. I was able to watch the PA28 cross from my left, under my nose, and off to the right out my side window.

After getting airborne I called the aircraft on CTAF to ask what they were doing and why they hadn't made any radio calls. He seemed startled and said his radio must not have been working. I do not know what was going on in his cockpit and if an instructor was onboard with the student or not. From my perspective it seemed like the pilot thought he could cross my runway before I reached him at midfield. I thought this because of his excessive rate of speed entering my runway while he taxied across. I monitored CTAF after departure for 15 minutes and the pilot never made another radio call after acknowledging me and that he almost cause a crash.

Synopsis

CJ2 and PA28 pilots reported runway incursion resulting in both aircraft taking evasive action.

Time / Day

Date : 201809

Local Time Of Day : 0601-1200

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.AGL.Single Value : 1500

Environment

Flight Conditions : VMC

Light : Dawn

Aircraft

Reference : X

ATC / Advisory.UNICOM : ZZZ

Aircraft Operator : Personal

Make Model Name : DA40 Diamond Star

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : VFR

Mission : Personal

Flight Phase : Initial Climb

Airspace.Class C : ZZZ

Component

Aircraft Component : Service/Access Door

Aircraft Reference : X

Problem : Design

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 : 262

Experience.Flight Crew.Last 90 Days : 46

Experience.Flight Crew.Type : 262

ASRS Report Number.Accession Number : 1576206

Human Factors : Training / Qualification

Human Factors : Situational Awareness

Events

Anomaly.Aircraft Equipment Problem : Less Severe

Anomaly.Deviation - Procedural : Published Material / Policy

Anomaly.Inflight Event / Encounter : Other / Unknown

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

Assessments

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

Narrative: 1

Rear passenger door flew off. The door was closed secure but not latched. I reached back to close the latch and grabbed the wrong lever. Door swung open at 75 knots approximately 1500 feet AGL. I returned safely.

Synopsis

DA40 pilot reported the rear passenger departed the aircraft in flight after reaching back to latch it and grabbing the wrong lever.

Time / Day

Date : 201809
Local Time Of Day : 0001-0600

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.AGL.Single Value : 150

Environment

Flight Conditions : VMC
Weather Elements / Visibility.Visibility : 10
Light : Night
Ceiling.Single Value : 15000

Aircraft

Reference : X
ATC / Advisory.UNICOM : ZZZ
Aircraft Operator : Personal
Make Model Name : RV-7
Crew Size.Number Of Crew : 1
Operating Under FAR Part : Part 91
Mission : Personal
Flight Phase : Landing
Route In Use : Visual Approach
Route In Use : Direct
Airspace.Class E : ZZZ

Person

Reference : 1
Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Personal
Function.Flight Crew : Single Pilot
Qualification.Flight Crew : Instrument
Qualification.Flight Crew : Air Transport Pilot (ATP)
Qualification.Flight Crew : Multiengine
Experience.Flight Crew.Total : 11520
Experience.Flight Crew.Last 90 Days : 65
Experience.Flight Crew.Type : 457
ASRS Report Number.Accession Number : 1576173
Human Factors : Situational Awareness
Human Factors : Confusion

Events

Anomaly.Deviation - Procedural : Published Material / Policy
Anomaly.Inflight Event / Encounter : Object
Anomaly.Inflight Event / Encounter : CFTT / CFIT
Detector.Person : Flight Crew

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

Assessments

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

Narrative: 1

I took off [early morning] to fly airplane to ZZZ for its condition inspection. Cruise altitude [was] 8,500 feet. I began my descent 30 miles from ZZZ. At 20 miles out on UNICOM frequency, I began to attempt to activate the pilot controlled lights using my microphone button. The lights did not come on. I continued to try to turn on the runway lights with no success. The airfield lights never came on. In attempting to acquire the airfield visually, I kept my descent rate at 500 fpm. At approximately 1/2 mile from the field and approximately 150 feet AGL, I struck a power line. My propeller sliced through the line. I initiated a go-around and climbed to 1,000 feet AGL. I did a control check to determine that I still had a flyable airplane. At this time, I visually acquired the airport and made a landing on Runway 32. After landing the airplane, I taxied to Transient Parking and exited the airplane. I then contacted the police and fire department to notify them of a possible downed power line. The lights not coming on made the airport extremely difficult to find. There was no NOTAM indicating the lights were inoperative. This was certainly a contributing factor to the incident, but I never should have descended so low without the airport in sight. I had been into ZZZ airport many times, and was overly sure of my situational awareness.

Synopsis

GA pilot reported aircraft contacted a power line during descent into airport at night.

Time / Day

Date : 201808

Local Time Of Day : 0601-1200

Place

Locale Reference.Airport : X26.Airport

State Reference : FL

Environment

Flight Conditions : VMC

Weather Elements / Visibility.Visibility : 10

Light : Daylight

Ceiling.Single Value : 3000

Aircraft : 1

Reference : X

ATC / Advisory.UNICOM : X26

Aircraft Operator : Personal

Make Model Name : Small Aircraft

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : VFR

Mission : Training

Flight Phase : Initial Climb

Airspace.Class E : X26

Aircraft : 2

Reference : Y

ATC / Advisory.UNICOM : X26

Make Model Name : Small Aircraft

Operating Under FAR Part : Part 91

Mission : Training

Flight Phase : Landing

Airspace.Class E : X26

Person

Reference : 1

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Personal

Function.Flight Crew : Pilot Flying

Function.Flight Crew : Single Pilot

Qualification.Flight Crew : Flight Instructor

Qualification.Flight Crew : Air Transport Pilot (ATP)

Experience.Flight Crew.Total : 8040

Experience.Flight Crew.Last 90 Days : 80

Experience.Flight Crew.Type : 75

ASRS Report Number.Accession Number : 1576141

Human Factors : Situational Awareness

Events

Anomaly.Conflict : NMAC
Anomaly.Deviation - Procedural : Clearance
Detector.Person : Flight Crew
Miss Distance.Horizontal : 200
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 being assessed for proficiency check in Gyroplane which required closed circuit short approaches using runway 23 at Sebastian Municipal (X26), which is a right hand traffic pattern. Students were in the traffic pattern flying a wide pattern using 1.5 mile legs. This procedure [is] to insure they do not conflict with the skydive operation. I had just completed a touch and go where I climb to 300ft, then turned right to clear the runway centerline. A student and instructor had turned final while I was on short final.

As I started the turn I noticed the Cherokee attempting to pass me on the right. We both took evasive action: I turned left and he turned right to a crosswind. At no time did the instructor indicate he was going to pass on the right. 91.113 does state overtaking aircraft should pass on right but this action in a right hand pattern is dangerously wrong. The left side in this case is vacant.

This appears to be a case where rules and common sense depart from reality. The aircraft prior to evasive action was very close; closer than 100 ft.

Synopsis

Gyroplane pilot reported a NMAC with a light aircraft in the pattern at X26 airport.

Time / Day

Date : 201809

Local Time Of Day : 0601-1200

Place

Locale Reference.Airport : TKC.Airport

State Reference : MN

Altitude.MSL.Single Value : 1630

Environment

Flight Conditions : IMC

Weather Elements / Visibility.Visibility : 10

Light : Daylight

Ceiling.Single Value : 400

Aircraft

Reference : X

ATC / Advisory.CTAF : TKC

Aircraft Operator : Corporate

Make Model Name : SR22

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : IFR

Mission : Passenger

Flight Phase : Final Approach

Route In Use : Direct

Airspace.Class E : TKC

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 : Air Transport Pilot (ATP)

Qualification.Flight Crew : Flight Instructor

Qualification.Flight Crew : Multiengine

Experience.Flight Crew.Total : 3500

Experience.Flight Crew.Last 90 Days : 150

Experience.Flight Crew.Type : 300

ASRS Report Number.Accession Number : 1574996

Human Factors : Situational Awareness

Human Factors : Other / Unknown

Events

Anomaly.Deviation - Procedural : Published Material / Policy

Anomaly.Deviation - Procedural : FAR

Anomaly.Inflight Event / Encounter : Weather / Turbulence

Anomaly.Inflight Event / Encounter : CFTT / CFIT
Detector.Person : Flight Crew
When Detected : In-flight
Result.General : None Reported / Taken

Assessments

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

Narrative: 1

Enroute to TKC, the weather was being reported as clear at the destination; therefore, I was expecting a visual approach. I had no thought in my mind that we wouldn't make it in to Tracy. As we approached, I listened again, and the clouds had moved in (400 ft BKN). The LNAV MDA for RNAV 29 is 444 ft AGL with a VDP at 1.3nm. Our aircraft is LPV capable, but there are no LPV mins for this approach. I elected to attempt the approach in hopes that we would break out of the broken layer. Our aircraft does provide us with vertical guidance for LNAV approaches, and the Garmin Perspective+ is equipped with synthetic vision. I followed the vertical navigation down to the MDA and leveled off. I continued at the MDA and flew past the VDP. I saw the runway about .1 or .2 out. I was not in a position to land and would have landed long on a 3,000 ft runway, so I elected to go missed.

Throughout the missed, and proceeding to the IAF for another attempt, I noticed a large hole in the clouds that would have legally allowed me to descend into Class G airspace where I could have legally proceeded to my destination. However, I was not comfortable with what towers or terrain might be out there, offset from the runway center line. I have, however, flown many straight in approaches to Runway 29 at Tracy, and there are no obstacles on the approach path. Therefore, I elected another approach. As on the first attempt, I followed the vertical navigation down final approach. When I reached the MDA, I did not see the runway. At that time, I elected to continue down a little further. At approx. 150 ft below my MDA or 290 ft AGL, I saw the runway at 12 o'clock, on glide path, exactly like any other precision approach. I landed safely from that approach.

Historically, I have NEVER considered flying below minimums. However, some get-there-itis, combined with powerful avionics that provide vertical guidance and synthetic vision that display the runway directly in front of you, made it very tempting to turn a non-precision approach into a precision approach. Right, wrong, or otherwise, I think this is an excellent lesson for anyone flying TAA aircraft these days. They certainly have the ability to give the feeling of invulnerability in several areas (including instrument approaches, fuel planning, and thunderstorm avoidance with XM weather), which is a classic human factors pitfall, and a powerful one at that.

Synopsis

SR22 pilot reported descending below minimums on an instrument approach.

Time / Day

Date : 201809
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
Weather Elements / Visibility.Other
Light : Daylight
Ceiling.Single Value : 10000

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 : VFR
Mission : Training
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 : Single Pilot
Qualification.Flight Crew : Student
Experience.Flight Crew.Total : 59
Experience.Flight Crew.Last 90 Days : 4
Experience.Flight Crew.Type : 59
ASRS Report Number.Accession Number : 1574557
Human Factors : Training / Qualification
Human Factors : Situational Awareness

Events

Anomaly.Ground Excursion : Runway
Anomaly.Ground Event / Encounter : Loss Of Aircraft Control
Anomaly.Ground Event / Encounter : Ground Strike - Aircraft
Anomaly.Inflight Event / Encounter : Weather / Turbulence
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 : Human Factors

Narrative: 1

This was my first student pilot solo cross country flight. I checked weather this morning and everything appeared to be within my solo tolerances. The only concerning winds were at ZZZ, but were forecast to calm down by the time I would return. I then departed going to ZZZ1. Upon arriving at ZZZ1 there were stronger than anticipated crosswinds. I attempted landing twice and chose to go around both times. I decided to try once more and on the 3rd attempt didn't feel as strong a crosswind and decided to try and land the airplane. As I was touching down I felt a strong crosswind gust and I wasn't able to correct for it in time. Before I could power up to attempt to take off again I was turned sideways and attempted to correct with left rudder to straighten out. The airplane was skidding sideways and when it regained traction I was aimed towards the right side of the runway. I once again attempted to correct with rudder but over-corrected and proceeded to roll off the left side of the runway through the dirt and then came to a stop on the taxiway. The engine was still running and I was uninjured. I was able to taxi the plane over to self-service fuel where some fellow aviators helped me push the plane to the covered parking area. The only visible damage I could find was a gauge in the propeller.

Synopsis

PA28 pilot reported landing in strong crosswinds resulted in a loss of control and runway excursion.