

**ASRS Database Report Set**

**Non-Tower Airport Incidents**

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Report Set Description.....A sampling of reports involving operations at non-tower airports.

Update Number.....37

Date of Update .....May 7, 2024

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

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: 2069935 *(1 of 50)*

### Synopsis

Pilot reported two separate conflicts with aircraft while conducting pattern work in a crowded traffic pattern at the CDC airport. Busy general aviation traffic, flight training, helicopter operations, and regional airline traffic contributed to frequency congestion and created a difficult environment for safe operations.

ACN: 2062390 *(2 of 50)*

### Synopsis

Pilot reported a critical ground conflict at a non-towered airport. During takeoff roll another aircraft departed the opposite direction runway and overflowed the reporter's aircraft.

ACN: 2062380 *(3 of 50)*

### Synopsis

Flight Instructor and pilot reported a NMAC at a non-towered airport. Both aircraft took evasive action to avoid a collision.

ACN: 2062362 *(4 of 50)*

### Synopsis

Small aircraft pilot reported taking off and another aircraft on short final stating it was dangerous for the reporter to take off and it caused a near miss. The reporter stated there were no alerts of close proximity with other traffic.

ACN: 2061579 *(5 of 50)*

### Synopsis

Small aircraft pilot reported another aircraft was approaching from behind and gaining, and resulted in the other aircraft crossing directly above in close proximity.

ACN: 2061393 *(6 of 50)*

### Synopsis

Air Taxi Captain departing at night after the Tower closed reported a near miss with a deer crossing the runway.

ACN: 2060801 *(7 of 50)*

### Synopsis

Corporate jet Captain reported a near miss on final approach, then another near miss from another aircraft entering the non-towered AUO airport traffic pattern. The Captain maneuvered from each near miss to avoid a collision.

ACN: 2059876 *(8 of 50)*

### Synopsis

Flight Instructor landing at a non-towered airport reported they observed an aircraft on short final from the opposite direction and expedited their taxi off the runway.

ACN: 2059472 *(9 of 50)*

### Synopsis

BE24 pilot reported the nose gear collapsed on landing, and the runway was blocked until the aircraft could be moved.

ACN: 2059466 *(10 of 50)*

### Synopsis

C-402 Captain reported during taxi the aircraft began to shimmy. After stopping it was discovered the right main landing gear was turned 90 degrees to the fuselage.

ACN: 2059396 *(11 of 50)*

### Synopsis

Flight Instructor reported a NMAC with another aircraft in the pattern while on initial approach to a non towered airport.

ACN: 2057932 *(12 of 50)*

## Synopsis

GA flight instructor with student reported a NMAC in the vicinity of X65 non-towered airport requiring evasive action to avoid a possible collision.

ACN: 2056985 *(13 of 50)*

## Synopsis

General aviation pilot reported a near miss with another aircraft while landing at a non-towered airport. The pilot maneuvered to avoid a collision then returned for landing.

ACN: 2056949 *(14 of 50)*

## Synopsis

Instructor pilot reported a NMAC at a non-towered airport with a non communicating aircraft.

ACN: 2056326 *(15 of 50)*

## Synopsis

GA pilot reported a NMAC during approach to JZI non-towered airport requiring evasive action to avoid a possible collision.

ACN: 2055867 *(16 of 50)*

## Synopsis

PA-28 Instructor pilot reported an engine malfunction during climb on a training flight. The Instructor took control and returned to the non-towered airport and landed safely.

ACN: 2055864 *(17 of 50)*

## Synopsis

GA pilot reported a critical ground conflict occurred during takeoff roll at a non-towered airport when another aircraft performed a go around overhead.

ACN: 2054963 *(18 of 50)*

## Synopsis

General aviation pilot reported a near miss with another aircraft after takeoff from a non-towered airport in daylight visual conditions. The pilot reported the aircraft in sight and adjusted the climb to provide separation, then departed the traffic pattern.

ACN: 2054947 *(19 of 50)*

## Synopsis

B300 First Officer reported the aircraft struck the runway edge lights upon landing. The First Officer stated that the bad lighting conditions and rain made visibility difficult. The First Officer also noted that wanting to get the passengers to their destination on time may have also been a contributing factor.

ACN: 2054937 *(20 of 50)*

## Synopsis

Corporate jet flight crew reported a NMAC with a light aircraft at MDD airport.

ACN: 2054827 *(21 of 50)*

## Synopsis

Air carrier pilots reported a critical ground conflict at a non towered airport. After receiving takeoff clearance from ATC and crossing the hold line, an unseen and unheard aircraft announced a go around. The aircraft on the go around announced they were having radio trouble.

ACN: 2054523 *(22 of 50)*

## Synopsis

CE-560 pilot reported a controlled flight toward terrain event during a night visual approach. Flight crew performed a go-around and landed.

ACN: 2054349 *(23 of 50)*

## Synopsis

Flight Instructor with student reported that after landing and stopping on the runway another aircraft executed a missed approach overhead and close to the Instructor's aircraft.



ACN: 2054336 *(24 of 50)*

### Synopsis

Flight Instructor with student reported that during initial climb at a non-towered airport, another aircraft appeared behind them initiating a turn in the same direction requiring the Flight Instructor to stop their turn to avoid a collision.

ACN: 2054328 *(25 of 50)*

### Synopsis

Pilot reported large dog on runway during takeoff. Pilot took evasive action to avoid hitting dog.

ACN: 2054047 *(26 of 50)*

### Synopsis

HA420 flight crew reported performing a go-around due to traffic conflict and upon being in the traffic pattern for another approach, may have violated Class C airspace.

ACN: 2054043 *(27 of 50)*

### Synopsis

PA-28 pilot reported hitting several branches while practicing a 180-degree power off landing without realizing there were trees due to the high altitude.

ACN: 2054009 *(28 of 50)*

### Synopsis

Pilot flying H269C helicopter reported drive shaft bearing blew in cruise flight. Pilot landed off airport uneventfully.

ACN: 2053684 *(29 of 50)*

### Synopsis

C172 Flight Instructor reported a NMAC event during downwind entry pattern with downwind traffic. The downwind traffic aircraft proceeded to do a 360 turn in the downwind leg to give extra spacing and both airplanes landed without further incident.

ACN: 2053218 *(30 of 50)*

### Synopsis

C172 flight Instructor with student reported departing traffic on runway forced a go around. The departing traffic turned toward the Instructor causing a NMAC and requiring evasive action.

ACN: 2052702 *(31 of 50)*

### Synopsis

C185 pilot reported while on final approach, an aircraft on the runway, resulted in taking evasive action to go around and a critical ground conflict.

ACN: 2052700 *(32 of 50)*

### Synopsis

C172 flight Instructor reported student loss of control on landing which resulted in runway excursion and contact with a runway edge light.

ACN: 2052605 *(33 of 50)*

### Synopsis

PA-28 Instructor with trainee reported a NMAC at a non-towered airport when the other aircraft made confusing position reports and then appeared in the traffic pattern 300 feet above his aircraft.

ACN: 2051818 *(34 of 50)*

### Synopsis

Small aircraft pilot reported the airport lighting did not turn on despite utilizing the standard clicks on CTAF frequency. The pilot landed safely under partial airport lighting. At the FBO, the pilot learned that runway and taxiway edge lights were only activated if the CTAF was clicked six times, and stated that the instruction was not noted on the approach plate, the A/FD, and EFB software for the airport.

ACN: 2051522 *(35 of 50)*

### Synopsis

GA pilot reported a loss of control during landing. The aircraft left the runway and continued through the grass.

ACN: 2051519 *(36 of 50)*

### Synopsis

GA pilot reported a NMAC at SHN non-towered airport. The student states the other non communicating aircraft, a helicopter, cut off the student's final approach.

ACN: 2050707 *(37 of 50)*

### Synopsis

Fight Instructor reported a UAS in the traffic pattern caused near midair collisions with two training aircraft.

ACN: 2050684 *(38 of 50)*

### Synopsis

Flight Instructor on training flight with student reported a NMAC with another aircraft while in the I69 non-towered airport traffic pattern.

ACN: 2050642 *(39 of 50)*

### Synopsis

A flight Instructor conducting training for a single engine landing reported a prop strike and gear up landing resulting in a go around followed by a successful landing.

ACN: 2050630 *(40 of 50)*

### Synopsis

A PA28 pilot reported engine failure on takeoff and a return to the airport.

ACN: 2050035 *(41 of 50)*

### Synopsis

GA flight Instructor reported a student on a solo flight experienced a hard landing and bounced the aircraft twice before regaining control and taxiing off. The aircraft was flown by other pilots a few days after the incident before it was found to have fire wall damage during a scheduled maintenance inspection.

ACN: 2049655 *(42 of 50)*

### Synopsis

A flight Instructor reported a NMAC while turning base leg at a non towered airport.

ACN: 2049639 *(43 of 50)*

### Synopsis

General aviation pilot reported a near miss while climbing out from OC8 non-towered airport requiring evasive action to avoid a collision.

ACN: 2049330 *(44 of 50)*

### Synopsis

C172 flight Instructor reported a NMAC in the pattern at a non-towered airport.

ACN: 2048357 *(45 of 50)*

### Synopsis

A-75 Stearman Pilot reported loss of aircraft control on landing resulted in a wing tip scrape.

ACN: 2047699 *(46 of 50)*

### Synopsis

A civilian military trainer pilot reported during their takeoff roll from a non towered airport they observed an aircraft back taxiing opposite direction on the same runway. They rotated immediately and offset to the side of the runway.

ACN: 2047295 *(47 of 50)*

### Synopsis

A light sport aircraft pilot reported instances of a flight school's helicopters not complying with non towered airport procedures one of which resulted in a NMAC.

ACN: 2046143 *(48 of 50)*

### Synopsis

UAS pilot reported their medium UAS had an engine failure during flight at a non-towered airport. They landed the aircraft without issue.

ACN: 2046118 *(49 of 50)*

### Synopsis

Pilot reported on downwind leg taking evasive action to avoid an overtaking aircraft resulted in a NMAC.

ACN: 2046106 *(50 of 50)*

### Synopsis

C172 Pilot reported on base another C172 appeared in conflict requiring both aircraft taking evasive action which resulted in a NMAC. C172 Pilot reported transmitting on incorrect frequency.

# Report Narratives

## Time / Day

Date : 202401

Local Time Of Day : 0601-1200

## Place

Locale Reference.Airport : CDC.Airport

State Reference : UT

Altitude.MSL.Single Value : 1000

## Environment

Flight Conditions : VMC

Weather Elements / Visibility.Visibility : 10

Light : Daylight

Ceiling.Single Value : 12000

## Aircraft : 1

Reference : X

ATC / Advisory.UNICOM : CDC

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 : Training

Flight Phase : Climb

Airspace.Class E : CDC

## Aircraft : 2

Reference : Y

ATC / Advisory.UNICOM : CDC

Aircraft Operator : Personal

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

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Mission : Personal

Flight Phase : Final Approach

Airspace.Class E : CDC

## Person

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 : 3000

Experience.Flight Crew.Last 90 Days : 19

Experience.Flight Crew.Type : 250

ASRS Report Number.Accession Number : 2069935

Human Factors : Communication Breakdown

Human Factors : Confusion  
Human Factors : Distraction  
Human Factors : Situational Awareness  
Human Factors : Training / Qualification  
Human Factors : Workload  
Human Factors : Time Pressure  
Communication Breakdown.Party1 : Flight Crew  
Communication Breakdown.Party2 : Flight Crew

## Events

Anomaly.Conflict : Airborne Conflict  
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy  
Detector.Person : Flight Crew  
Miss Distance.Horizontal : 1500  
Miss Distance.Vertical : 500  
When Detected : In-flight  
Result.Flight Crew : Took Evasive Action  
Result.Flight Crew : Executed Go Around / Missed Approach

## Assessments

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

## Narrative: 1

1st incident. While conducting closed traffic pattern work to practice power off 180 landings, short field takeoff and landings, wheel landings, 3-point landings, we encountered two separate incursions by local flight school training aircraft in the vicinity. Cedar City airport has become overly saturated with training of fixed wing and rotorcraft all sharing the same frequency and runways/taxiways which has become dangerous due to the sheer volume of aircraft as well as multiple different ops within the airport boundaries. The closed pattern work is challenged by practice ILS, VOR and RNAV approaches, which are not usually an issue except when the incoming long final aircraft don't update their position reports as they arrive from 8 to 12 miles out. There are regional jets, charters, private jets all operating without issues as they all use accurate position updates. Frequent frequency congestion occurs due to the additional large qty of helo ops at the field. To say this is a challenging and confusing environment would be putting it gently. Our incident occurred during our initial departure from runway 20, inbound ILS practice traffic, Aircraft Y called final approx. 5 miles out, we spotted them visually while we held short for their landing. Upon their crossing the threshold at approx. 200 ft, they called missed and sidestepped 500 ft. west of runway as is expected. We then rolled out to departure position, then as they approached midway down the 8400 feet long runway, we started rolling our departure, all while using radio calls at each location and movement of our aircraft. To both our surprise, our aircraft accelerated and climbed far faster than either the Aircraft Y pilot or I expected. In no time we were abeam Aircraft Y at same altitude and approx. 500 ft. laterally. We continued our climb quickly to 7000 ft, which is above pattern altitude of 6400 ft. and their altitude of approximately 6000 ft. During that time Aircraft Y commented that we were too close for them. We acknowledged full visual the entire time and apologized for the closeness while continuing to climb well above their flight trajectory and altitude. Approximately 1 mile past departure end of runway we



turned right crosswind, then downwind well above and away from the departing Aircraft Y as they exited the area southwest bound. No further interaction or communications ensued. End of incident. Conclusion. Underestimated performance of Aircraft X on departure, underestimated slowness of departing/climbing Aircraft Y. Aircraft Y was following procedure well; we simply misjudged our performance differences. 2nd incident 15-20 minutes later. Pattern has now continually been filling up with more training aircraft and helicopters from the flight school. Generally once more than 6 to 8 aircraft are in the pattern it becomes difficult to mentally keep track of where everyone is, especially considering the helicopters operate opposite pattern and opposite side of airport but call out the same runway, taxiway and intersections fixed wingers use. It can be a challenge to understand exactly where the helicopters are. Suggest a different frequency and keep them well away from the fixed wing traffic due to their nonstandard maneuvers and their incompatibility with the fixed wings. During a short approach while mid field down wind, we called position and plans for short field approach additionally asking if anyone on long final. No response, no visual conflict, all appeared clear. At approximately abeam numbers we executed right base at 6400 ft. pattern elevation and called position report on radio, again no response or other calls announcing inbound practice ILS from the same Aircraft Y. As we rolled out on base, perpendicular to final approach course I spotted Aircraft Y approx 500 ft. below and 1500 ft. ahead of us. We were headed directly towards them at this point as they were on a short final. Again, no radio calls heard from Aircraft Y. We turned final behind them, fully visible at all times, and announced our position and intent for landing and we were on short final for 20. We realized we were far too close behind them to allow adequate spacing and were closing quickly so we broke off descent, sidestepped 500 ft. to west and called missed approach. Upon climb out while overtaking Aircraft Y and far west and above their position they again commented it was too close for them while they continued to land. We apologized and said we'd open things up a bit more for spacing. I should have asked them why they didn't make several position reports while on such a long final as is customary when long finals mix with closed traffic. It's possible they did, and we missed the calls considering the chaotic radio transmissions at this airport. Never were either of the two incidents anywhere near close enough for a collision, it certainly made the training aircraft uncomfortable. We on the other hand are much more used to flying close patterns, short field ops, and very maneuverable aircraft so as this did not seem like anything dangerous or alarming, simply a need to adjust flight track to work with everyone nearby. The Aircraft X conventional gear airplanes are very agile, high-performance machines with outstanding visibility and handling characteristics. I've also owned and flown similar Aircraft Y types enough to understand their visibility and performance shortcomings. Conclusion. Too many aircraft training on too many different types of operations in this area. Better radio work by all parties could help, possibly a separate frequency and location for the helicopter operations. Certainly, better and more frequent position reports to include extra-long finals. 5 to 12 miles out are frequently heard over radio. Cedar is a wonderful, long and open airport with great NAVAIDS, a crosswind runway, taxiways and favorable winds. The traffic pattern has been challenged by the large flight school oversaturating the area with training aircraft of mixed types. We are all aware of our duty to share the airspace and dutifully do exactly this. I would suggest a closer look of the types of mixed ops taking place here and possibly introduce new protocols to help manage the traffic. Thank you for considering this report in our ever-continuing search for safer airspace for all.

## Synopsis

Pilot reported two separate conflicts with aircraft while conducting pattern work in a crowded traffic pattern at the CDC airport. Busy general aviation traffic, flight training, helicopter operations, and regional airline traffic contributed to frequency congestion and created a difficult environment for safe operations.

## Time / Day

Date : 202312

Local Time Of Day : 1801-2400

## Place

Locale Reference.Airport : 44N.Airport

State Reference : NY

Altitude.AGL.Single Value : 0

## Environment

Flight Conditions : VMC

Weather Elements / Visibility.Visibility : 10

Light : Night

Ceiling.Single Value : 12000

## Aircraft : 1

Reference : X

ATC / Advisory.CTAF : 44N

Aircraft Operator : Personal

Make Model Name : Small Aircraft

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : None

Mission : Personal

Flight Phase : Takeoff / Launch

Airspace.Class G : 44N

## Aircraft : 2

Reference : Y

ATC / Advisory.CTAF : 44N

Make Model Name : Small Aircraft

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Phase : Takeoff / Launch

Airspace.Class G : 44N

## Person

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 : Flight Instructor

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Multiengine

Qualification.Flight Crew : Commercial

Experience.Flight Crew.Total : 1097

Experience.Flight Crew.Last 90 Days : 40

Experience.Flight Crew.Type : 78

ASRS Report Number.Accession Number : 2062390

Human Factors : Communication Breakdown

Human Factors : Situational Awareness

Communication Breakdown.Party1 : Flight Crew

Communication Breakdown.Party2 : Flight Crew

## Events

Anomaly.Conflict : Ground Conflict, Critical

Detector.Person : Flight Crew

Miss Distance.Horizontal : 0

Miss Distance.Vertical : 200

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 : Human Factors

## Narrative: 1

Was departing 44N an uncontrolled field. There is a runway grade that makes one end of the runway not visible from the other. Winds were calm and airport has no preferred runway. After completing run up, I announced that I would be departing Runway 35 on Unicom/CTAF and asked if there was any traffic, there was no radio response. Approx 30 sec later I again announced that I was departing Runway 35 at Sky Acres on the Unicom/CTAF frequency. As I lined up and applied full throttle I saw an aircraft rotating as it came over the hill departing opposite direction on Runway 17. I believe the aircraft was a aircraft Y type and it overflew me at approximately 200 feet. I did not hear the aircraft announce their departure on frequency and did not hear any radio transmission from the aircraft after the incident. The aircraft departed the area south.

## Synopsis

Pilot reported a critical ground conflict at a non-towered airport. During takeoff roll another aircraft departed the opposite direction runway and overflew the reporter's aircraft.

## Time / Day

Date : 202312

Local Time Of Day : 0601-1200

## Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.MSL.Single Value : 5400

## Environment

Flight Conditions : VMC

Light : Daylight

## Aircraft : 1

Reference : X

ATC / Advisory.CTAF : ZZZ

Make Model Name : Cessna 150

Crew Size.Number Of Crew : 1

Mission : Training

Flight Phase : Final Approach

Airspace.Class G : ZZZ

## Aircraft : 2

Reference : Y

ATC / Advisory.CTAF : ZZZ

Make Model Name : Skyhawk 172/Cutlass 172

Crew Size.Number Of Crew : 1

Flight Phase : Final Approach

Airspace.Class G : ZZZ

## Person : 1

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Function.Flight Crew : Instructor

Function.Flight Crew : Pilot Not Flying

Qualification.Flight Crew : Flight Instructor

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Commercial

Qualification.Flight Crew : Multiengine

Experience.Flight Crew.Total : 1540

Experience.Flight Crew.Last 90 Days : 25

Experience.Flight Crew.Type : 200

ASRS Report Number.Accession Number : 2062380

Human Factors : Situational Awareness

Human Factors : Time Pressure

Human Factors : Communication Breakdown

Communication Breakdown.Party1 : Flight Crew

Communication Breakdown.Party2 : Flight Crew

## Person : 2

Location Of Person.Aircraft : X  
Location In Aircraft : Flight Deck  
Function.Flight Crew : Trainee  
Function.Flight Crew : Pilot Flying  
Qualification.Flight Crew : Private  
Qualification.Flight Crew : Multiengine  
Experience.Flight Crew.Total : 540  
Experience.Flight Crew.Last 90 Days : 5  
Experience.Flight Crew.Type : 350  
ASRS Report Number.Accession Number : 2062671  
Human Factors : Communication Breakdown  
Human Factors : Situational Awareness  
Communication Breakdown.Party1 : Flight Crew  
Communication Breakdown.Party2 : Flight Crew

## Events

Anomaly.Conflict : NMAC  
Detector.Person : Flight Crew  
Miss Distance.Horizontal : 250  
Miss Distance.Vertical : 20  
When Detected : In-flight  
Result.Flight Crew : Took Evasive Action

## Assessments

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

## Narrative: 1

On Day 0 I was conducting a flight review with a pilot and owner of the Cessna 150. We were conducting multiple landings and takeoffs of different types. On the landing prior to the near miss we had done a landing to a full stop and then we taxied back to Runway XX threshold. During the taxi a Cessna 172 landed and appeared to takeoff (touch and go) since we never saw the plane again. Once we got to the hold short line for Runway XX we announced on radio that we were taking off and staying in the pattern. Reports were made by us (meaning Pilot Flying, since I did not have a push to talk). When on downwind, I mentioned to the Pilot Flying that we have not heard that other plane on the radio and thought that they must have left the area. I told Pilot Flying to conduct a short field landing on this approach. During the turn from base to final, the Pilot Flying announced on the radio "turning final for XX". A second or two later a voice came over the radio saying "look below you". When I heard this I looked down from the right side window, puzzled by who was talking on the radio. The Pilot Flying then told me he could see a plane low but on his side. The Cessna came into my view at that time since we were in a descent. I grabbed the yoke and turned the plane to the right and told Pilot Flying to continue away from the Cessna. The Cessna 172 then did a go around and turned away to the left, and pilot on radio said he was leaving the area and that he wanted our tail number (note that the voice of the pilot of the Cessna 172 was the same voice that said "look below you". His radio transmission was clear and readable. We circled around and landed without any further incident with the Cessna 172. After putting the plane in the hangar we went the pilot lounge at the airport and came in contact with the Airport Manager, who has a radio on that is tuned to the local airport CTAF frequency. I asked him if he had heard us on the radio, he said yes. I asked if had heard the other aircraft on the radio he said no. I can't

speak to what the pilot (Cessna 172) was doing on final or where he had come from, since no radio transmissions were heard by me or the Pilot Flying. I do know that this airport is frequented by student pilots/instructors for traffic pattern work.

## Narrative: 2

On Day 0, my instructor and I were conducting my BFR (Biennial Flight Review) in my Cessna 150. We were performing practice exercises, which included some takeoffs and landings on Runway XX at ZZZ. On a previous landing prior to the near miss, we completed a full stop landing and then taxied back to Runway XX. During taxi, a Cessna 172 landed and then did a takeoff. After its takeoff we did not know the whereabouts of the Cessna 172. When we got to the hold short line of Runway XX, I announced a takeoff and reported remaining in the pattern. Announcements were made at crosswind and the downwind segments. During the downwind segment, my instructor mentioned and concluded that the Cessna 172 had most likely left the area. There were no other incoming aircraft announcements or any other aircraft in sight. It was then decided, it would be safe to complete a short field landing on Runway XX. I then announced and turned the base leg, and afterwards, announced the turn to final for Runway XX. A couple of seconds later, a voice came over the radio saying, "Look below you". When we heard this, my instructor and I immediately looked down not knowing where this radio transmission came from. I spotted a Cessna 172 below us and off to my left. We immediately turned to the right, away from the Cessna 172. The Cessna 172 never landed, but executed a climbing left turn. We then heard another announcement regarding the intention to depart the area. Note that the departure announcement voice was the same voice that announced, "Look below you". These transmissions were clear and readable. We circled back and landed on XX without any further incident with the Cessna 172. We never saw the Cessna 172 again. After returning my plane to the hanger at ZZZ, we went to the pilots' lounge where we came in contact with the airport's FBO assistant. The FBO assistant has a radio tuned to the local CTAF frequency. There was also another gentleman present. We asked them if they had heard our radio announcements. They both replied, "Yes". We asked if they heard other aircraft announcing intentions to land at that time. They both replied, "No". We were unable to determine the origin or the flight path of the Cessna 172, which we spotted on final, or where it had come from. It may or may not have been the same Cessna 172 that we saw taking off earlier. It is possible that it was a different Cessna 172 not making radio announcements, for whatever reason, with the intention to land at ZZZ. There is a GPS approach on [Runway] XX at ZZZ. It is possible that it was an aircraft on a practice approach failing to make position announcements. This could easily explain the flight path of the Cessna 172, and the reason it was below us and to the left.

## Synopsis

Flight Instructor and pilot reported a NMAC at a non-towered airport. Both aircraft took evasive action to avoid a collision.

## Time / Day

Date : 202312

Local Time Of Day : 1201-1800

## Place

Locale Reference.Airport : VPC.Airport

State Reference : GA

Altitude.AGL.Single Value : 1000

## Environment

Flight Conditions : VMC

Weather Elements / Visibility.Visibility : 50

Light : Daylight

Ceiling.Single Value : 15000

## Aircraft : 1

Reference : X

ATC / Advisory.CTAF : VPC

Aircraft Operator : Personal

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

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : VFR

Mission : Personal

Flight Phase : Takeoff / Launch

Airspace.Class E : ZTL

## Aircraft : 2

Reference : Y

ATC / Advisory.CTAF : VPC

Aircraft Operator : Personal

Make Model Name : Any Unknown or Unlisted Aircraft Manufacturer

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Phase : Initial Approach

Airspace.Class E : ZTL

## Person

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Personal

Function.Air Traffic Control : Other / Unknown

Function.Flight Crew : Single Pilot

Function.Flight Crew : Pilot Flying

Qualification.Flight Crew : Instrument

Experience.Flight Crew.Total : 1500

ASRS Report Number.Accession Number : 2062362

Human Factors : Communication Breakdown

Human Factors : Time Pressure

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

## Events

Anomaly.Conflict : Ground Conflict, Critical  
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy  
Detector.Person : Flight Crew  
Miss Distance.Horizontal : 1000  
Miss Distance.Vertical : 1000  
When Detected : In-flight

## Assessments

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

## Narrative: 1

Departing airport ZZZ, uncontrolled airport, in VFR conditions. I announced I was taxiing to Runway 1R. At the hold-short location, a radio call came in announcing they were on short final, would be making a touch-and-go and making left closed traffic. After they crossed the threshold and my holding position, I announced I'd line up and wait and depart to the northwest. As I lined up and waited, I heard two additional calls. The first announced they were turning base and I visually saw this plane. There was plenty of spacing between me and the plane as they appeared a couple minutes out. I then heard a call from someone saying they were on short final and their voice sounded as if they were mad at me for pulling out. I'm still unsure if this was the same plane, with an instructor pilot making the call, or a separate one. I immediately got scared and decided my best option was to depart as quickly as possible to get out of the way. I could see the plane in front of me taking off and knew it was turning closed left traffic. I couldn't see the traffic behind me. I departed and quickly stepped to the right and departed northeasterly while maintaining visual separation from the plane that did touch-and-go's in front of me. With Garmin 750s on board with active traffic, I was not alerted to be in close proximity with any other traffic. As I departed, the other two planes were talking back and forth about how dangerous the situation was, how it was a near miss, and that they were going to report me. I did not respond as I was focusing on making sure I was clear of all traffic. I'm confident I wasn't within 1000 ft. of any aircraft vertically or horizontally and at an uncontrolled airport. In the future, should I find myself in a similar situation, I would do things differently. Immediately announce I have taken the runway and ask for avoidance until I could taxi up to the nearest exit and come back around to take off when clear. Communicate better upon departure letting them know my intentions - navigate first.

## Synopsis

Small aircraft pilot reported taking off and another aircraft on short final stating it was dangerous for the reporter to take off and it caused a near miss. The reporter stated there were no alerts of close proximity with other traffic.



## Time / Day

Date : 202312

Local Time Of Day : 1801-2400

## Place

Locale Reference.Airport : CPT.Airport

State Reference : TX

Altitude.MSL.Single Value : 1850

## Environment

Flight Conditions : VMC

Weather Elements / Visibility.Visibility : 10

Light : Night

Ceiling.Single Value : 10000

## Aircraft : 1

Reference : X

ATC / Advisory.CTAF : CPT

Aircraft Operator : Personal

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

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 91

Flight Plan : None

Mission : Training

Flight Phase : Initial Approach

Route In Use : None

## Aircraft : 2

Reference : Y

ATC / Advisory.CTAF : CPT

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

Operating Under FAR Part : Part 91

Flight Phase : Initial Approach

## Person

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Personal

Function.Flight Crew : Instructor

Function.Flight Crew : Pilot Not Flying

Qualification.Flight Crew : Flight Instructor

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Multiengine

Qualification.Flight Crew : Commercial

Experience.Flight Crew.Total : 400

Experience.Flight Crew.Last 90 Days : 50

Experience.Flight Crew.Type : 200

ASRS Report Number.Accession Number : 2061579

Human Factors : Communication Breakdown

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

## Events

Anomaly.Conflict : NMAC  
Detector.Automation : Aircraft Other Automation  
Miss Distance.Horizontal : 100  
Miss Distance.Vertical : 100  
When Detected : In-flight  
Result.Flight Crew : Took Evasive Action

## Assessments

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

## Narrative: 1

My aircraft maneuvered to approach CPT from 3 miles to the east at traffic pattern altitude for a direct midfield downwind entry into the traffic pattern. Observed on ADS-B another aircraft approaching us from behind, east, at approximately +700 ft. The aircraft reported on CTAF that he had us in sight and was going to conduct the same pattern entry behind my aircraft. Observed on ADS-B that he was rapidly gaining on me and advised him that I would abort my entry into the pattern and let him pass while simultaneously attempting to accelerate. Continued to observe the other aircraft get closer to my aircraft until I observed his ADS-B track begin to cross directly above mine at +200 ft. I rapidly descended approximately 200 ft. and maneuvered left to clear my tail and observed his aircraft at approximately our last position and possibly slightly higher and to the right. Maneuvered back into the downwind and landed.

## Synopsis

Small aircraft pilot reported another aircraft was approaching from behind and gaining, and resulted in the other aircraft crossing directly above in close proximity.

## Time / Day

Date : 202312

Local Time Of Day : 1801-2400

## Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.AGL.Single Value : 0

## Environment

Light : Night

## Aircraft

Reference : X

ATC / Advisory.CTAF : ZZZ

Aircraft Operator : Air Taxi

Make Model Name : PC-12

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 135

Flight Plan : IFR

Mission : Passenger

Flight Phase : Takeoff / Launch

## Person

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Air Taxi

Function.Flight Crew : Captain

Function.Flight Crew : Pilot Flying

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Multiengine

Qualification.Flight Crew : Commercial

ASRS Report Number.Accession Number : 2061393

Human Factors : Situational Awareness

## Events

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

Detector.Person : Flight Crew

When Detected : In-flight

Result.Flight Crew : Took Evasive Action

## Assessments

Contributing Factors / Situations : Environment - Non Weather Related

Contributing Factors / Situations : Human Factors

Primary Problem : Environment - Non Weather Related

## Narrative: 1

Aircraft X had a near miss with a deer running across ZZZ Runway XX during takeoff roll just prior to rotation. PIC (Pilot in Command)/PF (Pilot Flying) assessed that rotation would be safer than aborting takeoff based on assessed geometry and movement of the deer. Rotation, climbout, and remainder of the flight were uneventful. Aircraft X reported deer on CTAF prior to switching frequencies. Contributing factors were ZZZ closed Tower operations reduced real time wildlife monitoring. Night reduced visual acquisition of deer until approx 150 to 200 ft (1 runway stripe) in front of aircraft. Aircraft X failure to see or scare away deer during taxi using PC12 Taxi and Recog Lights. Aircraft X decision to use Taxiway A to Runway XX instead of conducting a wildlife sweep via runway backtaxi. Corrective Actions: Aircraft X continue to use X profile for airfields where wildlife threat is present. Aircraft X consider wildlife sweep backtaxi for all night departures from uncontrolled fields in addition to other low visibility conditions. Aircraft X consider using PC12 Landing Lights for additional illumination when sweeping for wildlife at uncontrolled fields.

## Synopsis

Air Taxi Captain departing at night after the Tower closed reported a near miss with a deer crossing the runway.

## Time / Day

Date : 202312

Local Time Of Day : 1201-1800

## Place

Locale Reference.Airport : AUO.Airport

State Reference : AL

Relative Position.Angle.Radial : 180

Relative Position.Distance.Nautical Miles : 5

Altitude.MSL.Single Value : 2000

## Environment

Flight Conditions : VMC

Light : Daylight

## Aircraft : 1

Reference : X

ATC / Advisory.CTAF : AUO

Aircraft Operator : Corporate

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

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 91

Flight Plan : IFR

Mission : Passenger

Flight Phase : Initial Climb

Flight Phase : Final Approach

Route In Use : Visual Approach

Airspace.Class E : AUO

## Aircraft : 2

Reference : Y

ATC / Advisory.CTAF : AUO

Aircraft Operator : FBO

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

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Mission : Training

Flight Phase : Initial Approach

Airspace.Class E : AUO

## Aircraft : 3

Reference : Z

ATC / Advisory.CTAF : AUO

Make Model Name : Any Unknown or Unlisted Aircraft Manufacturer

## Person

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Corporate  
Function.Flight Crew : Captain  
Qualification.Flight Crew : Multiengine  
Qualification.Flight Crew : Air Transport Pilot (ATP)  
Qualification.Flight Crew : Instrument  
Qualification.Flight Crew : Flight Instructor  
Experience.Flight Crew.Total : 6000  
Experience.Flight Crew.Last 90 Days : 50  
Experience.Flight Crew.Type : 900  
ASRS Report Number.Accession Number : 2060801  
Human Factors : Distraction  
Human Factors : Situational Awareness  
Human Factors : Communication Breakdown  
Communication Breakdown.Party1 : Flight Crew  
Communication Breakdown.Party2 : Other

## Events

Anomaly.Conflict : Airborne Conflict  
Anomaly.Conflict : Ground Conflict, Critical  
Anomaly.Conflict : NMAC  
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy  
Detector.Automation : Aircraft RA  
Detector.Person : Flight Crew  
Miss Distance.Horizontal : 400  
Miss Distance.Vertical : 400  
When Detected : In-flight  
Result.Flight Crew : Took Evasive Action

## Assessments

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

## Narrative: 1

It is very commonplace at the AUO airport to have to sequence visually into an active pattern with 5+ training aircraft utilizing exactly the same runway. As a corporate operator we try to do all in our power to follow right of way rules and common courtesy in a pattern. Aircraft Y turning base in front of us, but we had to execute a go around due to them landing long as well as holding short of the intersecting runway. On our go-around, we then had to take evasive action for Aircraft Z on 45 as we were making our crosswind turn. As we continued on downwind I personally watched as another aircraft turned base effectively on top of another aircraft on final. The only analogy that comes to mind in this airspace is RODEO. There was also a King air in pattern on a extended final, but I had no time to catch his tail number as I had to concentrate on flying as slow as safely possible and sequence myself in this chaotic pattern. I am adamant that this airspace is in desperate need of a tower. Someone will die here if it is delayed much longer. Training ops are increasing this year, and GA as a whole is growing. There is a very real saturation point that this airspace is reaching. I strongly feel that it is not a matter of if, but when an accident will happen. As obvious solution to the obviously dangerous density is a control tower. Students and young instructors are being saturated with very real ATC duties in an uncontrolled environment that are beyond the scope of a normal uncontrolled field, much

less a raining environment. compounded are the operations of standard GA and corporate aircraft. A secondary solution is to divide the pattern ops to IFR approaches local, and traffic pattern to ALX and CSG. If they continue to over-saturated pattern (likely due to cost savings in dispatch time) I am certain an event will happen.

## Synopsis

Corporate jet Captain reported a near miss on final approach, then another near miss from another aircraft entering the non-towered AUO airport traffic pattern. The Captain maneuvered from each near miss to avoid a collision.

## Time / Day

Date : 202312

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 : 8

Light : Daylight

Ceiling.Single Value : 5500

## Aircraft : 1

Reference : X

ATC / Advisory.CTAF : ZZZ

Aircraft Operator : FBO

Make Model Name : Skyhawk 172/Cutlass 172

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 91

Flight Plan : VFR

Mission : Training

Flight Phase : Landing

Route In Use : Visual Approach

## Aircraft : 2

Reference : Y

ATC / Advisory.CTAF : ZZZ

Aircraft Operator : Personal

Make Model Name : PA-34 Seneca Undifferentiated

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : VFR

Flight Phase : Landing

Airspace.Class E : ZZZ

## Person

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : FBO

Function.Flight Crew : Instructor

Qualification.Flight Crew : Multiengine

Qualification.Flight Crew : Commercial

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Flight Instructor

Experience.Flight Crew.Total : 665.4

Experience.Flight Crew.Last 90 Days : 185.2



Experience.Flight Crew.Type : 500  
ASRS Report Number.Accession Number : 2059876  
Human Factors : Confusion  
Human Factors : Time Pressure  
Human Factors : Communication Breakdown  
Communication Breakdown.Party1 : Flight Crew  
Communication Breakdown.Party2 : Flight Crew

## Events

Anomaly.Conflict : Ground Conflict, Critical  
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy  
Detector.Person : Flight Crew  
Miss Distance.Horizontal : 4000  
Miss Distance.Vertical : 100  
When Detected : In-flight  
Result.Flight Crew : Took Evasive Action

## Assessments

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

## Narrative: 1

I was conducting a training flight with a student into ZZZ. Winds were 200 at 6 and we were approaching to land Runway XX. Position calls were made at 10 miles, 5 miles, 3 miles, 1 mile, short final, and landing rollout; all including runway number. On short final I observed a target on ADSB that was approaching Runway XY at approximately our indicated altitude and descending. At no point were any radio calls ever made by the opposite aircraft. Upon landing I made visual id with a Piper Seneca approaching to land in the opposite direction. I added power in an effort to make the first taxiway exit and upon turning heard the Seneca make a radio call that they were going around and a second call approximately three minutes later that they were lining up to join the final approach from Runway XX. At no point through the process did they ever make any other radio calls. Later on I was informed by a third party that a passenger in the Seneca had been hearing my radio calls and finally informed the pilot that they needed to go around.

## Synopsis

Flight Instructor landing at a non-towered airport reported they observed an aircraft on short final from the opposite direction and expedited their taxi off the runway.

## Time / Day

Date : 202312

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

## Aircraft

Reference : X

ATC / Advisory.UNICOM : ZZZ

Aircraft Operator : Personal

Make Model Name : Musketeer 23

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : VFR

Mission : Personal

Flight Phase : Landing

Route In Use : Direct

## Component

Aircraft Component : Landing Gear

Aircraft Reference : X

Problem : Failed

## Person

Location Of Person.Aircraft : X

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 : 4000

Experience.Flight Crew.Last 90 Days : 25

Experience.Flight Crew.Type : 3000

ASRS Report Number.Accession Number : 2059472

Human Factors : Situational Awareness

## Events

Anomaly.Aircraft Equipment Problem : Critical

Anomaly.Ground Excursion : Runway

Anomaly.Ground Event / Encounter : Loss Of Aircraft Control

Anomaly.Ground Event / Encounter : Ground Strike - Aircraft

Anomaly.Inflight Event / Encounter : Unstabilized Approach

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

On landing the aircraft porpoised and believing I could settle it out I failed to apply power and go around. On about the third bounce, the nose gear collapsed and because other aircraft were in the pattern I attempted to steer the aircraft off the runway to the left side. The aircraft came to a stop with one main gear on the runway and as I shut down the aircraft, I warned other planes in the pattern that I had a collapsed gear. There were no injuries or damage to anything other than the nose of the aircraft. Within about 30 to 45 minutes, help arrived and the aircraft was removed from the runway and delivered to its hangar. [Some factors were] the pattern was a bit busy and I was trying to get on the ground and off the runway efficiently in consideration of other planes in the pattern, complacency on my part thinking the a/c was not in danger of damage and that I did not need to waive off the landing. [I learned to] be more focused and think ahead if a landing is not going well. Be more proactive in going around. Take more care to avoid situations where I think I'm helping others by getting down quickly and off the runway in a hurry.

## Synopsis

BE24 pilot reported the nose gear collapsed on landing, and the runway was blocked until the aircraft could be moved.

## Time / Day

Date : 202311  
Local Time Of Day : 0001-0600

## Place

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

## Environment

Flight Conditions : VMC  
Weather Elements / Visibility.Visibility : 9  
Light : Night  
Ceiling.Single Value : 300

## 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 135  
Flight Plan : IFR  
Mission : Cargo / Freight / Delivery  
Flight Phase : Taxi

## Component

Aircraft Component : Main Gear Wheel  
Aircraft Reference : X  
Problem : Malfunctioning

## Person

Location Of Person.Aircraft : X  
Location In Aircraft : Flight Deck  
Reporter Organization : Air Carrier  
Function.Flight Crew : Single Pilot  
Function.Flight Crew : Captain  
Function.Flight Crew : Pilot Flying  
Qualification.Flight Crew : Flight Instructor  
Qualification.Flight Crew : Instrument  
Qualification.Flight Crew : Multiengine  
Qualification.Flight Crew : Commercial  
Experience.Flight Crew.Total : 1680  
Experience.Flight Crew.Last 90 Days : 167  
Experience.Flight Crew.Type : 271  
ASRS Report Number.Accession Number : 2059466  
Human Factors : Troubleshooting

## Events

Anomaly.Aircraft Equipment Problem : Critical  
Anomaly.Ground Event / Encounter : Loss Of Aircraft Control  
Detector.Person : Flight Crew  
When Detected : Taxi  
Result.General : Maintenance Action  
Result.Aircraft : Aircraft Damaged

## Assessments

Contributing Factors / Situations : Aircraft  
Primary Problem : Aircraft

## Narrative: 1

Following an approach (ILS XXR) I completed a safe and normal landing on Runway XXR. I rolled the airplane out to the end of the runway while slowing and exited on taxiway. While rolling off the runway the aircraft start a strange shaking while taxiing at approximately 10 knots. I slowed the aircraft and the shaking stopped and I slowly taxied the aircraft to a safe parking area in front of the terminal building. I shutdown, exited the aircraft and called our maintenance department to inform them of the situation. I was requested to inspect the nose wheel and main landing gear and found no clearly visible issues. After not noting anything, I was asked to assist in troubleshooting the problem on a short test taxi, with no intent to fly, to describe the issue in further detail as I did not know specifics as to what was causing the problem. I started both engines, made a left hand turn away from the terminal building and proceeded south west down the taxiway. The shake began again at approx the same ground speed and informed maintenance that I was not sure the cause but I was grounding the aircraft. As I proceeded with a left turn to park the aircraft in front of the FBO that was adjacent to me, the aircraft began an uncommanded right turn and the aircraft came to a halt. I shutdown, exited the aircraft and found the right main gear was at approx a 90 degree angle to the fuselage and some of the landing gear hardware had separated from its normal connection. The aircraft was still positioned partially on the taxiway and I had company employee get in contact with the airport manager on duty that morning and requested that they come out and mark the aircraft and release a NOTAM for the taxiway closure until someone could come and relocate the airplane. After the aircraft was safely marked, I was instructed by my company to relocate on a charter back to ZZZ and that maintenance would be handling the relocation and repair from there.

## Synopsis

C-402 Captain reported during taxi the aircraft began to shimmy. After stopping it was discovered the right main landing gear was turned 90 degrees to the fuselage.

## Time / Day

Date : 202311

Local Time Of Day : 1801-2400

## Place

Locale Reference.ATC Facility : ZZZ.TRACON

State Reference : US

Relative Position.Distance.Nautical Miles : .75

Altitude.MSL.Single Value : 1800

## Environment

Flight Conditions : VMC

Weather Elements / Visibility.Visibility : 10

Light : Night

Ceiling.Single Value : 12000

## Aircraft : 1

Reference : X

ATC / Advisory.CTAF : ZZZ

Aircraft Operator : FBO

Make Model Name : Skyhawk 172/Cutlass 172

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 91

Flight Plan : VFR

Mission : Training

Flight Phase : Initial Approach

Route In Use : Visual Approach

Airspace.Class E : ZZZ

## Aircraft : 2

Reference : Y

ATC / Advisory.CTAF : ZZZ

Aircraft Operator : Personal

Make Model Name : Bonanza 35

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : VFR

Flight Phase : Initial Approach

Airspace.Class E : ZZZ

## Person

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : FBO

Function.Flight Crew : Instructor

Function.Flight Crew : Pilot Not Flying

Qualification.Flight Crew : Commercial

Qualification.Flight Crew : Multiengine

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Flight Instructor  
Experience.Flight Crew.Total : 517  
Experience.Flight Crew.Last 90 Days : 125  
Experience.Flight Crew.Type : 433  
ASRS Report Number.Accession Number : 2059396  
Human Factors : Time Pressure  
Human Factors : Confusion  
Human Factors : Communication Breakdown  
Communication Breakdown.Party1 : Flight Crew  
Communication Breakdown.Party2 : Flight Crew

## Events

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

## Assessments

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

## Narrative: 1

Our aircraft was on RNAV XX Circle to Land Runway XY at ZZZ. The other aircraft was on RNAV XZ Circle to Land XY at ZZZ. Per company procedures our aircraft was circling at 1800 feet on left downwind. While established on downwind, the Bonanza completed their RNAV XZ approach and crossed over the field into the left downwind at approximately 1280 feet. The aircraft was well behind us but at a much quicker ground speed of 180 Knots. The aircraft was 500 feet below to begin, but began climbing and got within 200 feet directly below and behind our 172 as we started our climb out of their way. We made a radio call that we would extend our downwind since they were overtaking us and 500 feet below, but they then climbed into us and approached us further. After we climbed to 2400 ft. the traffic conflict was averted and the Bonanza landed than we landed from extended left downwind.

## Synopsis

Flight Instructor reported a NMAC with another aircraft in the pattern while on initial approach to a non towered airport.

## Time / Day

Date : 202311

Local Time Of Day : 1201-1800

## Place

Locale Reference.Airport : X65.Airport

State Reference : FL

Relative Position.Distance.Nautical Miles : 2

Altitude.MSL.Single Value : 3000

## Environment

Flight Conditions : VMC

Weather Elements / Visibility.Visibility : 10

Light : Daylight

## Aircraft : 1

Reference : X

ATC / Advisory.CTAF : X65

Aircraft Operator : FBO

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

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 91

Flight Plan : None

Mission : Training

Flight Phase : Cruise

Route In Use : None

Airspace.Class G : X65

## Aircraft : 2

Reference : Y

Make Model Name : Small Aircraft

Airspace.Class G : X65

## Person

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : FBO

Function.Flight Crew : Instructor

Function.Flight Crew : Pilot Not Flying

Qualification.Flight Crew : Commercial

Qualification.Flight Crew : Flight Instructor

Experience.Flight Crew.Total : 334

Experience.Flight Crew.Last 90 Days : 65

Experience.Flight Crew.Type : 193

ASRS Report Number.Accession Number : 2057932

Human Factors : Time Pressure

Human Factors : Communication Breakdown

Communication Breakdown.Party1 : Flight Crew

Communication Breakdown.Party2 : Flight Crew



## Events

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

## Assessments

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

## Narrative: 1

Student and I were flying at 3,000 ft. setting up for slow flight in the vicinity of TX Aerosports Aerodrome (X65). We had visually cleared the area before starting our setup for the maneuver. We began the maneuver and I looked back down at my iPad that was paired to a Sentry ADS-B In device and saw a target pop up at our exact altitude closing fast. I looked up from the iPad and my student and I made visual contact with the other airplane (Aircraft Y) closing head on at a high rate of speed (ADS-B indicated 177 kts). I immediately put our airplane into a steep descent and began a turn to avoid a collision. Aircraft Y never attempted any sort of evasive action - unclear whether they even knew we were there. Student and I discussed ways to mitigate this risk in the future, and how there is no one specific evasive action - it is situational and we do whatever necessary to avoid a midair collision.

## Synopsis

GA flight instructor with student reported a NMAC in the vicinity of X65 non-towered airport requiring evasive action to avoid a possible collision.

## Time / Day

Date : 202311

Local Time Of Day : 1201-1800

## Place

Locale Reference.Airport : VIS.Airport

State Reference : CA

Altitude.AGL.Single Value : 100

## Environment

Flight Conditions : VMC

Light : Daylight

## Aircraft : 1

Reference : X

ATC / Advisory.CTAF : VIS

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 : Final Approach

Route In Use : None

Airspace.Class E : VIS

## Aircraft : 2

Reference : Y

ATC / Advisory.CTAF : VIS

Make Model Name : Small Aircraft

Crew Size.Number Of Crew : 1

Flight Phase : Final Approach

Airspace.Class E : VIS

## Person

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

Qualification.Flight Crew : Instrument

Experience.Flight Crew.Total : 302

Experience.Flight Crew.Last 90 Days : 21.8

Experience.Flight Crew.Type : 40

ASRS Report Number.Accession Number : 2056985

Human Factors : Situational Awareness

Human Factors : Communication Breakdown

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

## Events

Anomaly.Conflict : Airborne Conflict  
Anomaly.Conflict : NMAC  
Anomaly.Conflict : Ground Conflict, Critical  
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy  
Detector.Person : Flight Crew  
Miss Distance.Horizontal : 50  
Miss Distance.Vertical : 200  
When Detected : In-flight  
Result.Flight Crew : Took Evasive Action

## Assessments

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

## Narrative: 1

I approached VIS from the north-east, announcing my position at 10 miles out and at 2500ft. Radio traffic indicated a busy pattern using runway 30. Winds were light and variable. Runway 30 is the designated calm-wind runway at VIS. At 5 miles out, I announced my position and altitude again, and intention to overfly the airport at 2500ft (pattern altitude 1300ft MSL) and use a teardrop entry for a 45-degree entry to a left downwind for a full-stop landing on runway 30. After announcing my position overhead the runway and passing the downwind pattern, I began a descent and was about to initiate a right turn for the teardrop when I saw an aircraft on ADSB at roughly 1300ft AGL heading directly for the airport. There were no announcements from this aircraft and I picked him upon on my visual scan shortly thereafter. He did not appear aware of my presence and I positively identified the aircraft as Aircraft Y. I extended my direction of flight until he passed behind me and began my teardrop. I lost sight of him visually and assumed he had overflowed the airport. I entered a standard downwind after the 45-degree entry, a normal base-leg, and a normal turn to final, with routine position announcements. On short final and approximately 100ft AGL, a local CFI who landed a few minutes earlier made a radio announcement to advise me that "there's some guy on final for runway 12 right now". I was able to make visual contact and saw Aircraft Y on short final, opposite direction. There had been no radio calls of any kind on the CTAF from this aircraft. I applied full power for a go-around and broke right to overfly the taxiway. I made a radio announcement of the go-around and advised the other aircraft to break right to remain clear. There was no reply and Aircraft Y made a touch-and-go on the runway while I flew opposite direction over the taxiway. Upon climb-out I advised local traffic that I was flying the upwind for closed traffic back to runway 30. After turning downwind, I saw Aircraft Y flying west from the airport opposite to the standard left base-leg. Another aircraft trying to enter the pattern needed to do a 360-degree turn to accommodate my unexpected downwind and was asking for position advisories on Aircraft Y, which I was able to give. As Aircraft Y departed to the west, all remaining aircraft landed on rwy 30 in a standard and safe fashion. After landing, I discussed the incident with the CFI who had made the timely radio call. He suspected that it might have been a student pilot from ZZZ given the aircraft type. Subsequent investigation via a flight tracker [it] appears to confirm this, showing Aircraft Y initiated and ended its flight in ZZZ. The track shows that after making touch-and-goes at ZZZ1, the aircraft proceeded directly to VIS, cut through the active traffic pattern at

pattern height, and made a touch-and-go landing opposite to the prevailing traffic pattern. Had the CFI not made the timely radio call, this would have resulted in two aircraft landing opposite direction simultaneously on the same runway and potentially a head-on collision. I believe that this incident was caused by a gross disregard for standard piloting practice by the Aircraft Y pilot. While radio calls are not required at uncontrolled airfields, they are certainly expected if the aircraft is equipped with a radio. Similarly, while any runway can be used at an uncontrolled airport, this aircraft flew through an active traffic pattern, made no radio calls, and landed opposite the busy and prevailing pattern. The pilot showed a complete lack of situation awareness, failed to adhere to standard best practices, and showed no evidence of appropriate aeronautical decision making. While I do not believe that this incident should result in any action against the pilot, I do think that it merits some remedial education or at least a reminder that they are not the only aircraft in the sky. For myself, I learned several lessons. I routinely use ADSB to check for traffic in the pattern as a back-up to my visual scan, but I failed to positively identify this individual's position after he passed me. Had I been aware that he had overflowed the airport and entered a left-downwind for rwy 12 (rather than flying eastward as I had assumed), I would have been better prepared for the go-around or might have flown an upwind leg at traffic-pattern altitude. Following the go-around, I was preoccupied with his position and failed to identify that another aircraft was attempting to enter the pattern via an overhead teardrop entry similar to the one I had flown. As I turned downwind, he needed to make a 360-degree turn for spacing. My situational awareness was not as strong as it could have been, although we used good communication and spacing was not a concern. I also routinely check the final approach path before turning base-to-final, in case there is traffic on final that isn't announcing itself. On this flight I learned that I also need to take time to check the \*other\* final approach path to ensure there isn't opposite direction traffic. In summary, I suspect that this was a student pilot with poor SA (Situational Awareness), perhaps announcing on the wrong frequency (it just occurred to me that I could have checked the ZZZ1 frequency to see if he was on it). Additional emphasis on uncontrolled field operations for primary students at this school (if our suspicion is correct) would be helpful in mitigating further incidents.

## Synopsis

General aviation pilot reported a near miss with another aircraft while landing at a non-towered airport. The pilot maneuvered to avoid a collision then returned for landing.

## Time / Day

Date : 202311

Local Time Of Day : 0601-1200

## Place

Locale Reference.ATC Facility : ZZZ.TRACON

State Reference : US

Altitude.MSL.Single Value : 1500

## Environment

Flight Conditions : VMC

Light : Daylight

## Aircraft : 1

Reference : X

ATC / Advisory.CTAF : ZZZ

Aircraft Operator : FBO

Make Model Name : Skyhawk 172/Cutlass 172

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : None

Mission : Training

Flight Phase : Descent

Route In Use : Visual Approach

Airspace.Class E : ZZZ

## Aircraft : 2

Reference : Y

ATC / Advisory.CTAF : ZZZ

Make Model Name : Any Unknown or Unlisted Aircraft Manufacturer

Airspace.Class E : ZZZ

## Person

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : FBO

Function.Flight Crew : Pilot Flying

Function.Flight Crew : Instructor

Qualification.Flight Crew : Commercial

Qualification.Flight Crew : Flight Instructor

Experience.Flight Crew.Total : 462.9

Experience.Flight Crew.Last 90 Days : 113.0

ASRS Report Number.Accession Number : 2056949

Human Factors : Communication Breakdown

Human Factors : Situational Awareness

Human Factors : Time Pressure

Human Factors : Workload

Human Factors : Distraction

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

## Events

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

## Assessments

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

## Narrative: 1

Arriving to ZZZ, made radio calls 10-5-3nm in distance, aircraft Y showed up on ADS-B in, had to take controls from student and perform chandelle in order to evade NMAC. Occurred ~3nm S of ZZZ. Zero radio calls were made from aircraft on CTAF.

## Synopsis

Instructor pilot reported a NMAC at a non-towered airport with a non communicating aircraft.

## Time / Day

Date : 202311

Local Time Of Day : 1201-1800

## Place

Locale Reference.Airport : JZI.Airport

State Reference : SC

Relative Position.Distance.Nautical Miles : 3

Altitude.MSL.Single Value : 1500

## Environment

Flight Conditions : VMC

Weather Elements / Visibility.Visibility : 10

Light : Daylight

Ceiling.Single Value : 7000

## Aircraft : 1

Reference : X

ATC / Advisory.CTAF : JZI

Aircraft Operator : Personal

Make Model Name : Small Aircraft

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : VFR

Mission : Personal

Flight Phase : Final Approach

Route In Use : Visual Approach

Airspace.Class G : JZI

## Aircraft : 2

Reference : Y

Make Model Name : Small Aircraft

Flight Phase : Takeoff / Launch

Airspace.Class G : JZI

## Person

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 : 280

Experience.Flight Crew.Last 90 Days : 88

Experience.Flight Crew.Type : 147

ASRS Report Number.Accession Number : 2056326

Human Factors : Communication Breakdown

Human Factors : Situational Awareness

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

## Events

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

## Assessments

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

## Narrative: 1

As I was approaching JZI for a full stop landing I made my initial CTAF call, 10 miles to the east going to enter the left downwind for Runway 09 from a 45° angle. Winds were 070/9 and ceiling was 7,000 ft. I heard another transmission of a general aviation aircraft taking off Runway 04, departing to the east. I proceeded to make another call that I will stay at 1,500 ft. MSL so the departing traffic can pass underneath us. I see the aircraft on ADS-B and notice it is continuing its climb to my altitude and heading towards me. I see on ADS-B what appears to be the aircraft turning to their left, so I make the decision to turn to my left to avoid conflict. I understand right turns are standard for traffic avoidance however in the moment I believed a left hand turn to be the best course of action for traffic avoidance. I did not get visual contact on aircraft until momentarily before the near miss. I did not hear another transmission from the departing runway traffic aside from their initial call and I made the mistake of assuming they heard our transmission and understood. My mistakes and course of action to prevent another incident as such. My mistake was I assumed that the aircraft knew our position and altitude and I continued on my entry to the downwind. My course of action in the future will be to immediately change course to avoid conflict in the chance the aircraft does not receive my position report.

## Synopsis

GA pilot reported a NMAC during approach to JZI non-towered airport requiring evasive action to avoid a possible collision.



## Time / Day

Date : 202311  
Local Time Of Day : 0601-1200

## Place

Locale Reference.Airport : ZZZ.Airport  
State Reference : US  
Relative Position.Angle.Radial : 245  
Relative Position.Distance.Nautical Miles : 8  
Altitude.AGL.Single Value : 700

## Environment

Flight Conditions : VMC  
Light : Daylight

## Aircraft

Reference : X  
ATC / Advisory.UNICOM : 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 : Climb  
Airspace.Class E : ZZZ  
Airspace.Class G : ZZZ

## Component

Aircraft Component : Engine  
Aircraft Reference : X  
Problem : Malfunctioning

## Person

Location Of Person.Aircraft : X  
Location In Aircraft : Flight Deck  
Reporter Organization : FBO  
Function.Flight Crew : Instructor  
Qualification.Flight Crew : Instrument  
Qualification.Flight Crew : Multiengine  
Qualification.Flight Crew : Flight Instructor  
Qualification.Flight Crew : Commercial  
Experience.Flight Crew.Total : 1240  
Experience.Flight Crew.Last 90 Days : 315  
Experience.Flight Crew.Type : 1100  
ASRS Report Number.Accession Number : 2055867  
Human Factors : Training / Qualification  
Human Factors : Troubleshooting  
Human Factors : Situational Awareness

## Events

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

## Assessments

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

## Narrative: 1

My student and I were conducting a 141 training stage check when the powerplant suddenly changed tone and began to shake violently. At the time we were at approximately 700 AGL on a climb out from a simulated power-off landing which was recovered from around 500 AGL. Immediately after the engine roughness started I assumed the controls and made a turn towards ZZZ (only eight miles away) and performed the engine roughness checklist from memory then instructed the student to use her checklist and ensure I had not missed any action items. Once this was completed, it was apparent we would not be able to maintain altitude so we continued on full power and were able to maintain 600-700 AGL at 80 Kn. We then proceeded into the airport and changed the squawk code to XXXX to signal for help in case of a complete engine failure. We were able to clear out the final approach corridor for runway five after [saying we were inbound] aircraft on the CTAF frequency. Next, we maintained the best possible altitude with full power until we were within gliding distance of the runway and proceeded to land safely. We later found out from the maintenance team that this was a stuck valve on piston three that was likely a result of a previous crew improperly leaning the mixture.

## Synopsis

PA-28 Instructor pilot reported an engine malfunction during climb on a training flight. The Instructor took control and returned to the non-towered airport and landed safely.

## Time / Day

Date : 202311

Local Time Of Day : 1201-1800

## Place

Locale Reference.Airport : GIF.Airport

State Reference : FL

Relative Position.Angle.Radial : 0

Relative Position.Distance.Nautical Miles : 0

Altitude.AGL.Single Value : 0

## Environment

Flight Conditions : VMC

Weather Elements / Visibility.Visibility : 10

Light : Daylight

## Aircraft : 1

Reference : X

ATC / Advisory.CTAF : GIF

Aircraft Operator : Personal

Make Model Name : Small Aircraft

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : None

Mission : Personal

Flight Phase : Takeoff / Launch

Route In Use : None

Airspace.Class G : GIF

## Aircraft : 2

Reference : Y

ATC / Advisory.CTAF : GIF

Make Model Name : Any Unknown or Unlisted Aircraft Manufacturer

Crew Size.Number Of Crew : 1

Flight Phase : Final Approach

Airspace.Class G : GIF

## Person

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 : Instrument

Qualification.Flight Crew : Multiengine

Qualification.Flight Crew : Commercial

Experience.Flight Crew.Total : 390

Experience.Flight Crew.Last 90 Days : 120

Experience.Flight Crew.Type : 140

ASRS Report Number.Accession Number : 2055864

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.Deviation / Discrepancy - Procedural : Published Material / Policy

Detector.Person : Flight Crew

Miss Distance.Horizontal : 3000

Miss Distance.Vertical : 500

When Detected : In-flight

Result.General : None Reported / Taken

## Assessments

Contributing Factors / Situations : Airspace Structure

Contributing Factors / Situations : Human Factors

Primary Problem : Human Factors

## Narrative: 1

When approaching Runway 05 GIF I saw a plane on downwind. I made a radio call on CTAF stating taking off on runway 05 Winter Haven. Did not see any other planes on base or final. Applied power for takeoff roll and about the time of rotation heard aircraft on CTAF stating they were going around. That aircraft I believe was the one on base and must have started an aggressive short approach. I never heard a left base or final call. Radio calls on base and final or stating intentions if the plane performed a short approach would definitely inform everyone in the pattern or on the ground of position and intentions of aircraft if a non standard maneuver is being performed. Uncontrolled fields require timely, pertinent and concise communication between aircraft in order to deconflict and avoid go-around situations.

## Synopsis

GA pilot reported a critical ground conflict occurred during takeoff roll at a non-towered airport when another aircraft performed a go around overhead.

## Time / Day

Date : 202311

Local Time Of Day : 0601-1200

## Place

Locale Reference.Airport : IOW.Airport

State Reference : IA

Altitude.AGL.Single Value : 0

## Environment

Flight Conditions : VMC

Weather Elements / Visibility.Visibility : 10

Light : Daylight

## Aircraft : 1

Reference : X

ATC / Advisory.CTAF : IOW

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 / Launch

Route In Use : Direct

Airspace.Class E : IOW

## Aircraft : 2

Reference : Y

ATC / Advisory.CTAF : IOW

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

Crew Size.Number Of Crew : 1

Flight Phase : Final Approach

Airspace.Class E : IOW

## Person

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 : 251

Experience.Flight Crew.Last 90 Days : 10

Experience.Flight Crew.Type : 210

ASRS Report Number.Accession Number : 2054963

Human Factors : Communication Breakdown

Human Factors : Situational Awareness

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

## Events

Anomaly.Conflict : Ground Conflict, Critical  
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy  
Anomaly.Ground Incursion : Runway  
Detector.Person : Flight Crew  
Miss Distance.Horizontal : 100  
Miss Distance.Vertical : 100  
When Detected : In-flight  
When Detected : Taxi  
Result.Flight Crew : Took Evasive Action

## Assessments

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

## Narrative: 1

I was holding short of Runway 25 at Iowa City waiting for the landing traffic before I departed. There were 3 other aircraft in the pattern, with Aircraft Y calling 3 miles to the North, intending to cross midfield and enter the left downwind for Runway 25. The next aircraft to land called abeam the numbers as Aircraft Y crossed midfield, reporting he did not have the landing traffic in sight. The landing traffic stated he would make a short approach to Runway 25, Aircraft Y then called midfield left downwind for Runway 25. At this point in time, I was holding short of Runway 25 and angled to see the final approach path. I saw the landing traffic on a short final, but did not see Aircraft Y, which had already turned its base, and its final. I made the mistake of assuming Aircraft Y was still on its downwind and had not turned base for Runway 25. Once the landing traffic passed the numbers, I made a radio call, announcing my intention to line up and wait for the landing traffic to conduct their touch and go. Upon pulling onto the Runway, I received a radio call from Aircraft Y stating they were on a short final and I had just cut them off. I decided to continue my take off roll, as I didn't believe putting the aircraft in the grass or merely sitting on the Runway was the best decision. I got an earful at that moment. I broadcast I had the departing traffic in sight ahead of me and Aircraft Y immediately at my 2 o'clock and about 100 feet above, and let him know I would stay low so he can turn his crosswind. I also informed him that I didn't hear his base of final radio calls and didn't see him on final. Aircraft Y informed me that he had made both radio calls and chastised me for not clearing final, which I had done but still didn't see him. Aircraft Y also felt it important to describe how difficult it is to perform a go-around in a turboprop aircraft and apologized for being curt with me. Its also important to note that I had ADSB on Foreflight on my IPAD. About the time I was pulling onto the Runway, I noticed an aircraft was on the downwind, at this time I cant say if that aircraft I saw on ADSB was Aircraft Y or not. After we had made sure we weren't going to hit one another, I departed straight out to get clear of the busy pattern. To correct myself in the future. Patience, and waiting for an actual visual of any aircraft intending to land, whether I hear radio calls from them or not. Another factor I will consider moving forward, is not relying on ADSB to verify where aircraft are in a busy pattern, whom I cant see due to the high wings. After departing the pattern, I sincerely apologized to all aircraft, gave my full N number, and cleared the area. I will continue to work with my instructor to correct this issue, and ensure this will not

happen again. This has been nothing short of a humbling experience. If Aircraft Y hadn't been quick to react, conducted a go around, and broadcast his position, we both may not have made it. I did not attain Aircraft Y N number. If this story is published, it is my hope that the PIC of that aircraft sees this and knows how incredibly sorry I am for endangering his life.

## Synopsis

General aviation pilot reported a near miss with another aircraft after takeoff from a non-towered airport in daylight visual conditions. The pilot reported the aircraft in sight and adjusted the climb to provide separation, then departed the traffic pattern.

## Time / Day

Date : 202311

Local Time Of Day : 1801-2400

## Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.AGL.Single Value : 0

## Environment

Flight Conditions : IMC

Weather Elements / Visibility : Fog

Weather Elements / Visibility : Rain

Weather Elements / Visibility : Haze / Smoke

Weather Elements / Visibility.Visibility : 2

Light : Night

Ceiling.Single Value : 300

## Aircraft

Reference : X

ATC / Advisory.CTAF : ZZZ

Aircraft Operator : Air Taxi

Make Model Name : Super King Air 300

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 135

Flight Plan : IFR

Mission : Passenger

Flight Phase : Landing

Airspace.Class G : ZZZ

## Person

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Air Taxi

Function.Flight Crew : First Officer

Function.Flight Crew : Pilot Not Flying

Qualification.Flight Crew : Commercial

Qualification.Flight Crew : Multiengine

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Flight Instructor

Experience.Flight Crew.Total : 1430

Experience.Flight Crew.Last 90 Days : 100

Experience.Flight Crew.Type : 100

ASRS Report Number.Accession Number : 2054947

Human Factors : Situational Awareness

Human Factors : Time Pressure

Human Factors : Communication Breakdown

Communication Breakdown.Party1 : Flight Crew

Communication Breakdown.Party2 : Flight Crew



## Events

Anomaly.Ground Excursion : Runway  
Anomaly.Ground Event / Encounter : Object  
Anomaly.Ground Event / Encounter : Loss Of Aircraft Control  
Anomaly.Ground Event / Encounter : Ground Strike - Aircraft  
Anomaly.Ground Event / Encounter : Weather / Turbulence  
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 : Procedure  
Contributing Factors / Situations : Weather  
Primary Problem : Weather

## Narrative: 1

The Captain and I's flight originally was scheduled to include two legs. First leg was from ZZZ - ZZZ1, and the second leg was from ZZZ1 - ZZZ. This airport is a private airfield in which there is 4002x60 ft. runway with runway edge lights. The weather spanning much of State ZZZ and extending east to northwest State ZZZ1 consisted of mostly IFR conditions, with some scattered low IFR and marginal VFR areas. Rain was also consistent with much of this region. After we landed at ZZZ1 on the first leg, we learned that another Company aircraft that was in trail a few minutes behind us doing the same mission had an avionics problem in which they were not able to make it into ZZZ1 and had to divert to an airport approximately 20 minutes away. When this happened, our aircraft went to recover the passengers they were taking and continued their trip back to ZZZ1. By the point in which we made it to the airport to recover the passengers, it was night time and the weather conditions remained much the same: IFR ceilings and visibility with rain. The Captain and I discussed on the ground and in the air the possibility of going into ZZZ2 instead of ZZZ1 and having a driver come to pick the passengers up if we felt the weather was too bad. In flight after listening to the weather, we decided to continue to ZZZ1 and execute the RNAV XX. We broke out of the clouds and saw the runway lighting somewhere around 300 - 400 ft. AGL. LPV minima was at 250 ft. AGL. The Captain landed the aircraft in the middle of the runway without any problems. Once on the ground, the visibility outside the windshield was very limited as there were no other lights illuminating outside other than the runway edge lights, it was raining, and the runway and runway markings were very obscured and glassy due to the rain. The aircraft decelerated. However, about halfway down the runway, I had noticed the aircraft was starting to drift to the left of the runway. I called out to the Captain about 3 times, "Come to the right, come to the right, come to the right." Unfortunately, by the time the Captain and I both realized how close we really were to the edge of the runway, it was too late and the left tire went off the pavement and two of the left propeller blades hit 2 of the runway edge lights. Ultimately, I believe our decision to land at this small, private airport was not the right one to make given the weather conditions. If it was not raining, I believe we would have been able to see the runway centerline line markings more easily and our depth perception from the runways edge may have been improved. Due to the nature of the job, I believe we may have had a sense of get-there-itis so we could get the passengers to their destination so they could enjoy their retreat. We should have taken a few more minutes to analyze the weather and the potential risk factors of going into this very remote airport at night in these conditions.

## Synopsis

B300 First Officer reported the aircraft struck the runway edge lights upon landing. The First Officer stated that the bad lighting conditions and rain made visibility difficult. The First Officer also noted that wanting to get the passengers to their destination on time may have also been a contributing factor.

## Time / Day

Date : 202311

Local Time Of Day : 0601-1200

## Place

Locale Reference.Airport : MDD.Airport

State Reference : TX

Altitude.MSL.Single Value : 200

## Environment

Flight Conditions : VMC

Weather Elements / Visibility.Visibility : 10

Light : Daylight

## Aircraft : 1

Reference : X

ATC / Advisory.CTAF : MDD

Aircraft Operator : Corporate

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

Operating Under FAR Part : Part 135

Flight Plan : IFR

Mission : Ferry / Re-Positioning

Flight Phase : Final Approach

Route In Use : Visual Approach

Airspace.Class C : MDD

## Aircraft : 2

Reference : Y

ATC / Advisory.CTAF : MDD

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

Operating Under FAR Part : Part 91

Flight Plan : VFR

Flight Phase : Landing

Airspace.Class C : MDD

## Person : 1

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Corporate

Function.Flight Crew : Pilot Not Flying

Function.Flight Crew : Captain

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Air Transport Pilot (ATP)

Qualification.Flight Crew : Flight Instructor

Qualification.Flight Crew : Multiengine

Experience.Flight Crew.Total : 2000

Experience.Flight Crew.Last 90 Days : 200

Experience.Flight Crew.Type : 800

ASRS Report Number.Accession Number : 2054937

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

## Person : 2

Location Of Person.Aircraft : X  
Location In Aircraft : Flight Deck  
Reporter Organization : Corporate  
Function.Flight Crew : First Officer  
Function.Flight Crew : Pilot Flying  
Qualification.Flight Crew : Commercial  
Qualification.Flight Crew : Instrument  
Qualification.Flight Crew : Multiengine  
Qualification.Flight Crew : Flight Instructor  
Experience.Flight Crew.Total : 1735  
Experience.Flight Crew.Last 90 Days : 171  
Experience.Flight Crew.Type : 285  
ASRS Report Number.Accession Number : 2054945  
Human Factors : Communication Breakdown  
Communication Breakdown.Party1 : Flight Crew  
Communication Breakdown.Party2 : Flight Crew

## Events

Anomaly.Conflict : NMAC  
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy  
Detector.Person : Flight Crew  
Miss Distance.Horizontal : 0  
Miss Distance.Vertical : 200  
When Detected : In-flight  
Result.Flight Crew : Took Evasive Action

## Assessments

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

## Narrative: 1

Our aircraft was on a 1 mile final for Runway 25. Other aircraft was on a downwind leg for Runway 34. Both aircraft were reporting positions on the CTAF. We were on a less than 1 mile final for Runway 25 when other aircraft reported a short base to final (not previously announced) abeam the numbers for 34 and cut it into the numbers. We reported short final intersecting runway. aircraft continued to head to the numbers. At about 200 ft. from the runway we began our go-around procedure. As our aircraft was crossing the numbers for Runway 25 [the] other aircraft began to take off (no touch and go was announced) from their landing roll and started climbing into us. Roughly 200-300 ft. of separation. It seemed like the other aircraft was reporting semi-correct calls but was either not listening or situationally unaware of the aircraft around them. NMAC report filed with local controlling agency.

## Narrative: 2

During our visual approach to Runway 25 there was another aircraft in the right pattern for Runway 34. Both our aircraft and the other aircraft was making position calls on CTAF. As we were on short final for 25, the other aircraft reported they were turning short base

abeam numbers for Runway 34. Our aircraft did state that we were short final and asked if he was a full stop which was given no response. The aircraft proceeded to make a touch-and-go when we executed the missed approach procedure. At this point the aircraft was roughly 300 feet below us. A NMAC report was filed by my Captain with the local ATC facility.

## Synopsis

Corporate jet flight crew reported a NMAC with a light aircraft at MDD airport.

## Time / Day

Date : 202311

Local Time Of Day : 0001-0600

## Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.AGL.Single Value : 0

## Environment

Flight Conditions : VMC

Light : Daylight

## Aircraft : 1

Reference : X

ATC / Advisory.TRACON : 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 / Launch

Airspace.Class E : ZZZ

## Aircraft : 2

Reference : Y

ATC / Advisory.CTAF : ZZZ

Make Model Name : Any Unknown or Unlisted Aircraft Manufacturer

Flight Phase : Final Approach

Airspace.Class E : ZZZ

## Person : 1

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Air Carrier

Function.Flight Crew : Pilot Flying

Function.Flight Crew : Captain

Qualification.Flight Crew : Multiengine

Qualification.Flight Crew : Air Transport Pilot (ATP)

Qualification.Flight Crew : Instrument

ASRS Report Number.Accession Number : 2054827

Human Factors : Troubleshooting

Human Factors : Time Pressure

Human Factors : Communication Breakdown

Human Factors : Situational Awareness

Communication Breakdown.Party1 : Flight Crew

Communication Breakdown.Party2 : Flight Crew

## Person : 2

Location Of Person.Aircraft : X  
Location In Aircraft : Flight Deck  
Reporter Organization : Air Carrier  
Function.Flight Crew : Pilot Not Flying  
Function.Flight Crew : Check Pilot  
Qualification.Flight Crew : Instrument  
Qualification.Flight Crew : Multiengine  
Qualification.Flight Crew : Air Transport Pilot (ATP)  
ASRS Report Number.Accession Number : 2054574  
Human Factors : Workload  
Human Factors : Troubleshooting  
Human Factors : Time Pressure  
Human Factors : Fatigue  
Human Factors : Distraction  
Human Factors : Communication Breakdown  
Human Factors : Situational Awareness  
Communication Breakdown.Party1 : Flight Crew  
Communication Breakdown.Party2 : Flight Crew

## Events

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

## Assessments

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

## Narrative: 1

While holding short of the runway at an uncontrolled airport, we saw no plane on final while listening to the CTAF and monitoring the TCAS. we weren't able to identify any aircraft on short final. After making a radio call and rolling past the hold short line an aircraft made a radio call that they were executing a go around. we immediately stopped before entering the runway but were already past the hold short line. The pilot that executed the go around voiced that his radio hasn't been working great and was possible it wasn't transmitted that he was coming in to land. Cause: Inadequate communication from pilot on short final and unable to see the traffic on final before rolling past hold short line. Suggestions: ATC when issuing a clearance from a non towered airport advising any traffic that might be going into the airport to land.

## Narrative: 2

We stopped in ZZZ for fuel and to wait for low visibility in ZZZ1 to come up before departing. We had a wheels up time from ATC we were trying to meet. One IFR Aircraft landed and ZZZ1 gave us our clearance. We broadcasted taxi/runway intentions on CTAF also while listening for ZZZ1 ATC to give the final release following the IFR landing in ZZZ. That aircraft broadcast clear of the runway the contacted ATC to close their flight. ZZZ1

then gave us the immediate departure clearance. Before take off check list was done above and below the line, a CTAF broadcast was made for Runway XX, I checked final and it appeared clear. Note, the sun was partially in our eyes looking south. I also did not notice anyone on final approach on TCAS. As we entered the runway I heard the other aircraft say they were on final. I stopped forward movement and at that time I noticed the aircraft. I was not on the runway but had crossed over the hold short line. The aircraft on approach advised they were on final and would go around. I told them via CTAF that I did not hear or see them prior to taking the runway and thanked them for their broadcast and for going around. They said they had some issues with their radio and tried com 2 after that and I could hear them. Note ATC also did not mention any other arriving aircraft to the ZZZ airport when we received our clearance. We were up very early that day for a XA:00 central time zone show time. We had deteriorating weather in ZZZ1, did a CATII, RVR dropped below mins prior to FAP (Final Approach Point) and we went missed. Held for a short time and calculated fuel while monitoring ZZZ1 weather. Diverted, sat for approximately 90 min and departed with some sense of urgency from ATC. I checked final and did not see or hear anyone on the radio, (I was also monitoring multiple frequencies) see anyone on final, see anyone on TCAS or advised by ATC of any IFR arrivals or VFR targets in the area. I probably allowed the rush of ATC for a wheels up time lure me into working items quicker than I normally do. I was also acting as a Line Check Airmen for a CRJ 200 check out. I should have focused on one frequency rather than listen to both due to a new hire pilot running the radios.

## Synopsis

Air carrier pilots reported a critical ground conflict at a non towered airport. After receiving takeoff clearance from ATC and crossing the hold line, an unseen and unheard aircraft announced a go around. The aircraft on the go around announced they were having radio trouble.



## Time / Day

Date : 202311

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 : Fractional

Make Model Name : Citation Excel (C560XL)

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 91

Flight Plan : VFR

Flight Phase : Initial Approach

Airspace.Class D : ZZZ

## Person

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Fractional

Function.Flight Crew : First Officer

Function.Flight Crew : Pilot Not Flying

ASRS Report Number.Accession Number : 2054523

Human Factors : Confusion

Human Factors : Situational Awareness

Human Factors : Communication Breakdown

Communication Breakdown.Party1 : Flight Crew

Communication Breakdown.Party2 : Flight Crew

## Events

Anomaly.Inflight Event / Encounter : CFTT / CFIT

Detector.Automation : Aircraft Terrain Warning

When Detected : In-flight

Result.Flight Crew : Executed Go Around / Missed Approach

Result.Flight Crew : FLC complied w / Automation / Advisory

Result.Flight Crew : Requested ATC Assistance / Clarification

Result.Air Traffic Control : Issued New Clearance

Result.Air Traffic Control : Provided Assistance

## Assessments

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

## Narrative: 1

While descending on the STAR, we were able to call the airport insight. After canceling IFR, and being changed over to the common traffic advisory frequency, the Captain initiated a flight path which was offset to the west of the RNAV (GPS)-B, because of the rising terrain to the east. Between waypoint ZZZZZ and ZZZZZ1 there is a hill top to the east at 4,174ft. The Captain descended the plane too low and began turning to the east, to set up for landing, to soon after passing ZZZZZ. The yellow ground PROX alert and red pull up boxes illuminated along with the corresponding audio alerts. I called out for a go around and we immediately initiated the necessary actions. We climbed to 5000 feet. We contacted approach and communicated with them our intentions. We overflew the runway. Made a right traffic pattern and landed the plane safely on Runway XXL. Due to the fact that we had canceled IFR before reaching ZZZZZ2 and we were cleared for the visual approach, if I had been the one flying, I would have asked for the RNAV visual Runway XXL to have been loaded into the FMS. I would have gone direct to ZZZZZ2 and flown that profile all the way into ZZZ. If we would have done that, we would not have had any terrain alerts. Landing into ZZZ at night, over the mountains, and after the tower had closed would have been a non issue. There was much discussion between the PIC and SIC about what was the correct and legal procedure, and due to the uncertainty and non-clarity, an incorrect decision was made. There needs to be a much clearer procedure for after the tower closes at ZZZ.

## Synopsis

CE-560 pilot reported a controlled flight toward terrain event during a night visual approach. Flight crew performed a go-around and landed.

## Time / Day

Date : 202311

Local Time Of Day : 1201-1800

## Place

Locale Reference.Airport : MMV.Airport

State Reference : OR

Altitude.MSL.Single Value : 163

## Environment

Flight Conditions : VMC

Light : Daylight

## Aircraft : 1

Reference : X

ATC / Advisory.CTAF : MMV

Aircraft Operator : Personal

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.Other

## Aircraft : 2

Reference : Y

ATC / Advisory.CTAF : MMV

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

Nav In Use.Localizer/Glideslope/ILS : RWY LOC 22

## Person

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : FBO

Function.Flight Crew : Instructor

Qualification.Flight Crew : Multiengine

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Flight Instructor

Experience.Flight Crew.Total : 838

Experience.Flight Crew.Last 90 Days : 100

Experience.Flight Crew.Type : 790

ASRS Report Number.Accession Number : 2054349

Human Factors : Situational Awareness

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

## Events

Anomaly.Conflict : Ground Conflict, Critical  
Detector.Automation : Aircraft TA  
Miss Distance.Horizontal : 35  
Miss Distance.Vertical : 100  
Result.Flight Crew : Took Evasive Action

## Assessments

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

## Narrative: 1

During a training flight me and my student were in the traffic pattern at MMV in left traffic for Runway 22. There were multiple helicopters in the pattern for the taxiway parallel to the runway as well and Aircraft Y on the Localizer approach to Runway 22. My student and I were in the downwind configuring and preparing to turn base when Aircraft Y called he was 5nm out for a low approach on the Localizer practice approach. I confirmed his distance on our ADS-B receiving MFD and chose to complete the traffic pattern as he showed to still be 5 miles out. We called our base turn and turned base. I continued to evaluate his position through out base segment. Upon turning final he had closed the gap from 5 nm to approximately 3nm between us. I continued to verify his position as we flew our final approach in and continued to report our position while stating we planned to. do a touch and go and stay in the pattern. During the final 1/4 mile of our approach we were receiving Traffic alerts from the G1000 as he was at same altitude and less than a mile. Upon landing I told the student to full stop as I was concerned if his ADSB was just wrong or if he was really that low and flying at us. I then spotted Aircraft Y approximately 70-100 feet above us while we were on the runway and of to the side about 30-40 feet. Aircraft Y's last call was a executing a missed approach departing to the north which came at around a 1/4nm final for Aircraft Y. Being a CFII I had expected them to be approximately 500 feet AGL at least as the minimums for this approach were 660 MSL or 440 AGL. My first assumption upon reflecting on this occurrence was that they meant they were on the ILS approach not the LOC however they would still have been too low for that approach as the minimums are at 200 AGL and missed would've started before the runway causing them to be well above 200 AGL by the time they passed above us.

## Synopsis

Flight Instructor with student reported that after landing and stopping on the runway another aircraft executed a missed approach overhead and close to the Instructor's aircraft.

## Time / Day

Date : 202311

Local Time Of Day : 1201-1800

## Place

Locale Reference.Airport : SPB.Airport

State Reference : OR

Relative Position.Angle.Radial : 330

Relative Position.Distance.Nautical Miles : .1

Altitude.MSL.Single Value : 800

## Environment

Flight Conditions : VMC

Weather Elements / Visibility.Visibility : 10

Light : Daylight

## Aircraft : 1

Reference : X

ATC / Advisory.CTAF : SPB

Aircraft Operator : FBO

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

Crew Size.Number Of Crew : 2

Mission : Training

Flight Phase : Initial Climb

Airspace.Class G : SPB

## Aircraft : 2

Reference : Y

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

Crew Size.Number Of Crew : 1

Flight Phase : Initial Climb

Airspace.Class G : SPB

## Person

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : FBO

Function.Flight Crew : Instructor

Qualification.Flight Crew : Commercial

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Multiengine

Qualification.Flight Crew : Flight Instructor

Experience.Flight Crew.Total : 730

Experience.Flight Crew.Last 90 Days : 70

Experience.Flight Crew.Type : 700

ASRS Report Number.Accession Number : 2054336

Human Factors : Situational Awareness

## Events

Anomaly.Conflict : NMAC  
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy  
Detector.Automation : Aircraft TA  
Detector.Person : Flight Crew  
Miss Distance.Horizontal : 300  
Miss Distance.Vertical : 100  
When Detected : In-flight  
Result.Flight Crew : Took Evasive Action

## Assessments

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

## Narrative: 1

Student and I completed a full stop landing in order for traffic to leave the area. Once there was room for us to take off we made our traffic call and stated our intentions to depart the area to the south via a left turn on departure. While climbing out and initiating our left turn south, we made another call to CTAF stating such. Immediately after starting the turn my student noticed another aircraft a couple hundred feet behind us that had just departed the runway as well, at this time we received a traffic warning from ADSB-In. We stopped our left turn and fly straight as it looked like the other aircraft was turning left as well. After a few seconds the other plane started a right hand turn and climbed away from us.

## Synopsis

Flight Instructor with student reported that during initial climb at a non-towered airport, another aircraft appeared behind them initiating a turn in the same direction requiring the Flight Instructor to stop their turn to avoid a collision.

## Time / Day

Date : 202311

Local Time Of Day : 0601-1200

## Place

Locale Reference.Airport : TRI.Airport

State Reference : TN

Altitude.MSL.Single Value : 1500

## Environment

Flight Conditions : VMC

Weather Elements / Visibility.Visibility : 10

Light : Daylight

Ceiling.Single Value : 10000

## Aircraft

Reference : X

ATC / Advisory.UNICOM : GCY

Aircraft Operator : Personal

Make Model Name : Any Unknown or Unlisted Aircraft Manufacturer

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : None

Mission : Training

Flight Phase : Cruise

Airspace.Class E : GCY

## Person

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Personal

Function.Flight Crew : Pilot Flying

Function.Flight Crew : Single Pilot

Qualification.Flight Crew : Private

Qualification.Flight Crew : Instrument

Qualification.Other

Experience.Flight Crew.Total : 1600

Experience.Flight Crew.Last 90 Days : 12

Experience.Flight Crew.Type : 252

ASRS Report Number.Accession Number : 2054328

Human Factors : Situational Awareness

## Events

Anomaly.Conflict : Ground Conflict, Critical

Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy

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

Detector.Person : Flight Crew

When Detected : In-flight

Result.Flight Crew : Took Evasive Action

## Assessments

Contributing Factors / Situations : Airport

Contributing Factors / Situations : Human Factors

Primary Problem : Airport

## Narrative: 1

On takeoff from GCY large dog on runway I had to pull up on take off more than 45 degrees. I then when to aerobatic area on did aerobatic flight training. No other aircraft around.

## Synopsis

Pilot reported large dog on runway during takeoff. Pilot took evasive action to avoid hitting dog.



## Time / Day

Date : 202311

Local Time Of Day : 1201-1800

## Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.MSL.Single Value : 1300

## Environment

Flight Conditions : VMC

Weather Elements / Visibility.Visibility : 6

Light : Daylight

Ceiling.Single Value : 6000

## Aircraft : 1

Reference : X

ATC / Advisory.CTAF : ZZZ

Aircraft Operator : Fractional

Make Model Name : Honda Jet

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 135

Flight Plan : IFR

Mission : Ferry / Re-Positioning

Flight Phase : Final Approach

Route In Use : Visual Approach

Airspace.Class E : ZZZ

## Aircraft : 2

Reference : Y

ATC / Advisory.CTAF : ZZZ

Make Model Name : Caravan 208A

Crew Size.Number Of Crew : 1

Flight Phase : Initial Approach

Airspace.Class D : ZZZ

## Person : 1

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Air Taxi

Function.Flight Crew : Pilot Flying

Function.Flight Crew : First Officer

Qualification.Flight Crew : Multiengine

Qualification.Flight Crew : Commercial

Qualification.Flight Crew : Flight Instructor

Qualification.Flight Crew : Instrument

Experience.Flight Crew.Total : 1975

Experience.Flight Crew.Last 90 Days : 52

Experience.Flight Crew.Type : 52

ASRS Report Number.Accession Number : 2054047  
Human Factors : Situational Awareness

## Person : 2

Location Of Person.Aircraft : X  
Location In Aircraft : Flight Deck  
Reporter Organization : Air Taxi  
Function.Flight Crew : Captain  
Function.Flight Crew : Flight Engineer / Second Officer  
Function.Flight Crew : Check Pilot  
Function.Flight Crew : Pilot Not Flying  
Qualification.Flight Crew : Flight Instructor  
Qualification.Flight Crew : Multiengine  
Qualification.Flight Crew : Air Transport Pilot (ATP)  
Experience.Flight Crew.Total : 20500  
Experience.Flight Crew.Last 90 Days : 125  
Experience.Flight Crew.Type : 300  
ASRS Report Number.Accession Number : 2054049  
Human Factors : Situational Awareness

## Events

Anomaly.Airspace Violation : All Types  
Anomaly.Conflict : NMAC  
Anomaly.Deviation / Discrepancy - Procedural : FAR  
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy  
Detector.Person : Flight Crew  
Miss Distance.Horizontal : 200  
Miss Distance.Vertical : 600  
When Detected : In-flight  
Result.Flight Crew : Took Evasive Action  
Result.Flight Crew : Executed Go Around / Missed Approach

## Assessments

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

## Narrative: 1

I am pilot in command typed in the HA-420 - second in command required - and hired as a second in command at my company. Today I was pilot flying and there was a company pilot in command who was pilot monitoring. On a no passenger, reposition flight from ZZZ1 to ZZZ we conducted a go-around due to a traffic conflict after cancelling IFR and potentially encroached into the ZZZ2 Class C airspace. After being cleared for the VOR/DME XX approach and the field was in sight, we cancelled IFR and continued VFR to ZZZ. We made two radio calls prior to being on a 5-mile final, noticing there were 2 other aircraft in the left downwind for Runway XX. Noting that no one was on base or final we elected to continue down and attempt to land. Soon after, the number 1 aircraft in the downwind, a Caravan, announced and turned base. At this point we were approximately 1300 ft. MSL / 1200 ft. AGL and on about a 3-mile final. Seeing the traffic conflict, I smoothly added power and climbed to a safe altitude away from traffic and normal turbine powered aircraft pattern altitude of 1600 ft. MSL / 1500 ft. AGL to join the left pattern in the upwind. The traffic passed underneath by approximately 600 ft. and landed. Once

clear of conflict, we cleaned up the airplane and it was time to turn crosswind. During this time we both remembered the ZZZZ C airspace was nearby and I asked for the moving map to be zoomed out as to check our position. It was in this moment we realized the Class C airspace began at 1600 ft. MSL. We had already drifted below 1600 ft. MSL and remained at 1500 ft. MSL until ready to descend for landing. After landing we noticed in the airport A/FD Chart Supplement the pattern altitude for all aircraft. I realize we potentially violated the Class C airspace at ZZZZ. I also realize that traffic pattern altitude for all aircraft may be different depending on airport needs. To prevent this in the future it would be wise to, on the approach brief, also brief how to enter the traffic pattern into an airport when going IFR to VFR, especially at non-towered airports. It would also be wise to brief how a VMC go-around would differ from the missed approach instructions for that approach.

## Narrative: 2

Utilized VOR XX approach at ZZZ. Approach was uneventful and was largely conducted under VMC conditions. Cancelled IFR approximately 8 NM southeast of the airport and had planned a straight-in landing on [Runway] XX subject to traffic. As we got closer to the airport it became apparent there were multiple aircraft in the pattern. On about a 3-mile final an aircraft cut in close to do a tight base leg to final in front of us and we were forced to go around. Turbine aircraft generally use 1500 ft. AGL in the traffic pattern so we climbed straight ahead to that altitude, which turns out to be 1600 ft. MSL. We simply remained in a left-hand pattern and landed on the next attempt. After landing the crew reviewed the A/FD entry for ZZZ, and discovered that the pattern altitude for ALL aircraft is 1000 ft. AGL. We would not have flown that low with another aircraft passing underneath us. However, if I had pre-briefed the VFR missed approach more thoroughly we would have realized at least that the base of the ZZZ1 Class C airspace was at 1600 ft. MSL and after resolving the potential traffic conflict we would've descended below that. We were both under the impression that turbine aircraft must always use 1500 ft. AGL as the pattern altitude, and there is an FAA Advisory Circular that says just that. However the regulation in Part 91 which stipulates it only mandates it for aircraft landing in Class B, C, and D airspace. NOT Class E airports, which is the airspace surrounding ZZZ. We did not climb above 1600 ft. MSL at anytime during the event.

## Synopsis

HA420 flight crew reported performing a go-around due to traffic conflict and upon being in the traffic pattern for another approach, may have violated Class C airspace.

## Time / Day

Date : 202311  
Local Time Of Day : 1201-1800

## Place

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

## Environment

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

## Aircraft

Reference : X  
ATC / Advisory.CTAF : ZZZ  
Aircraft Operator : Personal  
Make Model Name : PA-28 Cherokee/Archer/Dakota/Pillan/Warrior  
Crew Size.Number Of Crew : 1  
Operating Under FAR Part : Part 91  
Flight Plan : SVFR  
Mission : Training  
Flight Phase : Landing  
Airspace.Class G : ZZZ

## Person

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 : Flight Instructor  
Qualification.Flight Crew : Air Transport Pilot (ATP)  
Experience.Flight Crew.Total : 2200  
Experience.Flight Crew.Last 90 Days : 10  
Experience.Flight Crew.Type : 400  
ASRS Report Number.Accession Number : 2054043  
Human Factors : Training / Qualification  
Human Factors : Situational Awareness

## Events

Anomaly.Deviation - Altitude : Overshoot  
Anomaly.Deviation / Discrepancy - 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 : Took Evasive Action

## Assessments

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

## Narrative: 1

Practice 180-degree power off accuracy landing Runway XX at ZZZ for proficiency. Farther from airport than anticipated. No flaps, 75 mph. Airplane was cocked up to higher than normal attitude. Clear sight of runway, no obstructions seen, double red VASI. Tree branches popped up into view, hit several high branches, added power, completed landing. Inspected aircraft for damage. High attitude prevented seeing trees until I descended in to them. In speaking to a fellow instructor and also a Designated Pilot Examiner, I adopted two recommendations he made. Do not practice night 180-degree power off accuracy landing without an instructor. Always stay on VASI, white / red, at night even though my day landings / touchdowns are generally below VASI to conserve rollout.

## Synopsis

PA-28 pilot reported hitting several branches while practicing a 180-degree power off landing without realizing there were trees due to the high altitude.

## Time / Day

Date : 202311  
Local Time Of Day : 0601-1200

## Place

Locale Reference.Airport : ZZZ.Airport  
State Reference : US  
Altitude.MSL.Single Value : 1500

## Environment

Flight Conditions : VMC  
Weather Elements / Visibility.Visibility : 16  
Light : Daylight

## Aircraft

Reference : X  
ATC / Advisory.UNICOM : ZZZ  
Aircraft Operator : Personal  
Make Model Name : Helicopter  
Crew Size.Number Of Crew : 1  
Operating Under FAR Part : Part 91  
Flight Plan : VFR  
Mission : Personal  
Flight Phase : Cruise  
Route In Use : Direct  
Airspace.Class E : ZZZ

## Component

Aircraft Component : Helicopter Gearbox Drive Shaft  
Aircraft Reference : X  
Problem : Failed

## Person

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.Last 90 Days : 25  
Experience.Flight Crew.Type : 175.0  
ASRS Report Number.Accession Number : 2054009

## Events

Anomaly.Aircraft Equipment Problem : Critical  
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy  
Anomaly.Deviation / Discrepancy - Procedural : Maintenance  
Anomaly.Ground Event / Encounter : Other / Unknown

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

## Assessments

Contributing Factors / Situations : Aircraft  
Primary Problem : Aircraft

## Narrative: 1

Private Helicopter pilot with 175ish hours on type. Flew from ZZZ to ZZZ1, picked up flight instructor. I am working towards my Commercial. Did training with him and dropped him off. Left ZZZ1 and fly direct to ZZZ. Half way to ZZZ cruising at 1500 MSL at 65 kts with 6 kt head wind. Have 15 gallons of fuel remaining. Gauges are within normal limits, no warning lights. Was going to switch to nearest control tower for transition through their airspace. While cruising I felt a pop behind me. Engine RPM dropped by 50 RPM then returned back to normal. Still no warning lights. Gauges are still in normal limits. Flight controls are normal. I smelled something burning described as carbon or rubber smell. I was flying over [airport], made the decision to land on the that field and not continue a flying to the nearest airfield which was ZZZ2 8NM. Proceeded normal landing. Did not auto rotate. Flight controls were still functioning, and engine still had power. Set the helicopter down safely and shut it down immediately. From time of pop to landing was less than one min. Turned off power and fuel. Stepped out of the helicopter and no fire. I did notice a rubber seal broken around the drive shaft from the engine to the pulley system for the Rotor system. I contacted services dispatch and notify them of the situation. Did not call tower on radio or phone. Did not [request priority]. Called my mechanic and she came out. She is an IA. We were able to get a crew to come out and dismantle the rotor blades and placed the helicopter on a trailer. We took it back to ZZZ in the hanger. Mechanic IA tore apart the pulley system and she found the lower drive shaft bearing blew, appears to be dry and no grease. We also found H frame bracket was cracked and damage. Mechanic will be performing repairs and will be followed by ground tests. Helicopter annual was finished three months ago with about 30 hours on it since then.

## Synopsis

Pilot flying H269C helicopter reported drive shaft bearing blew in cruise flight. Pilot landed off airport uneventfully.

## Time / Day

Date : 202311

Local Time Of Day : 1201-1800

## Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.MSL.Single Value : 1300

## Environment

Flight Conditions : VMC

Weather Elements / Visibility.Visibility : 10

Light : Daylight

Ceiling.Single Value : 3800

## Aircraft : 1

Reference : X

ATC / Advisory.CTAF : ZZZ

Aircraft Operator : FBO

Make Model Name : Skyhawk 172/Cutlass 172

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 91

Flight Plan : None

Mission : Training

Flight Phase : Initial Approach

Route In Use : Visual Approach

Airspace.Class G : ZZZ

## Aircraft : 2

Reference : Y

Aircraft Operator : Personal

Make Model Name : Grumman American Undifferentiated or Other Model

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : None

Mission : Personal

Flight Phase : Initial Approach

Airspace.Class G : ZZZ

## Person

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : FBO

Function.Flight Crew : Instructor

Qualification.Flight Crew : Flight Instructor

Qualification.Flight Crew : Commercial

Qualification.Flight Crew : Instrument

Experience.Flight Crew.Total : 499.8

ASRS Report Number.Accession Number : 2053684



Human Factors : Workload  
Human Factors : Time Pressure

## Events

Anomaly.Conflict : NMAC  
Anomaly.Deviation - Altitude : Excursion From Assigned Altitude  
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy  
Detector.Person : Flight Crew  
Miss Distance.Vertical : 400  
When Detected : In-flight  
Result.Flight Crew : Overcame Equipment Problem

## Assessments

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

## Narrative: 1

C172 was entering traffic pattern for Runway XX at ZZZ with standard 45 degree midfield left downwind entry for Runway XX at pattern altitude of 1,350 [ft.] MSL. On board the airplane was 1 student pilot and 1 flight instructor. Traffic calls were made at 5 miles out on the 45 for left downwind. Aircraft Y was in the pattern on a crosswind leg and turned downwind as C172 entered downwind. Occupants on the C172 never saw Aircraft Y and never heard crosswind traffic call however Aircraft Y pilot stated on CTAF he was at 1,600 ft. MSL instead of traffic pattern altitude and stated if he were at correct traffic pattern altitude the aircraft would have been very close to collision. Estimated separation approximately 400 ft. Aircraft Y proceeded to do a 360 turn in the downwind leg to give extra spacing and both airplanes landed without further incident.

## Synopsis

C172 Flight Instructor reported a NMAC event during downwind entry pattern with downwind traffic. The downwind traffic aircraft proceeded to do a 360 turn in the downwind leg to give extra spacing and both airplanes landed without further incident.

## Time / Day

Date : 202311

Local Time Of Day : 1201-1800

## Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.MSL.Single Value : 700

## Environment

Flight Conditions : VMC

Weather Elements / Visibility.Visibility : 10

Light : Daylight

## Aircraft : 1

Reference : X

ATC / Advisory.CTAF : ZZZ

Aircraft Operator : FBO

Make Model Name : Skyhawk 172/Cutlass 172

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 91

Flight Plan : None

Mission : Training

Flight Phase : Final Approach

Route In Use : None

Airspace.Class E : ZZZ

## Aircraft : 2

Reference : Y

ATC / Advisory.CTAF : ZZZ

Make Model Name : Cessna 150

Flight Phase : Initial Climb

Airspace.Class E : ZZZ

## Person

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 : Commercial

Qualification.Flight Crew : Multiengine

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Flight Instructor

Experience.Flight Crew.Total : 984.1

Experience.Flight Crew.Last 90 Days : 123.6

Experience.Flight Crew.Type : 712.0

ASRS Report Number.Accession Number : 2053218

Human Factors : Time Pressure

Human Factors : Training / Qualification  
Human Factors : Communication Breakdown  
Communication Breakdown.Party1 : Flight Crew  
Communication Breakdown.Party2 : Flight Crew

## Events

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

## Assessments

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

## Narrative: 1

Me and my student were doing pattern work at our home airport (ZZZ). While on a left downwind for runway XX, another Ce172 announces on the CTAF that they are on a 3 mile final for the RNAV XX. We decide to extend our downwind slightly to allow for spacing between us and the RNAV traffic, and we announce our intentions on CTAF. Shortly after turning final, and before the RNAV traffic was clear of the runway, a Ce150 [Aircraft Y] announces on CTAF that they are departing runway XX, and planning to depart to the west. Aircraft Y lines up on the runway, but has to wait approximately 15 seconds for the RNAV traffic to clear the runway. This moves the situation from a tight squeeze between departing and arriving traffic, to a runway incursion. I recognize this, and tell my student to conduct the go around, and to side step to the right so that we have lateral separation between us and the departing traffic. While the student is doing this, I announce on the CTAF that we are going around and side stepping to the right. I then take control of the aircraft, and tell my student that we are going to stay below or level, and to the right of the departing aircraft, as to not enter its blind spot. I know that many pilots depart ZZZ to the west using a right crosswind turn, so I ask the departing aircraft, using its callsign, if they are going to do this. I receive no response. I explain to my student that if the departing traffic decides to make a right crosswind departure to the west while we are side stepped to the right, it would likely cause a collision or near miss. As soon as I finish explaining this, the departing traffic begins a right crosswind departure to the west without making a radio call. At this point, I am level with the departing aircraft, so I add full power and climb above, missing by about ~100ft vertically and ~100ft horizontally. Both aircraft proceeded normally after the near miss. I think the lack of communication between our two aircraft was a primary cause of the near miss. We should have been more persistent in our questioning of the other aircraft, and should have announced a second time where we are. The other aircraft could have listened to use when we announced our intentions the first time, and could have answered our question when we asked if they would be turning right. I also believe the decision on the part of the other aircraft to force a go around, and then to make a right crosswind departure from the pattern without making a radio call is another major factor. I don't believe any human factors affected anyone in our plane, I don't know about the other.

## Synopsis

C172 flight Instructor with student reported departing traffic on runway forced a go around. The departing traffic turned toward the Instructor causing a NMAC and requiring evasive action.

## Time / Day

Date : 202311

Local Time Of Day : 0601-1200

## Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.MSL.Single Value : 100

## Environment

Flight Conditions : VMC

Light : Daylight

## Aircraft : 1

Reference : X

ATC / Advisory.CTAF : ZZZ

Aircraft Operator : Personal

Make Model Name : Skywagon 185

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : None

Mission : Personal

Flight Phase : Final Approach

Route In Use : Visual Approach

Airspace.Class G : ZZZ

## Aircraft : 2

Reference : Y

ATC / Advisory.CTAF : ZZZ

Make Model Name : Any Unknown or Unlisted Aircraft Manufacturer

Flight Phase : Takeoff / Launch

## Person

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 : Flight Instructor

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Multiengine

Qualification.Flight Crew : Air Transport Pilot (ATP)

Experience.Flight Crew.Total : 9060

Experience.Flight Crew.Last 90 Days : 300

Experience.Flight Crew.Type : 500

ASRS Report Number.Accession Number : 2052702

Human Factors : Situational Awareness

## Events

Anomaly.Conflict : Ground Conflict, Critical  
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy  
Detector.Person : Flight Crew  
Miss Distance.Horizontal : 50  
Miss Distance.Vertical : 50  
When Detected : In-flight  
Result.Flight Crew : Took Evasive Action  
Result.Flight Crew : Executed Go Around / Missed Approach

## Assessments

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

## Narrative: 1

As I was descending into ZZZ and made the appropriate radio calls for a pilot-controlled airfield announcing my position and my intentions, I elected to make a straight-in arrival for traffic deconfliction reasons. When my GPS read 3 miles I called a two-mile final for runway XX on the radio, and an airplane announced that he was taking the runway to depart from runway XX. I slowed down for spacing, and decided that he had plenty of time to take off in front of me. I configured my aircraft for landing, continued my approach, and as I got closer I realized that what I thought were runway markings was in fact an airplane that had stopped on the runway in position and never departed after all. I executed an immediate go-around and sidestepped to the right in accordance with right-of-way procedures and re-entered the traffic pattern.

## Synopsis

C185 pilot reported while on final approach, an aircraft on the runway, resulted in taking evasive action to go around and a critical ground conflict.

## Time / Day

Date : 202311  
Local Time Of Day : 0601-1200

## Place

Locale Reference.Airport : ZZZ.Airport  
State Reference : US  
Relative Position.Distance.Nautical Miles : 0  
Altitude.MSL.Single Value : 425

## Environment

Flight Conditions : VMC  
Weather Elements / Visibility : Haze / Smoke  
Weather Elements / Visibility.Visibility : 5  
Light : Daylight  
Ceiling.Single Value : 12000

## Aircraft

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

## Person

Location Of Person.Aircraft : X  
Location In Aircraft : Flight Deck  
Reporter Organization : FBO  
Function.Flight Crew : Instructor  
Function.Flight Crew : Pilot Not Flying  
Qualification.Flight Crew : Flight Instructor  
Qualification.Flight Crew : Instrument  
Qualification.Flight Crew : Commercial  
Experience.Flight Crew.Last 90 Days : 25  
Experience.Flight Crew.Type : 278  
ASRS Report Number.Accession Number : 2052700  
Human Factors : Training / Qualification

## Events

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

When Detected : In-flight

Result.Flight Crew : Regained Aircraft Control

## Assessments

Contributing Factors / Situations : Human Factors

Contributing Factors / Situations : Weather

Primary Problem : Human Factors

## Narrative: 1

The student pilot had not flown in 6 months and wanted to get back into flying. The flight took off from ZZZ and into the local practice areas before flying to ZZZ1. The runway used was XX. The first approach was high, so a go-around was performed. The second approach looked better and everything looked good until the student leveled off too early and started to flare. The student realized the plane was too high and dipped the nose down. The plane landed hard on the nose and main gear and bounced. The plane bounced again when I told the student to go around. The student added power and immediately took it out when the plane started to veer to the left. The aircraft hit a runway edge light before stopping on the side of the runway. The student told me afterward that they panicked and took out the power because they thought of a video of a plane crashing into a hangar they had seen earlier. They thought that would happen if they left the power in. No injuries to the persons involved. No damage to the plane.

## Synopsis

C172 flight Instructor reported student loss of control on landing which resulted in runway excursion and contact with a runway edge light.



## Time / Day

Date : 202311

Local Time Of Day : 0601-1200

## Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Relative Position.Distance.Nautical Miles : 1

Altitude.MSL.Single Value : 2000

## Environment

Weather Elements / Visibility.Visibility : 10

Light : Daylight

Ceiling.Single Value : 12000

## Aircraft : 1

Reference : X

ATC / Advisory.CTAF : ZZZ

Aircraft Operator : FBO

Make Model Name : 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 : Initial Approach

Route In Use : Visual Approach

Airspace.Class E : ZZZ

Airspace.Class G : ZZZ

## Aircraft : 2

Reference : Y

ATC / Advisory.CTAF : ZZZ

Aircraft Operator : Personal

Make Model Name : RV-9

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : VFR

Flight Phase : Initial Approach

Route In Use : Visual Approach

Airspace.Class E : ZZZ

Airspace.Class G : ZZZ

## Person

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : FBO

Function.Flight Crew : Instructor

Function.Flight Crew : Pilot Not Flying

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Multiengine  
Qualification.Flight Crew : Commercial  
Qualification.Flight Crew : Flight Instructor  
Experience.Flight Crew.Total : 600  
Experience.Flight Crew.Last 90 Days : 100  
ASRS Report Number.Accession Number : 2052605  
Human Factors : Distraction  
Human Factors : Situational Awareness  
Human Factors : Time Pressure  
Human Factors : Other / Unknown  
Human Factors : Communication Breakdown  
Communication Breakdown.Party1 : Flight Crew  
Communication Breakdown.Party2 : Flight Crew

## Events

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

## Assessments

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

## Narrative: 1

When entering the airport traffic pattern for ZZZ from the east, I (instructor on board) called standard distance and direction from traffic pattern. Advised traffic we were east of the field on a 45 entry for the left downwind, and continued making calls as advised in the AIM (Aeronautical Information Manual). RV traffic called with unclear and confused sounding position reports stating only that he was RV traffic and crossing midfield for the left downwind runway XX. Given the information provided the student and I were scanning across the airport for traffic approaching from the west to cross the midfield and enter our downwind as stated. We called established at midfield as the RV came from behind us contrary to his position report and crossed overhead with minimal separation, visually within 300 ft. The aircraft banked to his right after crossing over and did not make a call. I called him on CTAF that he got too close to us and asked his intentions. He was combative on frequency and immediately left the area to the east. We attempted to continue with the training flight, completing 1 touch and go and one full stop in the pattern before deciding to come into the FBO and file a report while it was still fresh in our minds. To summarize: We called at least 6 times without full report "ZZZ traffic Aircraft X X miles to the EAST setting up for/established on the 45 for left downwind runway XX." We had already called traffic in the pattern in sight and informed we would follow behind. The offending traffic made incorrect and confusing calls including nothing but the aircraft type, tail number, and "will cross midfield for [runway] XX." Pilot was combative when contacted and left the area promptly. This issue could be easily resolved with proper emphasis on position reporting and retraining. I believe complacency was the primary human factor in this incident. As a pilot and instructor the actions I could have taken to avoid or correct the situation that I will put more emphasis on in the future: Made contact with the pilot and asked for clarification on his confusing/ unclear calls. Asked to discuss on the ground instead of on

frequency, this was an unprofessional argument to have on FREQ as an instructor. I have talked to the student about how to handle this situation better than I did should he encounter something similar in the future.

## Synopsis

PA-28 Instructor with trainee reported a NMAC at a non-towered airport when the other aircraft made confusing position reports and then appeared in the traffic pattern 300 feet above his aircraft.

## Time / Day

Date : 202310

Local Time Of Day : 1801-2400

## Place

Locale Reference.Airport : PBG.Airport

State Reference : NY

Altitude.AGL.Single Value : 0

## Environment

Flight Conditions : VMC

Light : Night

## Aircraft

Reference : X

ATC / Advisory.CTAF : PBG

Aircraft Operator : Personal

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

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : IFR

Mission : Passenger

Nav In Use : GPS

Flight Phase : Landing

Route In Use : Visual Approach

Airspace.Class E : PBG

## Person

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 : Instrument

Qualification.Flight Crew : Private

Experience.Flight Crew.Total : 690

Experience.Flight Crew.Last 90 Days : 51

Experience.Flight Crew.Type : 260

ASRS Report Number.Accession Number : 2051818

Human Factors : Situational Awareness

## Events

Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy

Anomaly.Ground Event / Encounter : Ground Equipment Issue

Detector.Person : Flight Crew

When Detected : In-flight

Result.Flight Crew : Overcame Equipment Problem

## Assessments

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

## Narrative: 1

I was approaching PBG at night on a very clear night and had been cleared by Approach Control for the RNAV 35 Approach and shortly thereafter turned over to CTAF. I attempted to activate the runway edge and approach lights by utilizing the standard 3, 5 and 7 clicks on the CTAF frequency. Only the runway approach lights would activate using these combination of clicks, and they would increase from low to medium to high intensity depending on whether I clicked 3, 5 or 7 times, respectively. As I continued approaching the field, I continued trying over and over again to activate the edge lights using this same technique to no avail. I turned on my LED landing light below the spinner and HID boom lights, consulted my right seat commercially rated safety pilot, who was acting as a passenger at this point, and we agreed that if the runway was well illuminated that I would continue with the landing; the approach lights coupled with flying the instrument approach were helpful in aligning with the runway. At least 100 ft. over the runway it became well illuminated from my aircraft's landing lights - I determined a safe landing was possible, and I landed uneventfully. Upon landing, we noticed the taxiway lights were also not illuminated, but we had no issues taxiing into the FBO. At the FBO, we inquired about this issue and they asked us if we had clicked the CTAF SIX (6) times, which we had not. On departure, we clicked the CTAF 6 times and the runway and taxiway edge lights activated. I had completed thorough due diligence prior to the flight, including determining the approach and edge lights were available and that they were to be activated on the CTAF. The approach plate and A/FD indicates the CTAF should be used to activate the lights. Nowhere is it mentioned that SIX (6) clicks are required to operate the runway and taxiway edge lighting. 2-1-1 of the AIM is very clear that 3, 5 or 7 clicks are to be used to activate runway lighting at civil aviation facilities - PBG is a decommissioned Air Force base. The A/FD entry for the airport simply states "LGT ACTIAVE MALSR Runway 17, HIRL Runway 17-35 and taxiway lights - CTAF." I suggest that if PBG does not change activation of its runway and taxiway edge lighting to conform with the AIM, then the requirement for six clicks be noted on approach plates, the AF/D, and EFB software. I elected to land without edge lights since the runway at PBG is exceptionally long, almost 12,000 ft. - and wide, 200 ft. I was not clear at the time whether landing without runway edge lights is permitted under FAR 91, but I believe it is permitted, and I believe my actions were not unsafe due to the fact that the runway was so large, the approach lights and RNAV approach provided horizontal and vertical guidance, and my aircraft has three very bright landing lights.

## Synopsis

Small aircraft pilot reported the airport lighting did not turn on despite utilizing the standard clicks on CTAF frequency. The pilot landed safely under partial airport lighting. At the FBO, the pilot learned that runway and taxiway edge lights were only activated if the CTAF was clicked six times, and stated that the instruction was not noted on the approach plate, the A/FD, and EFB software for the airport.

## Time / Day

Date : 202311  
Local Time Of Day : 1201-1800

## Place

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

## Environment

Weather Elements / Visibility : Windshear  
Weather Elements / Visibility.Visibility : 10  
Ceiling.Single Value : 4200

## Aircraft

Reference : X  
ATC / Advisory.UNICOM : ZZZ  
Aircraft Operator : Personal  
Make Model Name : PA-32 Cherokee Six/Lance/Saratoga/6X  
Crew Size.Number Of Crew : 1  
Operating Under FAR Part : Part 91  
Flight Plan : None  
Mission : Personal  
Flight Phase : Landing  
Route In Use : None  
Airspace.Class E : ZZZ

## Component

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

## Person

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 : 1280  
Experience.Flight Crew.Last 90 Days : 6  
Experience.Flight Crew.Type : 800  
ASRS Report Number.Accession Number : 2051522  
Human Factors : Distraction  
Human Factors : Time Pressure  
Human Factors : Workload  
Human Factors : Situational Awareness

## Events

Anomaly.Ground Excursion : Runway  
Anomaly.Ground Event / Encounter : Weather / Turbulence  
Anomaly.Ground Event / Encounter : Loss Of Aircraft Control  
Detector.Person : Flight Crew  
When Detected : In-flight  
Result.General : Maintenance Action  
Result.Flight Crew : Regained Aircraft Control  
Result.Aircraft : Aircraft Damaged

## Assessments

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

## Narrative: 1

While landing on Runway XX, with wind of 120 at 20 KTS, a fairly significant crosswind, I believe I entered the flare too high, experienced some wind shear and landed hard. Aircraft seems to have porpoised twice before running off the edge of the runway into the grass. Aircraft was still steerable and aircraft was taxied to the ramp. Aircraft taxied with a slight pull to one side. Aircraft was pulled up to the tie down line, and shut down. Inspection of the nose gear appears to show a slight bend in the nose gear extension tube. Main landing gear appears to not have been damaged. Prop blades were inspected and found to not have had any damage (no prop strike). No other damage to the aircraft was noted. Aircraft was placed in a hangar as had been arranged before the flight. Message was left with the FBO to have a mechanic inspect the aircraft before further flight.

## Synopsis

GA pilot reported a loss of control during landing. The aircraft left the runway and continued through the grass.

## Time / Day

Date : 202311

Local Time Of Day : 1201-1800

## Place

Locale Reference.Airport : SHN.Airport

State Reference : WA

Relative Position.Distance.Nautical Miles : 1

Altitude.MSL.Single Value : 500

## Environment

Flight Conditions : VMC

Weather Elements / Visibility.Visibility : 10

Light : Daylight

## Aircraft : 1

Reference : X

ATC / Advisory.CTAF : SHN

Aircraft Operator : FBO

Make Model Name : Small Aircraft

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : VFR

Mission : Training

Flight Phase : Final Approach

Route In Use : Visual Approach

Airspace.Class G : SHN

## Aircraft : 2

Reference : Y

Aircraft Operator : Military

Make Model Name : Helicopter

Crew Size.Number Of Crew : 1

Mission : Training

Flight Phase : Final Approach

Airspace.Class G : SHN

## Person

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : FBO

Function.Flight Crew : Pilot Flying

Function.Flight Crew : Single Pilot

Qualification.Flight Crew : Student

Experience.Flight Crew.Total : 80

Experience.Flight Crew.Last 90 Days : 25

Experience.Flight Crew.Type : 80

ASRS Report Number.Accession Number : 2051519

Human Factors : Communication Breakdown



Human Factors : Distraction  
Human Factors : Time Pressure  
Human Factors : Other / Unknown  
Human Factors : Situational Awareness  
Communication Breakdown.Party1 : Flight Crew  
Communication Breakdown.Party2 : Flight Crew

## Events

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

When entering 45 for Runway 23, visually spotted the helicopter sitting on Runway 23, we self announced on a 5 mile 45, flew the downwind which is approximately when they took off, and we turned base announcing each leg, when on short final, we announced final and approximately 15 seconds after the helicopter cut us off from our left crossing approximately 150-200 ft. in front of us, at which point we made the decision to go around, and left the area.

## Synopsis

GA pilot reported a NMAC at SHN non-towered airport. The student states the other non communicating aircraft, a helicopter, cut off the student's final approach.

## Time / Day

Date : 202311

Local Time Of Day : 1201-1800

## Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Relative Position.Distance.Nautical Miles : 1

Altitude.MSL.Single Value : 1800

## Environment

Weather Elements / Visibility.Visibility : 10

Light : Daylight

## Aircraft : 1

Reference : X

ATC / Advisory.CTAF : ZZZ

Aircraft Operator : FBO

Make Model Name : Skyhawk 172/Cutlass 172

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 91

Flight Plan : None

Mission : Training

Flight Phase : Final Approach

Route In Use.Other

Airspace.Class E : ZZZ

## Aircraft : 2

Reference : Y

ATC / Advisory.CTAF : ZZZ

Aircraft Operator : FBO

Make Model Name : Skyhawk 172/Cutlass 172

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : None

Mission : Training

Flight Phase : Landing

Route In Use.Other

Airspace.Class E : ZZZ

## Aircraft : 3

Reference : Z

Make Model Name : UAV: Unpiloted Aerial Vehicle

Crew Size.Number Of Crew : 1

Airspace.Class E : ZZZ

Flying In / Near / Over (UAS) : Airport / Aerodrome / Heliport

Flying In / Near / Over (UAS) : Aircraft / UAS

## Person

Location Of Person.Aircraft : X  
Location In Aircraft : Flight Deck  
Reporter Organization : FBO  
Function.Flight Crew : Instructor  
Function.Flight Crew : Pilot Not Flying  
Qualification.Flight Crew : Flight Instructor  
Qualification.Flight Crew : Instrument  
Qualification.Flight Crew : Multiengine  
Qualification.Flight Crew : Commercial  
Experience.Flight Crew.Total : 492  
Experience.Flight Crew.Last 90 Days : 126  
Experience.Flight Crew.Type : 408  
ASRS Report Number.Accession Number : 2050707  
Human Factors : Situational Awareness

## Events

Anomaly.Airspace Violation : All Types  
Anomaly.Conflict : NMAC  
Anomaly.Deviation / Discrepancy - Procedural : FAR  
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy  
Anomaly.Deviation / Discrepancy - Procedural : Unauthorized Flight Operations (UAS)  
Detector.Person : Flight Crew  
Miss Distance.Horizontal : 50  
Miss Distance.Vertical : 0  
When Detected : In-flight  
Result.General : Police / Security Involved  
Result.Flight Crew : Took Evasive Action  
Result.Flight Crew : Requested ATC Assistance / Clarification

## Assessments

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

## Narrative: 1

Earlier today at approximately XA37 Zulu, I witnessed what looked to be a near midair collision (NMAC) between a C172 and an unidentified drone and then I experienced an NMAC with the same drone. The drone was a fairly large dark colored drone. I am unable to provide exact details as I was just focused on maneuvering to avoid it in the moment and I am therefore unaware of the type or exact configuration, but it was large and dark in color with working lights that were on at the time of the event. I was on downwind for runway XX at ZZZ approximately abeam taxiway 1 at 1800 ft. MSL when I witnessed the large drone nearly miss the 172 (multiple hundred feet lower than us) on left base for Runway XX. It was an unsettling moment as from my position the drone looked to be another plane. The drone was so close to the aircraft that I thought they were going to collide. The drone looked to have passed just under the aircraft. Just shortly after that event as it approached our aircraft (also a C172) I realized it was not a plane but rather a large drone flying from base to downwind (against the traffic pattern) at the same altitude as ourselves (1800 ft. MSL). The drone was directly in front of our aircraft at 1800 ft. MSL (where we were) and it was flying at us. I quickly took the controls and did a steep turn to the right to avoid the drone and we did not impact; however, it was certainly close and unsettling with a high chance for an impact and possibly poor outcome. Of course, I hope this was an unintentional mistake by the operator of the drone, but realistically it seems

unlikely that you would accidentally fly your drone directly at two aircraft at differing altitudes and differing locations within one minute of each other. I reported the drone to local traffic on the CTAF immediately following the event for their awareness, and I was informed upon landing that the manager in the FBO promptly called the local police who were responding. I am unaware of what ended up happening with the police. Additionally, after landing I called ZZZ Approach and alerted them to the event and provided details. I submitted a safety report as well and a NASA ASRS report.

## Synopsis

Fight Instructor reported a UAS in the traffic pattern caused near midair collisions with two training aircraft.

## Time / Day

Date : 202311

Local Time Of Day : 1201-1800

## Place

Locale Reference.Airport : I69.Airport

State Reference : OH

Altitude.MSL.Single Value : 1000

## Environment

Light : Daylight

## Aircraft : 1

Reference : X

ATC / Advisory.UNICOM : I69

Aircraft Operator : FBO

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

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 91

Mission : Training

Flight Phase : Initial Approach

Airspace.Class G : I69

## Aircraft : 2

Reference : Y

Make Model Name : Any Unknown or Unlisted Aircraft Manufacturer

Operating Under FAR Part : Part 91

Flight Phase : Initial Climb

## Person

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : FBO

Function.Flight Crew : Instructor

Qualification.Flight Crew : Flight Instructor

Qualification.Flight Crew : Commercial

ASRS Report Number.Accession Number : 2050684

Human Factors : Communication Breakdown

Communication Breakdown.Party1 : Flight Crew

Communication Breakdown.Party2 : Flight Crew

## Events

Anomaly.Conflict : NMAC

Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy

Anomaly.Deviation / Discrepancy - Procedural : Clearance

Detector.Person : Flight Crew

Miss Distance.Horizontal : 0

Miss Distance.Vertical : 50

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

## Assessments

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

## Narrative: 1

We were entering the downwind for Runway 22 off the standard 45 degree entry, traffic had just taken off from the runway and immediately turned to the east about even with midfield and kept climbing. As we turned right to the downwind I looked down and saw the traffic about 50-75' below us departing the pattern to the east while climbing.

## Synopsis

Flight Instructor on training flight with student reported a NMAC with another aircraft while in the I69 non-towered airport traffic pattern.

## Time / Day

Date : 202311  
Local Time Of Day : 1201-1800

## Place

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

## Environment

Flight Conditions : VMC  
Weather Elements / Visibility.Visibility : 10  
Light : Daylight  
Ceiling.Single Value : 18000

## Aircraft

Reference : X  
ATC / Advisory.UNICOM : ZZZ  
Aircraft Operator : FBO  
Make Model Name : Baron 55/Cochise  
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 E : ZZZ

## Component

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

## Person

Location Of Person.Aircraft : X  
Location In Aircraft : Flight Deck  
Reporter Organization : FBO  
Function.Flight Crew : Instructor  
Qualification.Flight Crew : Multiengine  
Qualification.Flight Crew : Commercial  
Qualification.Flight Crew : Flight Instructor  
Experience.Flight Crew.Total : 1002.2  
Experience.Flight Crew.Last 90 Days : 164.7  
Experience.Flight Crew.Type : 169.3  
ASRS Report Number.Accession Number : 2050642  
Human Factors : Confusion  
Human Factors : Situational Awareness  
Human Factors : Time Pressure

Human Factors : Training / Qualification  
Human Factors : Workload  
Human Factors : Distraction

## Events

Anomaly.Aircraft Equipment Problem : Critical  
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy  
Anomaly.Ground Event / Encounter : Ground Strike - Aircraft  
Anomaly.Ground Event / Encounter : Gear Up Landing  
Detector.Person : Flight Crew  
When Detected : In-flight  
Result.Flight Crew : Executed Go Around / Missed Approach  
Result.Aircraft : Aircraft Damaged

## Assessments

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

## Narrative: 1

In a routine pattern flight in Aircraft X, during our final landing, the aircraft endured ground contact without gear down. The student had requested practice in the pattern as recommended from her previous flight. We had completed our fifth landing and it was time to bring it in for a full stop. On the last landing the student had completed a successful landing. On downwind, I failed the engine to simulate another landing. After the proper procedure for maintaining control of the aircraft, we flew a wide base into final. It is routine to not introduce gear as it depletes 20 knots of airspeed and can severely hinder aircraft control. During my final checks, I looked down and verified three green. On flare to land, I realized we were abnormally low, which was immediately followed by what felt like a tail strike. Noise from the tail. I was already guarding the throttles, and I immediately performed a go around. I did believe at the time that the props had not made contact with the ground as I had expected performance with no abnormal indications. I flew a short pattern and landed the aircraft safely. I taxied to the ramp and shutdown. Upon shutdown, I realized that the props had made contact with the ground. I immediately contacted to report what had occurred and that myself and the student were both safe. During the post flight walk around I found the tail tie down point and step had also sustained a small amount of damage as well. From other people's experiences and the way I was taught, I always verify three greens on all segments of approach to land in a normal landing. During approach's due to task saturation, I verify them at least on base and final. I really did believe that that I saw three green on final, and the normal safeties in place to prevent potential gear up situations do not occur since it was an approach with simulated feathered engine.

## Synopsis

A flight Instructor conducting training for a single engine landing reported a prop strike and gear up landing resulting in a go around followed by a successful landing.



## Time / Day

Date : 202311

## Place

Locale Reference.ATC Facility : ZZZ.Tower  
State Reference : US  
Altitude.MSL.Single Value : 500

## Environment

Weather Elements / Visibility.Visibility : 10  
Ceiling.Single Value : 4500

## 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  
Route In Use.Other  
Airspace.Class E : ZZZ

## Component

Aircraft Component : Engine  
Aircraft Reference : X  
Problem : Failed

## Person

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 : Flight Instructor  
Qualification.Flight Crew : Instrument  
Qualification.Flight Crew : Commercial  
Experience.Flight Crew.Total : 571  
Experience.Flight Crew.Last 90 Days : 39  
Experience.Flight Crew.Type : 465  
ASRS Report Number.Accession Number : 2050630  
Human Factors : Workload  
Human Factors : Distraction  
Human Factors : Troubleshooting

## Events

Anomaly.Aircraft Equipment Problem : Critical  
Detector.Person : Flight Crew  
When Detected : In-flight  
Result.General : Flight Cancelled / Delayed  
Result.Flight Crew : Returned To Departure Airport  
Result.Flight Crew : Overcame Equipment Problem

## Assessments

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

## Narrative: 1

Took off on Runway XX, engine failure on takeoff after rotation at approximately 500 feet. Engine started to choke then completely failed. Tried to troubleshoot with engine failure checklist, switched the fuel selector, and started to pitch for my best glide as power was still not restored. I determined that turning back towards Runway XY was the best option for power off landing with given headwinds and current location and altitude.

## Synopsis

A PA28 pilot reported engine failure on takeoff and a return to the airport.

## Time / Day

Date : 202310

## 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 : FBO

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

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Mission : Training

Flight Phase : Landing

Airspace.Class G : ZZZ

## Person

Location Of Person : Hangar / Base

Location In Aircraft : Flight Deck

Reporter Organization : FBO

Function.Flight Crew : Pilot Not Flying

Function.Flight Crew : Instructor

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Flight Instructor

Qualification.Flight Crew : Commercial

Experience.Flight Crew.Total : 617

Experience.Flight Crew.Last 90 Days : 89

Experience.Flight Crew.Type : 200

ASRS Report Number.Accession Number : 2050035

Human Factors : Training / Qualification

Human Factors : Situational Awareness

## Events

Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy

Anomaly.Ground Event / Encounter : Loss Of Aircraft Control

Detector.Person : Flight Crew

When Detected : In-flight

Result.Flight Crew : Regained Aircraft Control

Result.Aircraft : Aircraft Damaged

## Assessments

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

### Narrative: 1

I am a flight instructor who endorsed my student pilot, to complete his 1st solo cross country on Day 0. His route was ZZZ-ZZZ1-ZZZ2-ZZZ. My knowledge is second hand as it's based on what my student told me regarding a hard landing back at ZZZ that day. When he came into land he bounced and made the mistake of not going around immediately. The airplane bounced two more times and then he taxied off. He then secured the plane and did a post inspection and saw no damage. Days after his cross country the plane flew with multiple other student pilots for more than 6 more flight hours. On Day 2, the airplane then went into an 100 hour inspection where they found that the firewall was bent. On Day 7, I was told the plane has currently sustained substantial damage. On that day (Day 7) the flight school told my student training would be suspended until further notice. Prior to knowing my student would be suspended my plan was to complete a ground safety session regarding the importance of going around in different situations and practice just landings with him until he built the confidence and skill he needs to make better judgment calls. Due to the fact the airplane does have the damage that it does I am reporting the situation as I know it as the endorsing instructor.

### Synopsis

GA flight Instructor reported a student on a solo flight experienced a hard landing and bounced the aircraft twice before regaining control and taxiing off. The aircraft was flown by other pilots a few days after the incident before it was found to have fire wall damage during a scheduled maintenance inspection.

## Time / Day

Date : 202311

Local Time Of Day : 0601-1200

## Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.MSL.Single Value : 1500

## Environment

Flight Conditions : VMC

Weather Elements / Visibility.Visibility : 10

Light : Daylight

## Aircraft : 1

Reference : X

ATC / Advisory.UNICOM : ZZZ

Make Model Name : DA40 Diamond Star

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 91

Flight Plan : VFR

Mission : Training

Flight Phase : Landing

Flight Phase : Initial Approach

Route In Use : None

Airspace.Class E : ZZZ

## Aircraft : 2

Reference : Y

ATC / Advisory.UNICOM : 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 : Personal

Flight Phase : Initial Approach

Airspace.Class E : ZZZ

## Person

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : FBO

Function.Flight Crew : Pilot Not Flying

Function.Flight Crew : Instructor

Qualification.Flight Crew : Flight Instructor

Qualification.Flight Crew : Commercial

Qualification.Flight Crew : Multiengine

Qualification.Flight Crew : Instrument

Experience.Flight Crew.Total : 1277  
Experience.Flight Crew.Last 90 Days : 253  
Experience.Flight Crew.Type : 521  
ASRS Report Number.Accession Number : 2049655  
Human Factors : Distraction  
Human Factors : Situational Awareness  
Human Factors : Time Pressure  
Human Factors : Workload  
Human Factors : Confusion

## Events

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

## Assessments

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

## Narrative: 1

While in the pattern we heard a call from Aircraft Y that they were 5 to 10 miles north of the airport and going to enter a left downwind for Runway XX. Traffic pattern for Runway XX is right hand traffic. We were established in the pattern with a Piper Archer in front of us. Aircraft Y then entered the right downwind behind us after we called that we are doing right traffic. We turned base as the Archer was turning final and made our call. The next call made was us turning final. As we were doing this we saw Aircraft Y around 200 to 300 feet away heading right for us. We avoided each other and then they asked if we were on final. We asked if they had us in sight before and they said no. We told them they got a little close and they proceeded to tell us we were the ones who were close. We were established in the pattern and on final with them behind us, so we had the right of way. No other issues arose after this.

## Synopsis

A flight Instructor reported a NMAC while turning base leg at a non towered airport.

## Time / Day

Date : 202310

Local Time Of Day : 1201-1800

## Place

Locale Reference.Airport : OC8.Airport

State Reference : IL

Altitude.MSL.Single Value : 1800

## Environment

Flight Conditions : VMC

Light : Daylight

## Aircraft : 1

Reference : X

ATC / Advisory.UNICOM : OC8

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 : Climb

Route In Use : Direct

Airspace.Class G : OC8

## Aircraft : 2

Reference : Y

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

Crew Size.Number Of Crew : 1

Airspace.Class G : OC8

## Person

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 : 213.9

Experience.Flight Crew.Last 90 Days : 47.3

Experience.Flight Crew.Type : 33.4

ASRS Report Number.Accession Number : 2049639

Human Factors : Communication Breakdown

Human Factors : Situational Awareness

Communication Breakdown.Party1 : Flight Crew

Communication Breakdown.Party2 : Flight Crew

## Events

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

## Assessments

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

## Narrative: 1

On departure out of Cushing Field, and climbing en route to ZZZ, Myself and Aircraft Y had a near miss. The other was operating in the pattern, circling above the airport, seemingly pointlessly, and as I was making my taxi calls, I heard nothing from him. So I tried to time my departure to coincide with his downwind on the opposite side of the airport that I was departing from. As I was climbing en route to ZZZ, my sentry threw a traffic alert, and as I looked over my shoulder to see if I could find him, I made visual contact with the aircraft, and he appeared to be descending into me. I promptly made a descending left 360 to try and get out of his way, and once he and I were no factor, I continued my climb en route to ZZZ. As I was making my CTAF calls, I heard nothing from the other aircraft to indicate that he was in the pattern. The only form of warning I had was my ADS-B In onboard my aircraft.

## Synopsis

General aviation pilot reported a near miss while climbing out from OC8 non-towered airport requiring evasive action to avoid a collision.



## Time / Day

Date : 202310  
Local Time Of Day : 1201-1800

## Place

Locale Reference.Airport : ZZZ.Airport  
State Reference : US  
Altitude.MSL.Single Value : 830

## Environment

Flight Conditions : VMC  
Light : Daylight

## Aircraft : 1

Reference : X  
ATC / Advisory.UNICOM : ZZZ  
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 : Initial Approach  
Airspace.Class E : ZZZ

## Aircraft : 2

Reference : Y  
ATC / Advisory.UNICOM : ZZZ  
Make Model Name : Any Unknown or Unlisted Aircraft Manufacturer  
Crew Size.Number Of Crew : 1  
Flight Plan : VFR  
Flight Phase : Final Approach  
Airspace.Class E : ZZZ

## Person

Location Of Person.Aircraft : X  
Location In Aircraft : Flight Deck  
Reporter Organization : FBO  
Function.Flight Crew : Instructor  
Qualification.Flight Crew : Instrument  
Qualification.Flight Crew : Multiengine  
Qualification.Flight Crew : Flight Instructor  
Qualification.Flight Crew : Commercial  
Experience.Flight Crew.Total : 879  
Experience.Flight Crew.Last 90 Days : 154  
Experience.Flight Crew.Type : 189  
ASRS Report Number.Accession Number : 2049330  
Human Factors : Communication Breakdown  
Communication Breakdown.Party1 : Flight Crew  
Communication Breakdown.Party2 : Flight Crew

## Events

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

## Assessments

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

## Narrative: 1

The problem arose from what I believe was a lack of communication and pilot negligence. My student and I were doing traffic pattern laps at ZZZ where each leg we called out our position and confirmed with other traffic that was in the pattern or entering the pattern. During this one lap as we had turned left base for Runway XX there I noticed an aircraft on final that was at our 2 o'clock and no more than 1 to 200 feet below us. At that time I took over the controls and executed a climbing left turn back into pattern altitude and said so over the CTAF. The aircraft inbound on final then radio called "the traffic off our left wing is clear of us" and then continued inbound on final. This aircraft did not make a radio call prior to this that neither my student nor I missed or heard, this was his only transmission so far. After we executed our climbing left turn and were established on final we asked the aircraft if they had ADS-B on board to which they replied they did not. The aircraft was not making any calls and could not be located on the Sentry of G1000 avionics onboard because the aircraft did not have ADS-B installed. The easiest solution to this would have been proper and clear communication, and announcing your position especially in an area that is not controlled. Many accidents happen like this so it is important to communicate especially when you are entering the pattern and critical phases like on a final.

## Synopsis

C172 flight Instructor reported a NMAC in the pattern at a non-towered airport.

## Time / Day

Date : 202310  
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  
Ceiling.Single Value : 3000

## Aircraft

Reference : X  
ATC / Advisory.UNICOM : ZZZ  
Aircraft Operator : Personal  
Make Model Name : Stearman  
Crew Size.Number Of Crew : 1  
Operating Under FAR Part : Part 91  
Flight Plan : VFR  
Mission : Personal  
Flight Phase : Landing  
Airspace.Class E : ZZZ

## Person

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 : Air Transport Pilot (ATP)  
Qualification.Flight Crew : Multiengine  
Qualification.Flight Crew : Instrument  
Experience.Flight Crew.Total : 23700  
Experience.Flight Crew.Last 90 Days : 273  
Experience.Flight Crew.Type : 32  
ASRS Report Number.Accession Number : 2048357  
Human Factors : Other / Unknown

## Events

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

## Assessments

Contributing Factors / Situations : Human Factors

Primary Problem : Human Factors

## Narrative: 1

During rollout from a normal landing the aircraft departed to the right of the runway and ended up off the runway in a drainage ditch. Wing tip was scraped on the ground.

## Synopsis

A-75 Stearman Pilot reported loss of aircraft control on landing resulted in a wing tip scrape.

## Time / Day

Date : 202310

Local Time Of Day : 1201-1800

## Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.AGL.Single Value : 0

## Environment

Flight Conditions : VMC

Light : Daylight

## Aircraft : 1

Reference : X

ATC / Advisory.CTAF : ZZZ

Aircraft Operator : Personal

Make Model Name : Military Trainer

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : VFR

Mission : Personal

Flight Phase : Takeoff / Launch

Route In Use : Direct

Airspace.Class E : ZZZ

## Aircraft : 2

Reference : Y

ATC / Advisory.CTAF : ZZZ

Aircraft Operator : Personal

Make Model Name : PC-12

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : VFR

Mission : Personal

Flight Phase : Taxi

## Person

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 : Multiengine

Qualification.Flight Crew : Air Transport Pilot (ATP)

Experience.Flight Crew.Total : 1300

Experience.Flight Crew.Last 90 Days : 53

Experience.Flight Crew.Type : 110

ASRS Report Number.Accession Number : 2047699

Human Factors : Communication Breakdown

Human Factors : Distraction

Human Factors : Situational Awareness

Human Factors : Confusion

Communication Breakdown.Party1 : Flight Crew

Communication Breakdown.Party2 : Flight Crew

## Events

Anomaly.Conflict : Ground Conflict, Critical

Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy

Detector.Person : Flight Crew

Miss Distance.Horizontal : 400

Miss Distance.Vertical : 400

When Detected : In-flight

Result.Flight Crew : Took Evasive Action

## Assessments

Contributing Factors / Situations : Environment - Non Weather Related

Contributing Factors / Situations : Human Factors

Contributing Factors / Situations : Procedure

Primary Problem : Human Factors

## Narrative: 1

During a very busy day at ZZZ, there were multiple aircraft in the pattern, war birds doing low passes over the runway, nonstandard comm on CTAF, taxiway 1 between 1X and 1Y was closed, and the runway is on a hill where aircraft holding short at Runway XX do not have clear visibility of aircraft at the far end of the runway. The runway in use at the time of the event was Runway XX. I was number 1 at the hold short on taxiway 2 for a Runway XX takeoff while a Pilatus PC-12 was on final. The PC-12 landed and it appeared he had exited the runway. I subsequently made my CTAF comm "NXXXXX, Departing Runway XX, VFR to the East" and proceeded to taxi onto Runway XX and begin the takeoff roll. Halfway through my takeoff roll I noticed the PC-12 back-taxiing on the runway. He directed "Aircraft on takeoff abort" however I was now at a high speed and near rotation and thus continued the takeoff and sidestepped for a very comfortable and safe pass abeam the runway. I elected not to abort as that would have been more dangerous with two opposing aircraft on the runway with one at high speed. Subsequently the PC-12 pilot radioed apologizing for not making a back-taxi call on CTAF. The lessons learned are I should not have assumed the PC-12 had cleared the runway, recognizing the PC-12 owns the runway after landing and for the entirety of the back taxi, the PC-12 should have been monitoring CTAF and heard my takeoff call and subsequently radioed that they are still on the runway and the PC-12 should have made a "Back-Taxi" call on CTAF regardless.

## Synopsis

A civilian military trainer pilot reported during their takeoff roll from a non towered airport they observed an aircraft back taxiing opposite direction on the same runway. They rotated immediately and offset to the side of the runway.

## Time / Day

Date : 202310  
Local Time Of Day : 1801-2400

## Place

Locale Reference.Airport : ZZZ.Airport  
State Reference : US  
Relative Position.Distance.Nautical Miles : 0.5  
Altitude.AGL.Single Value : 500

## Environment

Flight Conditions : VMC  
Weather Elements / Visibility.Visibility : 10  
Light : Dusk  
Ceiling.Single Value : 9000

## Aircraft : 1

Reference : X  
ATC / Advisory.CTAF : ZZZ  
Aircraft Operator : Personal  
Make Model Name : Small Aircraft, Low Wing, 1 Eng, Fixed Gear  
Crew Size.Number Of Crew : 2  
Operating Under FAR Part : Part 91  
Flight Plan : VFR  
Mission : Personal  
Flight Phase : Landing  
Route In Use : None  
Airspace.Class E : ZZZ

## Aircraft : 2

Reference : Y  
Aircraft Operator : Personal  
Make Model Name : Robinson R22  
Crew Size.Number Of Crew : 1  
Operating Under FAR Part : Part 91  
Flight Plan : VFR  
Mission : Training  
Flight Phase : Takeoff / Launch  
Airspace.Class E : ZZZ

## Person

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 : Flight Instructor  
Qualification.Flight Crew : Instrument  
Qualification.Flight Crew : Multiengine

Experience.Air Traffic Control.Military : 6  
Experience.Flight Crew.Total : 3910  
Experience.Flight Crew.Last 90 Days : 25  
Experience.Flight Crew.Type : 35  
ASRS Report Number.Accession Number : 2047295  
Human Factors : Communication Breakdown  
Human Factors : Confusion  
Human Factors : Time Pressure  
Human Factors : Training / Qualification  
Human Factors : Workload  
Human Factors : Distraction  
Communication Breakdown.Party1 : Flight Crew  
Communication Breakdown.Party2 : Flight Crew

## Events

Anomaly.Conflict : NMAC  
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy  
Detector.Person : Flight Crew  
Miss Distance.Horizontal : 300  
When Detected : In-flight  
Result.Flight Crew : Took Evasive Action  
Result.Flight Crew : Executed Go Around / Missed Approach

## Assessments

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

## Narrative: 1

I experienced the following unsafe aircraft operation at the ZZZ airport. I and a private pilot (Person A) taxied Aircraft X from the hangar out to the runway at the ZZZ airport. I was in the front cockpit and Person A was in the aft cockpit. Upon reaching the runway, there was a helicopter Aircraft Y, sitting in the middle of the runway on the west end of runway X. The R-22 had two occupants, one of which was a CFI and the other a student. This was later confirmed by a CFI at the flight school. Before entering the runway, I made a radio call (the ZZZ CTAF is XXX.XX) announcing our intentions to back taxi runway X and that we would taxi past the R-22 sitting in the middle of the runway on the south side. The R-22 did not acknowledge our radio call. After completing the before takeoff checks, I made another radio call announcing our intentions to take off from runway X and make left traffic and then make a full stop landing on runway X. The R-22 took off ahead of us without making a radio call. We waited until the R-22 had made its crosswind to downwind turn to ensure adequate spacing. Just as we were lifting off of runway X, we heard the R-22 make a radio call that they were on the downwind for runway X. I did see the R-22 on the ADSB in as displayed on the Garmin Aera 660 GPS. It was shown as being on the downwind leg of the traffic pattern as we just began our crosswind turn. Due to the low sun angle of the setting sun in the west and since we were flying west into the setting sun, I asked Person A to keep a good look out for the R22. When we were abeam the mid-point of the downwind for runway X, we saw the R-22 on final for runway X. Knowing that the R-22 would need to slow down and come to a hover to land, we extended our downwind an extra mile to give the R-22 time to complete its touch down and to complete its next take off. Person A commented that we were pretty far out and asked me if the engine quit,



could we make it back to the runway. I made two additional radio calls stating that we were making a base turn and then a final turn and we were going to make a full stop landing runway X. The R-22 did not acknowledge any of my radio calls. The R-22 had been on the runway for about 30 seconds by the time I was on a 0.5 mile final. The R-22 was positioned in the middle of the runway on the west end of runway X and effectively blocked any ability to land on the runway. Person A suggested I make a go around and I immediately initiating a go around on runway X and made a radio call that we were going to go around, with the hope the R-22 would not take off under us and possibly collide with us. Again, the low sun angle from the west made seeing the R-22 a bit difficult, but we side stepped to the right side of the runway climbed out and passed over the R-22 on runway heading. It should be noted that the north side of the runway is bordered by a tree line, so side stepping to the left side of the R-22 on the runway would have put us close to the tree line. On the south side there are hangars and additional trees, but there are less obstacles. At no time during my down wind, base or final turn, or even after initiating the go around did the R-22 make any radio calls to acknowledge our presence. On the ground, Person B, was at his hangar, which faces the runway and watched the entire episode. Additionally, Person B has a radio on that monitors the CTAF XXX.XX. Later, after we were able to land, Person B told us that he heard every radio call we had made and that they were loud and clear. Person B also concurred that the R-22 had not responded to any of our radio calls. After making the go around, we decide to leave the traffic pattern and fly to the southeast to go look at Person A's house. Person A and I discussed what had just happened and that maybe the R-22 was having some sort of avionics issues. Approximately 10 minutes later we decided to return to the ZZZ airport since it was getting dark and the aircraft is not approved for night VFR operations. During our flight to the southeast, I was monitoring XXX.XX and heard the R-22 making radio calls that it was operating in the traffic pattern for runway X at the ZZZ airport. I made a radio call on XXX.XX, at 10 miles from the ZZZ airport and again at 5 miles, announcing that we would enter the traffic pattern on the mid field down wind for runway X and we would be a full stop landing. The R-22 did not respond to any of my radio calls. I made a normal pattern entry and upon reaching the mid field point on downwind, I could clearly see the R-22 on the runway flying back and forth on runway X / XX. I made two additional radio calls announcing that we needing to land on runway X, as well as the standard base and final turn call outs. Upon turning base, I did not see the R22 on the runway, upon turning final, I saw the R-22 fly back onto the runway. On final I made an additional radio call and I had lost sight of the R-22 in the glare of the sun. Once we descended down behind hills to the west of the ZZZ airport, the sun glare was reduced, and I saw the R-22 on the runway and then pick up to a hover and fly west on runway. At this point, I was unsure what exactly the R-22 pilot was thinking, I had made multiple radio calls announcing our intentions to land on runway, the pilot is not communicating and now the R-22 is facing me. My concerns were that if I did a go around that the R-22 might take off on runway XX and fly into me. Any evasive turns to the north of south would put near obstacles of rising terrain. Additionally, the sun was setting fast at this point and I was concerned about having to make a night landing. I am not night current, the aircraft is not approved for VFR night operations. Landing on runway XX would have put us landing directly into the setting sun to the west. I made five additional radio calls of "Aircraft landing on runway X, helicopter please clear the runway". Finally, the R-22 turned off the runway and I was able to land safely. After securing the aircraft, Person B came up to the hangar and asked what happened. He had watched the entire episode from his hangar. Person B again stated that he had heard all of my radio calls, the 10, 5 mile, down wind, base, final and the five calls for the helicopter to clear the runway, loud and clear. Person B also confirmed that the R-22 made no radio calls during this episode. 15 minutes after securing the aircraft in its hangar, I called the President of the ZZZ Airport Board of Directors. Additionally he is a CFI who operates R-22 / numerous helicopters with the flight school. I summarized the

entire episode with Person C and Person A provided his concurrence as to what he had seen regarding the actions of the pilots operating the R-22. I expressed that as a CFI, what the CFI / pilot of the R-22 was a safety issue and could have resulted in an accident. Person C said he would try to address the issue. Additionally, Person C acknowledged that he has told the CFIs at the flight school that IAW (In accordance with) the FAR 91.113(g) aircraft landing aircraft have the right of way. Being that I made numerous radio calls announcing our intentions to land, the pilot of the R-22 had well over 5 minutes to understand that we were landing and that they could plan to exit the runway in a timely manner. The CFI / pilot of the R-22 created a safety hazard by not communicating their actions, which could have resulted in a midair collision of our aircraft. Executing another go around was an option, however the setting sun and not knowing if the R-22 was ever going to acknowledge our radio calls, I decided to continue the landing approach and would have landed off to one side the runway to avoid the R-22. The other option could have been to go around and fly to the closest airport, land, and hope that we didn't violate the FAR for operations and equipment at night. It is unclear if the CFI / pilots had the radio volume turned down so they could not hear any radio calls or they were ignoring them, both should be considered safety issues. This is not the first time that I have experienced safety issues with aircraft operated by that flight school. On one occasion, while on short final to runway XX at the ZZZ airport, one of the R-22 helicopters flew out on to the runway and attempted to take off on runway X with no radio calls, directly at me on short final for runway XX. I made multiple radio calls that I was landing on [runway] XX and to please clear the runway. At the last minute the R-22 cleared the runway. I was able to land, but the #2 aircraft in my formation had to do a go around. Later I asked the CFI what had happened, he stated "it was no big deal, we heard you, we simply didn't turn the volume up on the radio so you could hear us". This statement made no sense whatsoever. In another episode, one of the R-22s acknowledged my radio call that I was landing on runway XX at ZZZ but stated that they were going to take on runway X and "stay below you". I asked them to hold in place until I land, however they took off any way and I lost sight of them. I saw a blur of the R-22 as it passed about 100 feet below my right wing on final approach.

## Synopsis

A light sport aircraft pilot reported instances of a flight school's helicopters not complying with non towered airport procedures one of which resulted in a NMAC.

## Time / Day

Date : 202310  
Local Time Of Day : 1201-1800

## Place

Locale Reference.Airport : ZZZ.Airport  
State Reference : US  
Relative Position.Distance.Nautical Miles : 1.8  
Altitude.AGL.Single Value : 1850

## Environment

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

## Aircraft

Reference : X  
ATC / Advisory.UNICOM : ZZZ  
Aircraft Operator : Commercial Operator (UAS)  
Make Model Name : Medium UAS (At or above 55 lbs and less than 1320 lbs)  
Crew Size.Number Of Crew : 4  
Operating Under FAR Part : Part 91  
Flight Plan : None  
Mission : Test Flight / Demonstration  
Flight Phase : Cruise  
Airspace.Class E : ZZZ  
Airspace Authorization Provider (UAS) : FAA Authorization  
Operating Under Waivers / Exemptions / Authorizations (UAS) : Y  
Airworthiness Certification (UAS) : Special  
Weight Category (UAS) : Medium  
Configuration (UAS) : Fixed Wing  
Flight Operated As (UAS) : VLOS  
Flight Operated with Visual Observer (UAS) : Y  
Control Mode (UAS) : Waypoint Flying  
Flying In / Near / Over (UAS) : Open Space / Field  
Flying In / Near / Over (UAS) : Airport / Aerodrome / Heliport  
Type (UAS) : Homebuilt / Custom  
Number of UAS Being Controlled (UAS).Number of UAS : 1

## Component

Aircraft Component : Motor / Engine Unit (UAS)  
Aircraft Reference : X  
Problem : Failed

## Person

Location Of Person : Outdoor / Field Station (UAS)  
Reporter Organization : Commercial Operator (UAS)  
Function.Flight Crew : Remote PIC (UAS)

Qualification.Flight Crew : Commercial  
Qualification.Flight Crew : Instrument  
Qualification.Flight Crew : Remote Pilot (UAS)  
Experience.Flight Crew.Total : 240  
Experience.Flight Crew.Total (UAS) : 484  
Experience.Flight Crew.Last 90 Days (UAS) : 82.3  
Experience.Flight Crew.Type (UAS) : 45.3  
ASRS Report Number.Accession Number : 2046143  
Human Factors : Troubleshooting  
Human Factors : Time Pressure  
Analyst Callback : Completed

## Events

Anomaly.Aircraft Equipment Problem : Critical  
Detector.Person : UAS Crew  
When Detected : In-flight  
Result.Flight Crew : Landed in Emergency Condition  
Result.Flight Crew : Overcame Equipment Problem

## Assessments

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

## Narrative: 1

Who: Certified UAS operator with Commercial Pilot License with Instrument Rating. What: UAS Engine Out Event. Why: The RPM of the Engine suddenly dropped to zero mid-flight and a [priority handling] landing was executed at ZZZ on Runway X, resulting in the successful recovery of all aircraft components. Once recovered, the engine was found to have significant compression loss. Note that, the UAS engine can only be started from the ground. Root Cause Analysis Findings: Debris entering the intake valve guide. Large exhaust valve gap clearance. Intake Valve became stuck in the open position.

## Callback: 1

Reporter indicated the fixed wing UAS lost power and was able to return safely without issue.

## Synopsis

UAS pilot reported their medium UAS had an engine failure during flight at a non-towered airport. They landed the aircraft without issue.

## Time / Day

Date : 202310

Local Time Of Day : 1201-1800

## Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.AGL.Single Value : 800

## Environment

Flight Conditions : VMC

Weather Elements / Visibility.Visibility : 8

Light : Daylight

## Aircraft : 1

Reference : X

ATC / Advisory.CTAF : ZZZ

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 : Training

Flight Phase : Landing

Route In Use : Visual Approach

Airspace.Class E : ZZZ

## Aircraft : 2

Reference : Y

ATC / Advisory.CTAF : ZZZ

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

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Phase : Landing

Airspace.Class E : ZZZ

## Person

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Personal

Function.Flight Crew : Single Pilot

Function.Flight Crew : Pilot Flying

Qualification.Flight Crew : Student

Experience.Flight Crew.Total : 32

Experience.Flight Crew.Last 90 Days : 28

Experience.Flight Crew.Type : 32

ASRS Report Number.Accession Number : 2046118

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 : 0  
Miss Distance.Vertical : 100  
When Detected : In-flight  
Result.Flight Crew : Took Evasive Action

## Assessments

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

## Narrative: 1

As pilot-in-command of Aircraft X, was practicing touch and goes at (ZZZ) at the time of the incident. I kept my eyes on the outside during my climb out from the field and made a turn to left crosswind and downwind for Runway XX. I made an announcement on the CTAF when I turned downwind. Right after my announcement, another pilot transmitted "Aircraft X, where are you on downwind? I'm here too but don't know where you are at." In the interest of safety I announced that I was abeam the numbers XY. I continued to fly a predictable downwind leg and was nearly abeam the numbers XX when my lighting inside the flight deck changed. I glanced back to see the other aircraft, Aircraft Y, coming up on me and closing fast. I began a dive to pick up some speed and the other pilot passed above me. He then transmitted "I didn't expect you to be there, I was looking in a totally different area. I got really close" I continued to fly the rest of my traffic pattern in a predictable manner and decided that one close call was too many, and that my next landing should be the last for the day. The pilot of the other aircraft extended his downwind leg and I was able to safely bring my aircraft to the ground. I estimate that the distance between our aircraft at the closest during the near mid air collision was 100 feet.

## Synopsis

Pilot reported on downwind leg taking evasive action to avoid an overtaking aircraft resulted in a NMAC.

## Time / Day

Date : 202310

Local Time Of Day : 0601-1200

## Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Relative Position.Angle.Radial : 110

Relative Position.Distance.Nautical Miles : 2

Altitude.MSL.Single Value : 5000

## Environment

Flight Conditions : VMC

Light : Daylight

Ceiling.Single Value : 30000

## 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 : Final Approach

Airspace.Class E : ZZZ

## Aircraft : 2

Reference : Y

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 : Final Approach

Route In Use : Visual Approach

Airspace.Class E : ZZZ

## Component

Aircraft Component : Air/Ground Communication

Aircraft Reference : Y

Problem : Improperly Operated

## Person : 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 : 81.4  
Experience.Flight Crew.Last 90 Days : 47.6  
Experience.Flight Crew.Type : 2.6  
ASRS Report Number.Accession Number : 2046106  
Human Factors : Communication Breakdown  
Human Factors : Time Pressure  
Communication Breakdown.Party1 : Flight Crew  
Communication Breakdown.Party2 : Flight Crew

## Person : 2

Location Of Person.Aircraft : Y  
Location In Aircraft : Flight Deck  
Function.Flight Crew : Pilot Flying  
Function.Flight Crew : Single Pilot  
Qualification.Flight Crew : Student  
Experience.Flight Crew.Total : 91  
Experience.Flight Crew.Last 90 Days : 41  
Experience.Flight Crew.Type : 91  
ASRS Report Number.Accession Number : 2047715  
Human Factors : Troubleshooting  
Human Factors : Training / Qualification  
Human Factors : Communication Breakdown  
Communication Breakdown.Party1 : Flight Crew  
Communication Breakdown.Party2 : Flight Crew

## Events

Anomaly.Aircraft Equipment Problem : Less Severe  
Anomaly.Conflict : NMAC  
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy  
Detector.Person : Flight Crew  
Miss Distance.Horizontal : 300  
Miss Distance.Vertical : 50  
When Detected : In-flight  
Result.Flight Crew : Took Evasive Action

## Assessments

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

## Narrative: 1

I was flying circuits in the pattern for ZZZ Runway XX. It was my third circuit. Conditions were clear with unlimited visibility, with moderate turbulence near the ground. I was flying a Cessna 172, which was a new airframe to me. I completed my previous touch and go



from ZZZ Runway XX as normal. I made my call for left crosswind, then left downwind. I reached TPA of 5700 ft. in the midfield left downwind. I was not hearing any other aircraft making radio calls (on ZZZ CTAF XXX.X), and I did not see any other aircraft on either my ADS-B in receiver or my iPad. To my knowledge I was the only aircraft in the pattern. I reached a beam the touchdown zone and began to configure for landing. I then made a left turn for the base leg and made an accompanying call. I then looked inside the aircraft to put down the second notch of flaps (20°) as this aircraft required that I hold the flap switch and release it when it was at 20 degrees, instead of "set and forget" like all the other aircraft I've flown. When I looked back outside, the other aircraft (another C172) was almost directly in front of me, on final for Runway XX, coming from my right at approximately the same altitude. I was startled and momentarily continued straight. The aircraft in front of my then turned sharply to its right, away from me. Seeing it was turning to its right, I then turned to my left, onto a final approach course, as that direction would then give us the most separation. I estimate that the closest we came was approximately 200-300 ft. Although the aircraft and my iPad were both configured to deliver traffic alerts, I never received a traffic alert. I then made a call on CTAF XXX.X that I was turning final and that another aircraft had just crossed directly in front of me. That aircraft then came over the radio and stated that they had accidentally been making their radio calls on Guard and had not seen or heard me until I turned my base. I acknowledged this call and continued my approach, performing a touch and go without further incident. The other aircraft circled back to the right and made an uneventful approach, and terminated their flight. While it is true that the other aircraft was not making proper radio calls, this was in class E airspace and they were not required to make those calls. I had two sources of ADSB-in and did not see them, although I am confident that they had ADSB-out. This may have been because I was zoomed too far in on my ADS-B displays and did not have the opportunity to see them until they were very close. I also did not see them at all on the downwind or initial base turn. My attention was initially focused outside the plane, looking at the runway to make sure that I was lining the turn up properly. Then, once established on base, I was focused inside the plane making sure my speed was correct and that I was selecting the correct flaps. I was very focused on the flaps because if I just left the flap switch on, it would go through 20 degrees all the way to full flaps, which I did not want. I needed to watch the indicator and turn it off when it reached 20 degrees. At no point did I loom to my right, to the final approach course, before turning base or while on base until I saw the other aircraft suddenly "appear" in front of me. I had erroneously assumed that all relevant traffic would be making radio calls. This is not the case, as this airspace did not require it. The other aircraft, regardless of the fact that they were on the wrong frequency, was not required to have ADS-B nor were they required to be making those calls. I failed to clear the final approach course before turning base, and focusing inside the cockpit and on the runway distracted me from basic see-and-avoid principles at this uncontrolled field. I do not think that fatigue played a part in this incident, although being my third circuit I was possibly complacent, assuming that the same traffic-free conditions would persist through my subsequent circuits. This opportunity reminds me to be much more aware in the traffic pattern. I plan to review AC 90-48 as well as AC 90-66 to expand my tools etc for collision avoidance in the traffic pattern. Before making any turn, I plan to look both ways and not to assume that any traffic is clear of me or aware of me. I am also more acutely aware of the startle effect and how it can inhibit my own reaction time in a situation like this. I am also much more aware of the dangers of in-cockpit distractions, especially in high-workload environments such as the pattern.

## Narrative: 2

On Day 0 I flew the long solo cross-country requirement of private pilot training in a C172. While in the traffic pattern to land at the second airport, uncontrolled class E ZZZ, my

airplane came close to another C172 in the base to final turn of Runway XX. I was arriving from the South at 6500 MSL and made position reports at 15, 10, and 5 miles away on CTAF using COM1 while monitoring Guard on COM2. I reported that I would be entering at midfield for left downwind of Runway XX. The only other aircraft in the pattern at ZZZ was another C172. I heard the radio calls of that pilot, as well as radio calls of pilots at nearby ZZZ1, which shares the same CTAF frequency. When I turned onto the downwind I visually observed the other airplane on the left crosswind of Runway XX and heard the pilot's position call on CTAF. Upon reaching abeam the XX numbers I began a normal landing descent process. At this time everything appeared normal and proper as both airplanes in the pattern were making position reports and I could also see the other airplane behind me via Foreflight and I assumed that pilot heard me and saw me visually and most likely on ADS-B as well and would not be a traffic factor. However, as I made the radio call that I was turning base for Runway XX I quickly learned that something was wrong as another pilot stated they were hearing those calls on guard. Confused and concerned, I continued the base leg while verifying the radio was on the proper frequency, which it was so I concluded I was indeed on the proper frequencies and that other pilot was incorrect or possibly hearing traffic elsewhere that I could not. As I was about to make the radio call and enter the base to final turn I observed the audio panel was incorrectly on "COM2 MIC" and I was in fact not broadcasting on CTAF and the other airplane in the pattern might not be aware of my presence. I quickly pressed "COM1 MIC" and made my call, and glanced at Foreflight and noticed the other airplane had turned base inside of my path and was about 300 ft. higher with their base leg already about halfway complete. At that same time the other airplane announced they just saw me in front of them and assumed I had entered the pattern on a straight in to final cutting them off. To reduce the risk of a collision I discontinued my left turn and exited the final approach leg to the right, made a radio call to that effect, and began a climbing right turn. The other airplane continued the approach and conducted a touch and go while I circled to the right then landed uneventfully. Lessons learned. As part of verifying that a given radio is set to the proper frequency it is equally important to check that the audio panel is properly set to transmit on COM1. Additionally, it is critical to not assume that traffic behind you has you in sight and will not fly faster decreasing separation in the pattern and to not initiate their turn in front yours thereby cutting in front of you. It is important to not assume other traffic will fly as you expect them to fly. In the future when entering a non-towered traffic pattern or when a new airplane joins a pattern that I'm already in behind me, I'll make radio calls asking if they have me in sight. This, however, will not account for any traffic that is not using ADS-B Out or is without radios and diligence must always be heightened at uncontrolled fields. Finally, remember to aviate before communicating. While it was important to figure out the radio setting issues it was more important to stay focused on flying the airplane, especially at low altitude in the traffic pattern. As a solo student pilot that distraction at that stage of flight had the ability to result in getting slow resulting in a stall in the pattern. The following day I debriefed this situation with my CFI. We discussed the above lessons learned.

## Synopsis

C172 Pilot reported on base another C172 appeared in conflict requiring both aircraft taking evasive action which resulted in a NMAC. C172 Pilot reported transmitting on incorrect frequency.