

ASRS Database Report Set

General Aviation Flight Training Incidents

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

Update Number.....10.0

Date of UpdateApril 29, 2008

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

Number of New Records in Report Set38

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

TH: 262-7

MEMORANDUM FOR: Recipients of Aviation Safety Reporting System Data

SUBJECT: Data Derived from ASRS Reports

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

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

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

After preliminary processing, all ASRS reports are de-identified. Following de-identification, there is no way to identify the individual who submitted a report. All ASRS report processing systems are designed to protect identifying information submitted by reports, such as, names, company affiliations, and specific times of incident occurrence. There is, therefore, no way to verify information submitted in an ASRS report after it has been de- identified.

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



Linda J. Connell, Director
Aviation Safety Reporting System

CAVEAT REGARDING STATISTICAL USE OF ASRS INFORMATION

Certain caveats apply to the use of ASRS statistical 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, air carriers, or other participants in the aviation system, are equally aware of the ASRS or equally willing to report to us. Thus, the data reflect **reporting biases**. These biases, which are not fully known or measurable, may influence ASRS statistics. 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 supportive of the ASRS program and more inclined to report to us should an NMAC occur.

One thing that can be known from ASRS statistics is that they represent the **lower measure** of the true number of such events that are occurring. For example, if ASRS receives 881 reports of track deviations in 1999 (this number is purely hypothetical), then it can be known with some certainty that at least 881 such events have occurred in 1999. Because of these statistical limitations, we believe that the **real power** of ASRS lies in the **report narratives**. Here pilots, controllers, and others, tell us about aviation safety incidents and situations in detail. They explain what happened, and more importantly, **why** it happened. The values of these narrative reports lie in their qualitative nature. Using report narratives effectively requires an extra measure of study, but the knowledge derived is well worth the added effort.

Report Synopses

ACN: 771255 (1 of 50)

Synopsis

C182 INSTRUCTOR PLT IS ACCUSED OF PENETRATING DC ADIZ WHILE EXECUTING THE MISSED APCH FROM FDK.

ACN: 766182 (2 of 50)

Synopsis

A SINGLE ENG ACFT UNDER PRC'S ATC CONTROL NEARLY COLLIDED WITH A HIGH PERFORMANCE SINGLE ENG ACFT ON FINAL WITHOUT RADIO CONTACT.

ACN: 763884 (3 of 50)

Synopsis

A BEECH-95 TRAVEL AIR EQUIPPED WITH AN AUXILLIARY GAS HEATER EXPERIENCES AN UNCOMMANDED UNCOMFORTABLE RISE IN CABIN TEMPERATURE WITH SMOKE, EVEN THOUGH THE HEATER WAS NOT TURNED ON. THE PLT EXECUTED AN IMMEDIATE EMER LNDG.

ACN: 763467 (4 of 50)

Synopsis

J3 CUB STUDENT PILOT ON SOLO CROSS COUNTRY, REPORTS PROP STRIKE AFTER ATTEMPTING TO CORRECT AN IMPENDING GROUND LOOP WITH BRAKES.

ACN: 755300 (5 of 50)

Synopsis

A JYO INSTRUCTOR PLT COMMENTS THAT THE NEW POTOMAC ADIZ AND LOCAL TFC FORCE PILOTS TOO CLOSE TO THE ADIZ WHILE IN JYO'S RWY 17 TFC PATTERN. REQUESTS CONSIDERING A RIGHT RWY 17 PATTERN.

ACN: 755284 (6 of 50)

Synopsis

LOCKED BRAKE ON PA44 DURING LNDG ROLL RESULTS IN BLOWN TIRE, EVACUATION AND BRIEF BRAKE/TIRE FIRE EXTINGUISHED BY THE FLT CREW.

ACN: 754698 (7 of 50)

Synopsis

C172 STRUCK A DEER WITH HORIZ STABILIZER AFTER INITIATING A GAR IN AN ATTEMPT TO AVOID THE HERD XING THE RWY.

ACN: 753502 (8 of 50)

Synopsis

A PLT AND INSTRUCTOR ON A FDK RNAV Z RWY 23 PRACTICE FLEW INTO THE ADIZ ON THE MISSED APCH BECAUSE OF A GPS CONFIGURATION AND NO ADIZ PLOTTED ON THE APCH PLATE.

ACN: 751446 (9 of 50)

Synopsis

A PA28 HAD AN NMAC WITH A C172 AT C77.

ACN: 750849 (10 of 50)

Synopsis

A BE76 PILOT REPORTS MISSING THE PAE RWY 16R HOLD SHORT LINE BEFORE TXWY A-A AND CAUSING A RWY INCURSION. THE RPTR CLAIMS THAT THE HOLD SHORT SIGN IS DIFFICULT TO SEE IN SMALL ACFT.

ACN: 750519 (11 of 50)

Synopsis

A C150 WAS UNABLE TO RETRACT FLAPS FROM FULL DOWN AFTER A PRACTICE GO AROUND, AND WAS THEREFORE UNABLE TO CLIMB. THE PILOT CHOSE TO LAND ON A GOLF COURSE.

ACN: 750120 (12 of 50)

Synopsis

A BE58 INSTRUCTOR AND STUDENT APCHED APC ON A VOR 18 VMC. RWY 24 BECAME ACTIVE CAUSING A CLOSE IN RWY CHANGE AND A POTENTIAL CONFLICT WITH VFR TFC.

ACN: 750010 (13 of 50)

Synopsis

A BE95 ACFT DECLARED EMER AND RETURNED TO DEP ARPT WHEN #1 ENG FAILED TO UNFEATHER FOR AIR START DURING MULTI-ENGINE TRAINING. UNFEATHERING ACCUMULATOR SUSPECT.

ACN: 749971 (14 of 50)

Synopsis

A TAYLORCRAFT L-2 ACFT'S ENG, ON INITIAL CLIMB-OUT AFTER TKOF, BEGAN TO GRADUALLY LOSE POWER. FLAPPER VALVE IN CARB AIR BOX WAS BROKEN IN TWO. EMERGENCY DECLARED.

ACN: 749742 (15 of 50)

Synopsis

PA28 INSTRUCTOR PILOT REPORTS NEAR MISS WITH ANOTHER LIGHT ACFT AFTER A FEW MOMENTS OF INATTENTION DURING TRAINING.

ACN: 749394 (16 of 50)

Synopsis

A C172 AT BXK HAD AN NMAC WITH AN ARCHER.

ACN: 749075 (17 of 50)

Synopsis

C-172 EXPERIENCED ROUGH RUNNING ENG WITH ASSOCIATED VIBRATION DURING CLIMBOUT. PLT RETURNED FOR PRECAUTIONARY LNDG.

ACN: 748854 (18 of 50)

Synopsis

A DA20 IN VFR CONDITIONS HAD AN NMAC WITH ANOTHER AIRCRAFT.

ACN: 748493 (19 of 50)

Synopsis

PA34 INSTRUCTOR REPORTS NMAC WITH PA31, OVERTAKING AND ABOVE, NEAR EARLE DURING PRACTICE ILS TO RWY 10 AT LAF.

ACN: 748004 (20 of 50)

Synopsis

C172 INSTRUCTOR REPORTS NEAR COLLISION WITH C414 LANDING OPPOSITE DIRECTION ON RWY 22 AT AEG, AS C414 TOUCHES DOWN THEN GOES AROUND AS C172 STOPS ON RWY.

ACN: 746945 (21 of 50)

Synopsis

A HILLER 12B ROTOR TACH GEN CABLE BECAME UNPLUGGED GIVING THE APPEARANCE OF ROTOR FAILURE. A SAFE LANDING WAS ACCOMPLISHED.

ACN: 746942 (22 of 50)

Synopsis

AN IMC C172 INSTRUCTOR AND STUDENT BECAME LOST ON AN ILS APCH AFTER THE INSTRUCTOR DIVERTED ATTENTION TO RADIO TUNING AND THE STUDENT DEVIATED FROM THE ILS LOC.

ACN: 746544 (23 of 50)

Synopsis

INSTRUCTOR PLT AND STUDENT LOSE CONTROL OF PA28 SHORTLY AFTER LIFT OFF WHILE PERFORMING A SIMULATED SOFT FIELD TKOF.

ACN: 746233 (24 of 50)

Synopsis

C172 PILOT REPORTS NMAC WITH B17 IN THE TRAFFIC PATTERN AT DKB.

ACN: 745458 (25 of 50)

Synopsis

A FLT INSTRUCTOR WORKING WITH A STUDENT PLANNING A SOLO CROSS COUNTRY RPTS RECEIVING AN INACCURATE AND INCOMPLETE WX BRIEF FROM FSS.

ACN: 745235 (26 of 50)

Synopsis

DA42 INADVERTENTLY PENETRATED CLASS B AIRSPACE DURING INSTRUCTIONAL FLT.

ACN: 744519 (27 of 50)

Synopsis

CIRRUS SR22 TAXIED ONTO WRONG END OF RWY IN USE DURING INSTRUCTIONAL FLIGHT FROM UNCONTROLLED ARPT. PLTS RECOGNIZED THEIR MISTAKE AND TAXIED CLEAR AS ACFT WAS ON SHORT FINAL, OPPOSITE DIRECTION.

ACN: 743409 (28 of 50)

Synopsis

BE36 AND CESSNA HAVE NMAC ON APCH IN HAZE TO EMT.

ACN: 743180 (29 of 50)

Synopsis

A C172 PILOT REPORTS A NMAC AFTER A HEAVILY FOREIGN ACCENTED PA28 PILOT REPORTED INCORRECT TFC ON FINAL IN SIGHT AND TURNED ON TOP OF HIS ACFT.

ACN: 742873 (30 of 50)

Synopsis

FOLLOWING A COMPLETE ELECTRICAL FAILURE, PRIVATE PLT AND FLT INSTRUCTOR OF C172 MAKE A NORDO APCH AND GAR AWAITING LIGHT SIGNAL FROM TOWER. LAND SAFELY FOLLOWING SECOND TOUR OF THE TRAFFIC PATTERN.

ACN: 742822 (31 of 50)

Synopsis

C-172 EXHIBITED PARTIAL LOSS OF POWER. PLTS DECLARED EMER AND PERFORMED SUCCESSFUL EMER LNDG AT NEAREST ARPT.

ACN: 741905 (32 of 50)

Synopsis

A PA28 INSTRUCTOR LANDED DURING A TSTM AND WHILE TAXIING WAS PUSHED BY A WIND GUST INTO A TIED DOWN ACFT.

ACN: 741708 (33 of 50)

Synopsis

A PA28 PILOT REPORTS GEESE ON THE BDR RWY CAUSING AN EMERGENCY STOP DURING LNDG ROLL TO AVOID STRIKING THEM.

ACN: 741547 (34 of 50)

Synopsis

INSTRUCTOR AND STUDENT PLT FORGET TO REMOVE TOW BAR FROM LOW WING SMA PRIOR TO NIGHT FLIGHT. DESTROYS PROP DURING TAXI.

ACN: 741145 (35 of 50)

Synopsis

C172RG LNDG GEAR COLLAPSED AFTER LNDG AND ACFT DEPARTED RWY.

ACN: 740773 (36 of 50)

Synopsis

AN INSTRUCTOR REPORTS A C152 STUDENT PILOT LANDED OFF ARPT WITH A ROUGH RUNNING ENG CAUSED BY FUEL STARVATION. PILOT WAS UNAWARE OF FUEL STATE.

ACN: 740760 (37 of 50)

Synopsis

PA28 NOSE GEAR COLLAPSED DURING LNDG.

ACN: 740538 (38 of 50)

Synopsis

A C172 PILOT REPORTS MILITARY NIGHT TRAINING TFC CONFLICTING WITH CIVIL TRAINING TFC AT MHK. DISTANCE JUDGEMENT DIFFICULTLY CAUSED NOSE GEAR COLLAPSE AFTER PASSING UNDER A HOVERING HELICOPTER.

ACN: 739592 (39 of 50)

Synopsis

PA34 ON TRAINING FLIGHT INITIATES GAR WITH LNDG GEAR NOT DOWN AND BOTH PROPS STRIKE RWY.

ACN: 739508 (40 of 50)

Synopsis

PA44 ENGINE CAUGHT FIRE WHILE FLT CREW ATTEMPTED A RESTART DURING TAXI OUT. ACFT WAS EVACUATED.

ACN: 739353 (41 of 50)

Synopsis

PA-28 STRUT ASSEMBLY FAILED AFTER HARD LANDING.

ACN: 739301 (42 of 50)

Synopsis

COMMANDER 114 STUDENT AND INSTRUCTOR LAND GEAR UP AFTER SIMULATED ENGINE OUT APPROACH WITH GEAR HANDLE DOWN AND NO WARNING HORN.

ACN: 739088 (43 of 50)

Synopsis

BE33 HAS CLOSE ENCOUNTER WITH BE90 LANDING OPPOSITE DIRECTION ON SAME RWY AT FLG.

ACN: 737830 (44 of 50)

Synopsis

C172 INSTRUCTOR PLT ACCEPTS CLIMB CLRNC TO PROCEED TO DEST, BUT IN DOING SO, ENTERS CLOUDS WHILE INSTRUCTED TO 'MAINTAIN VFR SEPARATION.'

ACN: 735397 (45 of 50)

Synopsis

INSTRUCTOR AND ADVANCED STUDENT ABOARD PA28 SUFFER COMPLETE ELECTRICAL FAILURE WHICH RESULTS IN INCOMPLETE LANDING GEAR EXTENSION AND SUBSEQUENT COLLAPSE ON LANDING.

ACN: 735239 (46 of 50)

Synopsis

MISTAKEN CALL SIGNS COUPLED WITH RWY AND PATTERN CHANGES AT ZZZ RESULT IN AN NMAC BETWEEN TWO TRAINING CESSNAS.

ACN: 734895 (47 of 50)

Synopsis

C172 INSTRUCTOR, DEMONSTRATING A SPIN WITH FLAPS EXTENDED, FORGETS TO RETRACT THEM PRIOR TO SPIN ENTRY CAUSING STRESS DAMAGE TO THE RIGHT WING FLAP.

ACN: 734666 (48 of 50)

Synopsis

UNEXPECTED HIGH SPEED BOAT TRAFFIC CAUSES INSTRUCTOR PLT AND STUDENT ABOARD FLOAT EQUIPPED PA18 TO BECOME AIRBORNE PREMATURELY. UNABLE TO CLIMB OR MANEUVER DUE TO INSUFFICIENT AIRSPEED, THE ONLY SAFE PATH WAS TO FLY UNDERNEATH THE BRIDGE DIRECTLY AHEAD OF THEM.

ACN: 733809 (49 of 50)

Synopsis

AN INSTRUCTOR AND STUDENT PILOT APCHING MER WERE GIVEN CONFUSING TFC AND SEQUENCE INFO BY A TRAINEE CONTROLLER CAUSING AN NMAC IN THE TFC PATTERN.

ACN: 733523 (50 of 50)

Synopsis

AN SR22 PILOT USING AN ADVANCED NAVIGATION SYSTEM FINDS THAT IT DOES NOT FUNCTION AS HE EXPECTED DURING A PRACTICE INSTRUMENT APPROACH.

Report Narratives

ACN: 771255

Time / Day

Date : 200801
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Intersection : FEDIT
State Reference : MD
Altitude.MSL.Single Value : 3000

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Operator.General Aviation : Instructional
Make Model Name : Skylane 182/RG Turbo Skylane/RG
Operating Under FAR Part : Part 91
Navigation In Use.Other : GPS
Flight Phase.Landing : Missed Approach

Person : 1

Affiliation.Other : Instructional
Function.Instruction : Instructor
Qualification.Pilot : ATP
Qualification.Pilot : CFI
Qualification.Pilot : Instrument
Qualification.Pilot : Multi Engine
Experience.Flight Time.Last 90 Days : 170
Experience.Flight Time.Total : 5000
Experience.Flight Time.Type : 20
ASRS Report : 771255

Person : 2

Affiliation.Government : FAA
Function.Controller : Approach

Events

Anomaly.Airspace Violation : Entry
Anomaly.Non Adherence : FAR
Independent Detector.Other.ControllerA : 2
Resolatory Action.None Taken : Detected After The Fact

Assessments

Problem Areas : Airspace Structure
Problem Areas : Chart Or Publication
Problem Areas : Flight Crew Human Performance

Situations

Chart.Approach : FDK RNAV Z Rwy 23

Narrative

WE FLEW RNAV GPS Z RWY 23 APCH TO FDK. THIS APCH WAS SELECTED IN ORDER TO UTILIZE THE WAAS CAPABILITIES OF THIS G1000 WAAS EQUIPPED CESSNA 182. THE APCH WAS FLOWN NORMALLY MONITORING FREDERICK CTAF AND TERMINATED WITH A PLANNED MISSED APCH AT WAAS MINIMUMS (690 FT). OUR PLAN WAS TO FLY THE PUBLISHED MISSED APCH, WHICH TOOK US BACK TO WESTMINSTER (EMI) AND THEN FLY AN ILS RWY 23 AT FDK. FOLLOWING THIS WE FLEW THE VOR A APCH INTO MRB AND THEN RETURNED. THE AIRSPACE VIOLATION APPARENTLY HAPPENED DURING THE PUBLISHED MISSED APCH FROM THE GPS APCH TO RWY 23 AT FDK. THE MISSED APCH INSTRUCTIONS ARE TO CLB TO 3000 FT DIRECT TO BIYAS AND VIA 139 TRACK TO FEDIT AND THE 059 TRACK TO EMI. WE FOLLOWED THE PUBLISHED MISSED APCH INSTRUCTIONS PRECISELY, NOT REALIZING THAT THE TURN TO FEDIT MAY ENCROACH ON THE EDGE OF THE DC ADIZ. UPON LNDG WE WERE ASKED TO CALL POTOMAC AND WERE TOLD THAT OUR FLT PATH APPEARED TO ENTER THE EDGE OF THE ADIZ DURING OUR LEAD TURN N OF FEDIT BACK TO EMI. THERE IS NO DISTANCE TO BIYAS OR FEDIT, AND NO DEPICTION OF THE ADIZ ON THE APCH PLATE, SUCH AS THAT LOCATED ON THE WESTMINSTER, MD APCH CHARTS. THESE INTXNS ARE ALSO NOT DEPICTED ON THE LOW ALT CHART, SO IT IS VIRTUALLY IMPOSSIBLE TO DETERMINE THEIR POSITION. KNOWING THAT THE MISSED APCH TOOK US BACK TO EMI WE ASSUMED THAT WE WOULD BE WELL CLR OF THE ADIZ. THIS ASSUMPTION WAS APPARENTLY INCORRECT. THIS WAS A COMPLETELY INADVERTENT AND UNINTENTIONAL ERROR ON OUR PART AND I TAKE FULL RESPONSIBILITY AS THE CFII ON BOARD. I CONDUCT DAILY INSTRUCTIONAL FLTS IN THE VICINITY AND AM INTIMATELY FAMILIAR WITH THE WASHINGTON DC ADIZ PROCS. WE WERE VERY CAREFUL TO PLAN OUR EXIT AND ENTRY OUT OF FDK IN ORDER TO COMPLY WITH THE PROCS AND BELIEVED THAT THE PUBLISHED MISSED APCH ON THE GPS Z APCH WOULD KEEP US CLR OF THE ADIZ. IN THE SPIRIT OF IMPROVING ACFT SAFETY AND IDENTIFYING DEFICIENCIES AND DISCREPANCIES IN THE NATIONAL AVIATION SYSTEM, I BELIEVE THAT THE PUBLISHED GPS Z RWY 23 MISSED APCH SHOULD BE MODIFIED TO AVOID FUTURE POTENTIAL CONFLICTS WITH THE ADIZ. AT A MINIMUM SOME MENTION OF THE ADIZ SHOULD BE ADDED TO THIS APCH CHART, SIMILAR TO WHAT IS NOTED ON THE APCH CHARTS AT WESTMINSTER, MD (EMI). CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: THE RPTR STATED THAT HE HAS FLOWN AND INSTRUCTED EXTENSIVELY IN THE WASHINGTON DC AREA. THE ADIZ WAS RECENTLY MODIFIED, AND ITS LOCATION IS DEPICTED ON APCH CHARTS FOR SOME OF THE SURROUNDING ARPTS. SUCH IS NOT THE CASE FOR THE RNAV Z RWY 23 APCH FOR FDK. 'FEDIT' IS APPROX 1/4 MI TO THE NORTH OF THE ADIZ. THE RPTR WAS MONITORING CTAF FOR FDK AND THE MISSED APCH WAS FLOWN UTILIZING THE WAAS (WIDE AREA AUGMENTATION SYSTEM) ABOARD THE ACFT. THIS EQUIPMENT LEADS THE TURN APCHING A FIX, AND IN THIS INSTANCE, LED THE TURN AT FEDIT BY ONE MILE. THE PHONE CALL FROM ATC INFORMED THE RPTR THAT THE ADIZ HAD BEEN PENETRATED BY APPROX 2 MI. THE RPTR DISPUTES THIS CLAIM.

Synopsis

C182 INSTRUCTOR PLT IS ACCUSED OF PENETRATING DC ADIZ WHILE EXECUTING THE MISSED APCH FROM FDK.

ACN: 766182

Time / Day

Date : 200712
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : PRC.Airport
State Reference : AZ
Altitude.MSL.Single Value : 5400

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Controlling Facilities.Tower : PRC.Tower
Operator.General Aviation : Instructional
Make Model Name : PA-44 Seminole Turbo Seminole
Operating Under FAR Part : Part 91
Flight Phase.Descent : Approach
Route In Use.Approach : Traffic Pattern

Aircraft : 2

Controlling Facilities.Tower : PRC.Tower
Make Model Name : Small Transport
Flight Phase.Descent : Approach
Route In Use.Approach : Straight In

Person : 1

Affiliation.Other : Instructional
Function.Instruction : Instructor
Qualification.Pilot : CFI
Qualification.Pilot : Commercial
Qualification.Pilot : Instrument
Qualification.Pilot : Multi Engine
Experience.Flight Time.Last 90 Days : 101
Experience.Flight Time.Total : 1100
Experience.Flight Time.Type : 340
ASRS Report : 766182

Events

Anomaly.Conflict : NMAC
Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Controller : Issued New Clearance
Resolatory Action.Flight Crew : Executed Go Around

Resolatory Action.Flight Crew : Took Evasive Action
Miss Distance.Horizontal : 50
Miss Distance.Vertical : 50

Assessments

Problem Areas : ATC Human Performance
Problem Areas : Flight Crew Human Performance

Narrative

WE TURNED L DOWNWIND FOR RWY 30 AND WERE INSTRUCTED BY PRESCOTT ATCT THAT THEY WOULD ADVISE THE BASE LEG. WE SLOWLY CLBED TO 6500 FT TO CLEAR GLASSFORD HILL. OVER GLASSFORD HILL WE WERE TOLD TO FOLLOW CESSNA TFC ON A 3 MI FINAL. WE RPTD THE TFC IN SIGHT AND WERE TOLD TO FOLLOW. WE TURNED AN APPROX 4 MI FINAL. ON ABOUT A 1 MI FINAL, TWR ASKED US TO VERIFY OUR POS. WE RPTD A 1 MI FINAL, AND RECEIVED OUR LNDG CLRNC. AFTER APPROX 30 SECONDS TO 1 MIN, WE HEARD AN ENG NOISE AND SAW A HIGH PERFORMANCE SINGLE ENG ACFT JUST ABOVE (50 FT) AND TO OUR R (50 FT). THE ACFT WAS DSNDING ON FINAL DIRECTLY IN FRONT OF US. 2-5 SECONDS AFTER VISUAL CONTACT WITH ACFT, TWR ASKED IF WE HAD THE TFC IN SIGHT. I THOUGHT THAT THE STUDENT CALLED TWR SAYING, 'KINDA HARD TO MISS,' BUT THIS CALL IS NOT VERIFIED BY THE PRC STREAMING RADIO RECORDING ON THE FLT WEBSITE. TWR ASKED THE OTHER ACFT IF THEY WERE ON FINAL, TO WHICH THEY RESPONDED THAT THEY WERE AND HAD CALLED TWR 3 TIMES PREVIOUSLY. OBVIOUSLY THE OTHER ACFT CONTINUED INBOUND WITHOUT ACTUALLY HAVING BEEN ACKNOWLEDGED BY TWR. TWR CLRED THE HIGH PERFORMANCE SINGLE ENG ACFT TO LAND AND INSTRUCTED US TO GO AROUND, WHICH WE DID.

Synopsis

A SINGLE ENG ACFT UNDER PRC'S ATC CONTROL NEARLY COLLIDED WITH A HIGH PERFORMANCE SINGLE ENG ACFT ON FINAL WITHOUT RADIO CONTACT.

ACN: 763884

Time / Day

Date : 200711
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Navaid : ZZZ.BCSTN
State Reference : US
Altitude.MSL.Single Value : 4500

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Controlling Facilities.TRACON : ZZZ.TRACON
Operator.General Aviation : Personal
Make Model Name : Travelair 95
Operating Under FAR Part : Part 91
Flight Phase.Cruise : Level

Component : 1

Aircraft Component : Aircraft Heating System

Person : 1

Affiliation.Other : Personal
Function.Instruction : Trainee
Qualification.Pilot : Commercial
Qualification.Pilot : Instrument
Qualification.Pilot : Multi Engine
Qualification.Pilot : Private
Experience.Flight Time.Last 90 Days : 35
Experience.Flight Time.Total : 345
ASRS Report : 763884

Person : 2

Function.Controller : Approach

Events

Anomaly.Aircraft Equipment Problem : Critical
Anomaly.Other Anomaly
Independent Detector.Other.Flight CrewA : 1
Resolutive Action.Flight Crew : Landed As Precaution

Assessments

Problem Areas : Aircraft

Situations

Narrative

FINISHING UP AN ME CHK RIDE, THE TEMPERATURE IN THE ACFT BEGAN TO RISE, UNCOMFORTABLY SO. AFTER CHKING THE HEATER, WHICH WAS NOT OPERATING AT THE TIME, WE COULD NOT SURMISE THE REASON FOR THE TEMP RISE. SHORTLY THEREAFTER SMOKE BEGAN TO APPEAR IN THE CABIN. ALL SYSTEMS WERE CHKED AND NOTHING SEEMED OUT OF NORMAL RANGE. ZZZ APCH WAS CONTACTED AND ADVISED THAT WE WERE LNDG IMMEDIATELY. (AN EMERGENCY WAS NEVER DECLARED WITH APPROACH.) ZZZ1 WAS ELEVEN MILES AWAY, SO WE DECIDED FOR ZZZ2. THE FIELD WAS BASICALLY RIGHT BELOW US ON ZZZ3. THE HEAT WAS RISING AND THE SMOKE WAS GETTING WORSE AND WE MADE THE FIELD WITHIN FIVE MINUTES. AFTER LNDG AND GIVING CLOSE EXAMINATION TO THE HEATER LOCATED IN THE NOSE WHEEL WELL WE CONCLUDED THAT THE HEATER HAD MALFUNCTIONED. SIGNIFICANT BLACK SMOKE WAS LOCATED IN AND AROUND THE EXHAUST AND FWD LNDG GEAR DOOR. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: RPTR STATED THE HEAT AND SMOKE WERE SIGNIFICANT AND HOT. HE WAS TOLD BY MAINT A FULL BLOWN FIRE WOULD HAVE ERUPTED IN THE NOSE COMPARTMENT HAD HE NOT LANDED THE ACFT AS QUICKLY AS HE DID. APPEARS THERE WERE TWO SAFETY SWITCHES THAT HAD FAILED. WHETHER THEY WERE THE OVERHEAT SWITCHES OR THE COMBUSTION PRESSURE SWITCH IS UNCLEAR AT THIS TIME. THIS WAS A JANITROL COMBUSTION TYPE CABIN HEATER. THIS ACFT IS A 1959 MODEL. HE DOES NOT KNOW IF THE HEATER IS THE ORIGINAL UNIT, A REBUILT OR UPGRADED MODEL. THE HEATER HAD NOT BEEN IN USE FOR AT LEAST 4-5 DAYS PREVIOUS AND WAS NOT OPERATING AT THAT TIME. WHATEVER INITIATED COMBUSTION IN THE HEATER WAS NOT COMMANDED BY HIM. RPTR ALSO STATED THERE WAS A LOT OF BLACK SOOT INSIDE THE NOSE WHEEL WELL AND ON THE EXTERNAL SIDE OF THE NOSE SECTION. THIS ACFT DOES NOT HAVE ANY OVERHEAT OR FIRE WARNING SYSTEMS ASSOCIATED WITH THE COMBUSTION HEATER.

Synopsis

A BEECH-95 TRAVEL AIR EQUIPPED WITH AN AUXILLIARY GAS HEATER EXPERIENCES AN UNCOMMANDED UNCOMFORTABLE RISE IN CABIN TEMPERATURE WITH SMOKE, EVEN THOUGH THE HEATER WAS NOT TURNED ON. THE PLT EXECUTED AN IMMEDIATE EMER LNDG.

ACN: 763467

Time / Day

Date : 200711
Local Time Of Day : 0601 To 1200

Place

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

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Operator.General Aviation : Personal
Make Model Name : J3 Cub
Operating Under FAR Part : Part 91
Flight Phase.Landing : Roll

Person : 1

Affiliation.Other : Instructional
Function.Instruction : Instructor
Qualification.Pilot : ATP
Qualification.Pilot : CFI
Experience.Flight Time.Last 90 Days : 100
Experience.Flight Time.Total : 25000
Experience.Flight Time.Type : 200
ASRS Report : 763467

Person : 2

Affiliation.Other : Personal
Function.Flight Crew : Single Pilot
Qualification.Pilot : Student
Experience.Flight Time.Last 90 Days : 25
Experience.Flight Time.Total : 40
Experience.Flight Time.Type : 40
ASRS Report : 763468

Events

Anomaly.Other Anomaly
Independent Detector.Other.Flight CrewA : 2
Resolatory Action.None Taken : Unable
Consequence.Other : Aircraft Damaged

Assessments

Problem Areas : Flight Crew Human Performance

Narrative

I, AS FLT INSTRUCTOR, DISPATCHED MY 39 HR TOTAL TIME STUDENT ON HIS FIRST OVER 25 MI SOLO XCOUNTRY IN A J3 CUB. HIS TOTAL SOLO TIME TO DATE WAS 5.3 HRS. WE HAD FLOWN THE EXACT SAME RTE THE DAY BEFORE. THE WX THIS DAY WAS CAVU WITH WINDS FROM THE NW AT LESS THAN 10 KTS. CONDITIONS WELL WITHIN MY CONSTRAINTS OF 5000 FT, 5 MI, MAX XWIND OF 10 KT. HE HAD DEMONSTRATED 3 POINT AND WHEEL LNDGS ON BOTH GRASS AND HARD SURFACE MANY TIMES BEFORE IN CONDITIONS THAT EXCEEDED MY 10 KT XWIND LIMIT. ALL LOGBOOK ENTRIES WERE CONFIRMED. WE BOTH INDEPENDENTLY CHKED THE WX AND CONFIRMED IT WAS OK FOR THE FLT. I CHKED ALL NAV CALCULATIONS AND FOUND THEM CORRECT. I OBSERVED HIS PREFLT, TAXI OUT, AND DEP. ALL PROPERLY EXECUTED. SOME TIME LATER, HE CALLED ME ON HIS CELL PHONE AND SAID THAT ON ROLLOUT ON THE HARD SURFACE AT ZZZ HE FELT THE CUB 'WAS GOING TO GND LOOP SO HE APPLIED BRAKES CAUSING THE CUB TO NOSE OVER AND STRIKE PROP.' THE DAMAGE CONSISTED OF THE PROP/ENG, COWLING AND HIS PRIDE. IT APPEARS THAT HE MAY HAVE APPLIED BRAKE THAT MAY HAVE BEEN APPROPRIATE FOR A GRASS RWY BUT TOO MUCH BRAKE FOR HARD SURFACE. SUPPLEMENTAL INFO FROM ACN 763468: PIPER J3 CUB BEING FLOWN BY STUDENT PLT. AFTER TOUCHDOWN DURING ROLLOUT, STUDENT PLT EXPERIENCED THE START OF A GND LOOP, ATTEMPT TO CORRECT WITH RUDDER AND BRAKE RESULTED IN NOSE DOWN ATTITUDE STRIKING PROP, STOPPING ENG, AND CONTACTING RWY. TO PREVENT A RECURRENCE, LESS BRAKE APPLICATION ON HARD SURFACE RWY, ESPECIALLY WHEN FLYING SOLO IN J3 CUB.

Synopsis

J3 CUB STUDENT PILOT ON SOLO CROSS COUNTRY, REPORTS PROP STRIKE AFTER ATTEMPTING TO CORRECT AN IMPENDING GROUND LOOP WITH BRAKES.

ACN: 755300

Time / Day

Date : 200709

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : JYO.Airport

State Reference : VA

Altitude.MSL.Single Value : 1200

Environment

Flight Conditions : VMC

Light : Daylight

Aircraft : 1

Operator.General Aviation : Instructional

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

Operating Under FAR Part : Part 91

Flight Phase.Descent : Approach

Route In Use.Arrival : VFR

Aircraft : 2

Make Model Name : Piper Aircraft Corp Undifferentiated or Other Model

Flight Phase.Descent : Approach

Person : 1

Affiliation.Other : Instructional

Function.Instruction : Instructor

Qualification.Pilot : CFI

Qualification.Pilot : Commercial

Qualification.Pilot : Instrument

Experience.Flight Time.Last 90 Days : 30

Experience.Flight Time.Total : 620

Experience.Flight Time.Type : 70

ASRS Report : 755300

Events

Anomaly.Conflict : Airborne Critical

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Took Evasive Action

Miss Distance.Horizontal : 500

Miss Distance.Vertical : 200

Assessments

Problem Areas : Airport
Problem Areas : Airspace Structure
Problem Areas : Flight Crew Human Performance

Narrative

I WAS APPROACHING LEESBURG AIRPORT IN VIRGINIA FROM THE WEST WITH A STUDENT ONBOARD. THE STUDENT WAS FLYING AT THE TIME. JYO WAS LANDING SOUTH ON RUNWAY 17. WE MADE OUR CALLS AS USUAL FROM 10 MILES NORTHWEST AND PROCEEDED TOWARD OUR USUAL PATH TO SET UP FOR 45 TO DOWNWIND, LEFT TRAFFIC RUNWAY 17. OUR PATH BEGINS OVER THE RIDGELINE, THEN NORTH OF ROUTE 7 AND TRACKING TOWARD THE WHITE WATER TOWER THEN THE BLUE WATER TOWER, THEN SOUTH TOWARD THE TWO QUARRIES AND THEN A 135 DEGREE RIGHT TURN TO 45 TO LEFT DOWNWIND RUNWAY 17. ABOUT 4-5 MILES NORTH OF THE AIRPORT I SEE AND HEAR TRAFFIC TURNING BASE FOR 17 NO ISSUE. I ALSO NOTICE A LARGE TWIN PIPER WELL OUTSIDE OF THE TRAFFIC PATTERN AT MY ALTITUDE ON DOWNWIND ABOUT TO TURN BASE. I ALSO HEAR ON THE RADIO A CARDINAL REPORT BELOW 2000 FT (FROM MY PERSPECTIVE HE WAS AT TPA 1200 FT) CIRCLING AROUND THE BLUE WATER TOWER TAKING PICTURES. ANYONE WHO FLIES IN THIS AREA KNOWS NOT TO LOITER AROUND THE BLUE WATER WHEN JYO IS LANDING SOUTH BECAUSE EVERYONE ENTERING THE PATTERN IS AIMING FOR IT TO SET UP FOR 45 TO DOWNWIND AND I BELIEVE THIS IS WHY THE TWIN PIPER WAS FURTHER NORTH AND WEST THAN NORMAL TRYING TO KEEP THEIR DISTANCE FROM THIS CARDINAL. I START CALLING THE TWIN ON THE RADIO SINCE I DO NOT RECALL HEARING HIM BEFORE AND BEGAN A DIVING RIGHT TURN FOR SPACING AS I COULD NOT CLIMB INTO DULLES' CLASS B (1500 FT FLOOR) OR MANEUVER MUCH TO THE NORTH WASHINGTON ADIZ OR CONTINUE STRAIGHT AHEAD INTO THE TWIN (CARDINAL TAKING PICTURES AND DC ADIZ EAST BORDER AGAIN). I CONTINUE AND OBSERVE THE AIRCRAFT TAKING PICTURES IN A VERY BAD PLACE. THIS TYPE OF INCURSION HAS HAPPENED MANY TIMES BEFORE (AS I HEAR PEOPLE COMPLAIN ABOUT IT) WITH AIRCRAFT ON DOWNWIND AND AIRCRAFT TRYING TO ENTER THE PATTERN AND I DON'T WANT TO BE THE FIRST VICTIM. I REALLY THINK THAT NOW SINCE THE ADIZ HAS CHANGED AND EVERYONE IS SCARED OF GETTING OUTSIDE THE JYO DC ADIZ MANEUVERING AREA WE ARE (MYSELF INCLUDED) STAYING CLOSER THAN NORMAL AND THE EXTRA PLANE IN THE WAY REALLY MADE IT A DANGEROUS SITUATION TODAY. I THINK JYO NEEDS TO HAVE RIGHT TRAFFIC FOR RUNWAY 17 SINCE 90 PERCENT OF ANYONE COMING HERE APPROACHES FROM THE WEST ANYWAY TO STAY AWAY FROM THE APPROACH CORRIDOR OF IAD, TO STAY AWAY FROM THE DC FRZ AND TO STAY IN THE JYO DC ADIZ MANEUVERING AREA. IT IS NOT PRACTICAL MANEUVERING NORTHEAST OF THE FIELD ANYMORE AND I DON'T PLAN TO DO IT AGAIN. OVERFLYING THE FIELD IS NOT THE BEST EITHER AS IAD CLASS B STARTS AT 1500 FT AND FLYING TOO FAR SOUTH PUTS YOU AT RISK OF DRIFTING OUT OF THE JYO DC ADIZ MANEUVERING AREA. RISK MY TICKET ONE WAY OR RISK MY LIFE THE OTHER WAY. MY OTHER HOPE IS THAT THERE WOULD BE ESTABLISHED ONE AND ONLY WAY TO ENTER JYO LANDING SOUTH BECAUSE CURRENTLY EVERYONE DOES SOMETHING DIFFERENT BECAUSE OF CONCERNS WITH TRAFFIC CONFLICT AND ADIZ VIOLATION. IT IS NOT A GOOD SITUATION HERE AND SOMETHING NEEDS TO CHANGE. I HONESTLY DON'T KNOW WHAT I SHOULD DO NEXT TIME I'M RETURNING FROM THE WEST BUT I'M LEANING TOWARD FLYING A RIGHT BASE TO RUNWAY 17. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: THE REPORTER STATED THAT MANY LOCAL PILOTS ARE COMMENTING ABOUT THIS NEW ADIZ DEVELOPMENT AND ARE

CONCERNED ABOUT VIOLATION FOR ADIZ INCURSION. HE DECIDED TO COMMENT FORMALLY ABOUT IT HOPING TO SEE A CHANGE TO LESSEN THE POSSIBLY OF INADVERTENT ADIZ VIOLATIONS. A TFC PATTERN OVER THE RWY CENTER WITH A LEFT TURN DOWNWIND WOULD SOLVE THE PROBLEM OF MANEUVERING ANY FURTHER TO THE EAST.

Synopsis

A JYO INSTRUCTOR PLT COMMENTS THAT THE NEW POTOMAC ADIZ AND LOCAL TFC FORCE PILOTS TOO CLOSE TO THE ADIZ WHILE IN JYO'S RWY 17 TFC PATTERN. REQUESTS CONSIDERING A RIGHT RWY 17 PATTERN.

ACN: 755284

Time / Day

Date : 200709
Local Time Of Day : 1801 To 2400

Place

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

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Operator.General Aviation : Instructional
Make Model Name : PA-44 Seminole Turbo Seminole
Operating Under FAR Part : Part 91
Flight Phase.Landing : Roll

Component : 1

Aircraft Component : Brake System

Person : 1

Affiliation.Other : Instructional
Function.Instruction : Instructor
Qualification.Pilot : CFI
Qualification.Pilot : Commercial
Qualification.Pilot : Instrument
Qualification.Pilot : Multi Engine
Experience.Flight Time.Last 90 Days : 100
Experience.Flight Time.Total : 800
Experience.Flight Time.Type : 150
ASRS Report : 755284

Person : 2

Affiliation.Other : Instructional
Function.Instruction : Trainee

Events

Anomaly.Aircraft Equipment Problem : Critical
Anomaly.Other Anomaly
Independent Detector.Other.Flight CrewA : 1
Independent Detector.Other.Flight CrewB : 2
Resolutive Action.Aircraft : Evacuated
Resolutive Action.Flight Crew : Regained Aircraft Control

Resolatory Action.Other
Consequence.Other

Assessments

Problem Areas : Aircraft

Narrative

ON LNDG AT ZZZ I FELT A SHUDDER AND HEARD A SLIGHT POP FROM THE R ENG OF OUR SEMINOLE. I CHKED THE ENG INSTS AS MY STUDENT BROUGHT THE ACFT TO A STOP. THE SHUDDERING HAD STOPPED AND THERE WERE NO INDICATIONS OF ANYTHING BEING AMISS, SO I TOLD MY STUDENT TO BEGIN THE TKOF ROLL. DURING TKOF ROLL, I NOTICED AN ABNORMALLY SLOW ACCELERATION AS WELL AS AN ABNORMAL AMOUNT OF L RUDDER BEING APPLIED TO MAINTAIN CTRLINE. I CHKED THE ENG GAUGES AGAIN AND SAW NOTHING AMISS. HOWEVER, BASED ON THE LACK OF ACCELERATION AND THE TENDENCY TO TURN TO THE R, I ELECTED TO ABORT THE TKOF. I INSTRUCTED MY STUDENT TO ABORT AND CLOSED THE THROTTLES MYSELF. MY STUDENT APPLIED FULL BRAKING. AS HE DID SO, I SAID, 'OFF THE BRAKES, OFF THE BRAKES!' TO WHICH HE SAID, 'I AM!' I VISUALLY CHKED AND NOTICED HIS FEET WERE NOT ON THE BRAKE PEDALS, ONLY ON THE RUDDERS. THE L MAIN BRAKE WAS STILL FULLY ENGAGED AND THE TIRE WAS SKIDDING. I TOLD MY STUDENT 'I HAVE THE FLT CTLS' AND MAINTAINED DIRECTIONAL CTL USING THE NOSEWHEEL STEERING AS WELL AS THE R MAIN BRAKE, THOUGH THE L WAS STILL LOCKED. AT APPROX 35 KTS (ESTIMATED), THE L MAIN TIRE BLEW. I MAINTAINED DIRECTIONAL CTL AND BROUGHT THE ACFT TO A STOP, IMMEDIATELY SHUTTING DOWN BOTH ENGS. WE CALLED TWR AND INFORMED THEM OF THE SITUATION. WE EXITED THE ACFT TO INSPECT FOR DAMAGE AND I NOTICED SMOKE FROM THE L MAIN, AT WHICH POINT I ASKED FOR THE FIRE EXTINGUISHER. I INSPECTED THE L MAIN AND NOTICED IT WAS ON FIRE, AT WHICH POINT I DISCHARGED THE FIRE EXTINGUISHER ONTO THE L MAIN TIRE, EXTINGUISHING THE FLAMES. DISCREPANCIES HAVE BEEN FILED FOR THE ENG PROB, THE BRAKE PROB, THE TIRE BLOW, AND THE FIRE EXTINGUISHER BEING DISCHARGED.

Synopsis

LOCKED BRAKE ON PA44 DURING LNDG ROLL RESULTS IN BLOWN TIRE,
EVACUATION AND BRIEF BRAKE/TIRE FIRE EXTINGUISHED BY THE FLT CREW.

ACN: 754698

Time / Day

Date : 200711
Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.AGL.Single Value : 5

Environment

Flight Conditions : VMC
Light : Night

Aircraft : 1

Operator.General Aviation : Instructional
Make Model Name : Skyhawk 172/Cutlass 172
Operating Under FAR Part : Part 91
Flight Phase.Landing : Go Around

Person : 1

Affiliation.Other : Instructional
Function.Instruction : Instructor
Qualification.Pilot : CFI
Experience.Flight Time.Last 90 Days : 100
Experience.Flight Time.Total : 837.9
Experience.Flight Time.Type : 692.9
ASRS Report : 754698

Person : 2

Affiliation.Other : Instructional
Function.Instruction : Trainee
Qualification.Pilot : Student

Events

Anomaly.Ground Encounters : Animal
Independent Detector.Other.Flight CrewA : 1
Independent Detector.Other.Flight CrewB : 2
Resolatory Action.Flight Crew : Executed Go Around
Consequence.Other : Aircraft Damaged

Assessments

Problem Areas : Environmental Factor

Narrative

MY STUDENT AND I WERE ABOUT TO PERFORM A SOFT-FIELD LNDG AT NIGHT AT ZZZ. WE WERE IN GND EFFECT OVER THE RWY WHEN WE NOTICED A HERD OF 5-

7 DEER RUN ACROSS THE RWY IN FRONT OF US. MY STUDENT IMMEDIATELY EXECUTED A GAR. IN THE MIDST OF THE GAR, WE HEARD A 'THUD' BUT FELT NOTHING. WE FELT NO DIFFERENCE IN ACFT CTLS AND FLEW THE ACFT BACK TO OUR HOME BASE ZZZ. WE FELT AS THOUGH, PERHAPS, WE SKIMMED THE TOP OF ONE OF THE DEER'S HEADS WITH THE TIRE. UPON LNDG, WE NOTICED NO DAMAGE TO THE TIRES. WE DID, HOWEVER, FIND A DENT ON THE R HORIZ STABILIZER. WE THINK THAT IN PERFORMING THE GAR, WHEN WE PITCHED UP TO EXECUTE THE CLB, THE TAIL LOWERED AND HIT ONE OF THE DEER. I FEEL THAT A GAR WAS THE SAFEST DECISION, AND THAT THE DEER STRIKING THE HORIZ STABILIZER'S LEADING EDGE WAS UNAVOIDABLE.

Synopsis

C172 STRUCK A DEER WITH HORIZ STABILIZER AFTER INITIATING A GAR IN AN ATTEMPT TO AVOID THE HERD XING THE RWY.

ACN: 753502

Time / Day

Date : 200709
Day : Fri
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Intersection : FEDIT
State Reference : MD
Altitude.MSL.Single Value : 3000

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Operator.General Aviation : Instructional
Make Model Name : Cessna Aircraft Undifferentiated or Other Model
Operating Under FAR Part : Part 91
Navigation In Use.Other : GPS
Flight Phase.Landing : Missed Approach

Aircraft : 2

Route In Use.Approach : Instrument Non Precision

Person : 1

Affiliation.Other : Instructional
Function.Instruction : Trainee
Qualification.Pilot : Commercial
Qualification.Pilot : Instrument
Experience.Flight Time.Last 90 Days : 4
Experience.Flight Time.Total : 1087
Experience.Flight Time.Type : 71
ASRS Report : 753502

Person : 2

Affiliation.Other : Instructional
Function.Instruction : Instructor
Qualification.Pilot : CFI
Qualification.Pilot : Commercial
Qualification.Pilot : Instrument
Qualification.Pilot : Multi Engine
Experience.Flight Time.Last 90 Days : 106
Experience.Flight Time.Total : 6516
Experience.Flight Time.Type : 630
ASRS Report : 753702

Events

Anomaly.Airspace Violation : Entry
Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.Flight CrewA : 1
Independent Detector.Other.Flight CrewB : 2
Resolatory Action.None Taken : Detected After The Fact

Assessments

Problem Areas : Airport
Problem Areas : Airspace Structure
Problem Areas : Chart Or Publication
Problem Areas : Flight Crew Human Performance

Situations

Chart.Approach : FDK RNAV Z Rwy 23

Narrative

I WAS DOING AIR WORK AND INSTRUMENT RECURENCY TRAINING WITH AN INSTRUCTOR IN PREPARATION FOR AN ANNUAL CHK RIDE. THE PURPOSE OF THE FLT WAS TO BECOME MORE FAMILIAR WITH THE APOLLO GX55 GPS IN THE ACFT, SO WE WERE CONCENTRATING ON APPROACHES USING THE GPS. AFTER A VOR RWY 34 APCH TO DMW WE DID AN RNAV (GPS) Z RWY 23 APCH TO FDK. WHILE FLYING THE PUBLISHED MISSED APCH PROC AND REACHING FEDIT WE TURNED THE GPS BACK TO THE MAP MODE AND DISCOVERED THAT WE WERE INSIDE THE ADIZ. WE IMMEDIATELY TURNED FURTHER N AND EXITED THE ADIZ. THE APCH PLATES THAT I WAS USING WERE CURRENT, DOWNLOADED FROM THE PLT GROUP MEMBERS-ONLY WEB SITE THAT MORNING. UNLIKE THE VOR RWY 34 AND RNAV (GPS) RWY 34 APPROACHES TO CARROLL COUNTY (DMW), WHICH CLEARLY SHOW THE ADIZ BOUNDARY, THE RNAV (GPS) Z RWY 23 APPROACH TO FDK DOESN'T SHOW THE ADIZ BOUNDARY. MISTAKENLY AS IT TURNS OUT, I ASSUMED THAT THE ADIZ WASN'T A FACTOR. IT WASN'T UNTIL LATER THAT MY INSTRUCTOR PLOTTED THE LOCATION OF FEDIT AND DISCOVERED THAT THE WAYPOINT IS INSIDE THE ADIZ! IF WE KNEW THAT AHEAD OF TIME WE WOULDN'T HAVE PICKED THIS APCH, OR WOULDN'T HAVE FLOWN THE PUBLISHED MISSED APCH PROC. HOWEVER, THERE IS NO WARNING OR CAUTION NOTE ON THE APCH PLATE AND NO MENTION OF THIS IN THE FDC NOTAMS. IT'S POSSIBLE THAT THE TSA AND/OR CHARTING FOLKS BELIEVE THAT ANYONE FLYING THE APCH WOULD BE ON AN IFR FLT PLAN SO THE ADIZ WOULDN'T BE A FACTOR, BUT THIS DOESN'T TAKE INTO ACCOUNT ALL THE PLTS WHO FLY PRACTICE APPROACHES IN VFR CONDITIONS WITHOUT ATC ASSISTANCE. WE HAD OUR DME SET ON THE DCA VOR FOR ADDITIONAL SITUATIONAL AWARENESS, BUT IT IS LOCATED ON THE FAR RIGHT OF THE COCKPIT AND MY INSTRUCTOR WAS LOOKING TO THE LEFT, EXPLAINING SOME OF THE FUNCTIONS OF THE GPS. OTHER FACTORS ARE: 1) MY INSTRUCTOR DOESN'T USUALLY FLY THIS APCH BECAUSE HE HAS BEEN TEACHING MOSTLY IN ANOTHER AIRPLANE WITH A G-1000 GLASS COCKPIT. ITS GPS HAS MORE MEMORY, SO HE USUALLY FLIES THE RNAV (GPS) Y RWY 23 APCH (WHICH HAS A DIFFERENT MISSED APCH PROC MUCH CLOSER TO THE ARPT) AND NOT AVAILABLE IN THE DATABASE OF THE ACFT WE WERE USING, AND 2) THE LAST TIME HE FLEW THE RNAV (GPS) Z RWY 23 APCH IT WAS BEFORE THE ADIZ CHANGE AND FEDIT WAS OUTSIDE THE ADIZ BOUNDARY. I BELIEVE THE PROBLEM COULD BE CORRECTED BY REVISING THE MISSED APCH PROC AND/OR RECHARTING THE APCH TO INCLUDE THE ADIZ BOUNDARY. SUPPLEMENTAL INFO

FROM ACN 753702: IN SUMMARY, THERE WERE THREE CONTRIBUTING FACTORS TO OUR UNINTENTIONAL INCURSION INTO THE ADIZ AIRSPACE. THERE WERE: 1) HIGH WORKLOAD DUE TO THE STUDENT'S UNFAMILIARITY WITH THE GPS SYSTEM WHICH RESULTED IN LIMITED OPPORTUNITY FOR ME TO OBSERVE THE MAP DISPLAY DURING THE MISSED APCH PROC. 2) MY INCORRECT ASSUMPTION THAT, BASED ON THE DEPICTION OF THE NEARBY ADIZ AIRSPACE ON THE APCH CHARTS FOR THE EARLIER VOR RWY 34 APCH AT DMW, THE SAME DEPICTION OF THIS AIRSPACE WOULD BE PRESENT ON THE GPS APCH AND SUBSEQUENT MISSED APCH INTO FDK, AND 3) BELIEF THAT ABSENCE ANY APPARENT REASON TO DO SO, THAT THE APCH DESIGNERS WOULD NOT UNNECESSARILY PLACE ONE OR MORE OF THE APCH FIXES WITHIN THE RESTR ADIZ AIRSPACE.

Synopsis

A PLT AND INSTRUCTOR ON A FDK RNAV Z RWY 23 PRACTICE FLEW INTO THE ADIZ ON THE MISSED APCH BECAUSE OF A GPS CONFIGURATION AND NO ADIZ PLOTTED ON THE APCH PLATE.

ACN: 751446

Time / Day

Date : 200708
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : C77.Airport
State Reference : IL
Altitude.AGL.Single Value : 200

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Operator.General Aviation : Personal
Make Model Name : PA-28 Cherokee/Archer II/Dakota/Pillan/Warrior
Operating Under FAR Part : Part 91
Flight Phase.Descent : Approach
Route In Use.Approach : Traffic Pattern

Aircraft : 2

Operator.General Aviation : Personal
Make Model Name : Skyhawk 172/Cutlass 172
Operating Under FAR Part : Part 91
Flight Phase.Descent : Approach
Route In Use.Approach : Traffic Pattern

Person : 1

Affiliation.Other : Personal
Function.Instruction : Instructor
Qualification.Pilot : ATP
Qualification.Pilot : CFI
Experience.Flight Time.Last 90 Days : 20
Experience.Flight Time.Total : 25200
Experience.Flight Time.Type : 100
ASRS Report : 751446

Events

Anomaly.Conflict : NMAC
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Took Evasive Action

Assessments

Problem Areas : Flight Crew Human Performance

Narrative

THE FLT WAS FOR PLT PROFICIENCY. THE PIC, A PVT PLT, WAS IN THE L SEAT. I, A FLT INSTRUCTOR, WAS IN THE R SEAT. WE DEPARTED DKB (DEKALB, IL), DID AIRWORK, THEN PROPERLY ENTERED THE TFC PATTERN AT C77, POPLAR GROVE, IL. THE TASK WAS PRACTICE OF VARIOUS TYPES OF TKOFS AND LNDGS TO FULFILL THE REQUIREMENT OF THE FAA WINGS PROGRAM. THE WX WAS EXCELLENT, CLOUD BASES ABOUT 2500 FT AGL, VISIBILITY AT LEAST 10 MI. THERE WERE NO ACFT IN THE PATTERN. THE PIC MADE APPROPRIATE RADIO CALLS ON CTAF, 122.8 MHZ. WE HAD MADE SEVERAL LNDGS TO A FULL STOP. I COMMENTED THERE WAS NO TFC ON SUCH A PRETTY MORNING. DOWNWIND ON THE NEXT LNDG I INSTRUCTED THE PIC TO MAKE A SHORT FIELD LNDG. AGAIN, APPROPRIATE RADIO CALLS WERE MADE. NO TFC IN SIGHT. WE TURNED FINAL. THE PIC WAS AIMING AT THE END OF THE RWY. WE WERE ABOUT 1000 FT OFF THE END OF THE RWY, FOR LNDG, AND ANOTHER ACFT FLEW OVER THE TOP OF US, MISSING US BY ABOUT 20 FT. HIS SPD WAS PERHAPS 10 MPH HIGHER THAN OURS. ABOUT 35 SECONDS LATER, WHEN IT WAS APPARENT WE HAD SPACE, THE PIC ADDED FULL PWR, PULLED UP AND TURNED R. COLLISION AVOIDED, I INSTRUCTED THE PIC TO CLB OUT OF THE PATTERN AND DEPART C77 FOR A DIFFERENT ARPT. WE DISCUSSED GOING BACK TO CONFRONT THE OTHER PLT BUT DECIDED AGAINST THAT. THE OTHER PLT MADE NO RADIO CALLS ON CTAF.

Synopsis

A PA28 HAD AN NMAC WITH A C172 AT C77.

ACN: 750849

Time / Day

Date : 200708
Day : Sat
Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : PAE.Airport
State Reference : WA
Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Controlling Facilities.Tower : PAE.Tower
Operator.General Aviation : Instructional
Make Model Name : Duchess 76
Operating Under FAR Part : Part 91
Flight Phase.Ground : Taxi

Person : 1

Affiliation.Other : Instructional
Function.Instruction : Trainee
Qualification.Pilot : Commercial
Qualification.Pilot : Instrument
Experience.Flight Time.Last 90 Days : 30
Experience.Flight Time.Total : 395
Experience.Flight Time.Type : 0
ASRS Report : 750849

Events

Anomaly.Incursion : Runway
Anomaly.Non Adherence : Clearance
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Became Reoriented
Resolatory Action.Flight Crew : Returned To Original Clearance

Assessments

Problem Areas : Airport
Problem Areas : Flight Crew Human Performance

Situations

Airport.Groundskeeping : PAE.Airport
Airport.Signage : PAE.Airport

Narrative

WHILE TAXIING FOR AN INITIAL TRAINING FLIGHT FOR THE MULTI-ENGINE ADD-ON COMMERCIAL RATING, WE HAD A RWY INCURSION AT RWY 16R, TAXIWAY ALPHA. I WAS THE PILOT UNDERGOING INSTRUCTION. WE WERE LOOKING FOR A SUITABLE PLACE TO DO A RUN-UP AT THE END OF RWY 16R. WE USUALLY TAKE OFF FROM RWY 16R AT A4 INTERSECTION; HOWEVER, FOR MULTI-ENGINE AIRPLANES, IT IS THE FBO'S POLICY TO USE THE FULL AVAILABLE RWY. AS A RESULT, NEITHER I NOR THE MEI PILOT-IN-COMMAND HAVE BEEN TO THE END OF RWY 16R RECENTLY (I'VE NEVER BEEN THERE, THE MEI HAS BEEN THERE PERHAPS ONCE). THE TAXIWAY LAYOUT AT PAINE FIELD NEAR THE END OF RWY 16R IS DIFFERENT THAN 'USUAL' IN THAT THE HOLD SHORT LINE IS NOT PARALLEL TO THE RWY. INSTEAD, IT IS PERPENDICULAR, AND THEN THE TAXIWAY (ACTUALLY THE RWY BY THEN) CONTINUES, AND YOU HAVE TO MAKE A 180 DEGREE TURN TO GET ONTO THE RWY. THIS CONTRIBUTED TO THE CONFUSION: WE DID NOT SEE THE HOLD LINE, AND WE ACCIDENTALLY CROSSED ONTO THE RWY. IN RETROSPECT, HERE WAS THE CHAIN OF EVENTS: 1) WE CROSSED THE ILS CRITICAL AREA HOLD LINE FOR RWY 16R. 2) WE CONTINUED FORWARD, SEEING A HOLD LINE OF SOME KIND AHEAD OF US. 3) I HAD THOUGHT THE HOLD LINE AHEAD WAS THE OTHER SIDE OF THE ILS CRITICAL AREA, THEREFORE, I TAXIED ACROSS IT. THE MEI AND I DID NOT REALIZE THIS WAS THE ACTUAL 'HOLD SHORT' LINE FOR RWY 16R. CONSEQUENTLY, WE COMMITTED A RWY INCURSION. NOBODY IN THE TOWER NOTICED, WE MADE A QUICK 180 DEGREE TURN, AND THERE WERE NO OTHER AIRCRAFT IN THE VICINITY. OBVIOUSLY, MORE CAREFUL LOOKOUT IS ONE WAY TO PREVENT THIS. HOWEVER, ON A SUBSEQUENT TRAINING FLIGHT, I NOTICED THAT THE RED RWY HOLD SIGN NEAR THE HOLD-SHORT LINE WAS PARTIALLY COVERED BY GRASS, AND RELATIVELY OUT OF THE FIELD OF VISION. CONSIDERATION SHOULD BE GIVEN TO EITHER 1) ELEVATING THE RWY HOLD SHORT SIGN, AND/OR 2) MAKING SURE THE GRASS DOES NOT PARTIALLY COVER IT. I'M SURE THAT FROM A LARGE TRANSPORT-CATEGORY AIRCRAFT (WHICH ARE PROBABLY THE PRIMARY USERS OF FULL-LENGTH RWY 16R), THE SIGN IS VISIBLE PERFECTLY FINE. HOWEVER, FROM A SMALL LIGHT TWIN, CLOSE TO THE GROUND, THE SIGN IS PARTIALLY COVERED BY GRASS AND NOT VERY CONSPICUOUS. FURTHER CONSIDERATION SHOULD BE GIVEN TO ALERT PILOTS ON AIRPORT DIAGRAM OF THE RWY INCURSION POTENTIAL AT RWY 16R, TAXIWAY ALPHA (ALPHA-ALPHA INTERSECTION). THIS INTERSECTION IS DIFFERENT FROM WHAT MANY GA PILOTS ARE USED TO, SINCE THE HOLD LINE IS PERPENDICULAR TO THE RWY, AND ONE HAS TO CONTINUE AHEAD, AND THEN MAKE A 180 DEGREE TURN TO ALIGN THE AIRPLANE WITH THE RWY.

Synopsis

A BE76 PILOT REPORTS MISSING THE PAE RWY 16R HOLD SHORT LINE BEFORE TXWY A-A AND CAUSING A RWY INCURSION. THE RPTR CLAIMS THAT THE HOLD SHORT SIGN IS DIFFICULT TO SEE IN SMALL ACFT.

ACN: 750519

Time / Day

Date : 200708
Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.AGL.Single Value : 4

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Operator.General Aviation : Personal
Make Model Name : Cessna 150
Operating Under FAR Part : Part 91
Flight Phase.Landing : Go Around

Person : 1

Affiliation.Other : Personal
Function.Instruction : Instructor
Qualification.Pilot : ATP
Qualification.Pilot : CFI
Qualification.Pilot : Instrument
Qualification.Pilot : Multi Engine
Experience.Flight Time.Last 90 Days : 100
Experience.Flight Time.Total : 7000
Experience.Flight Time.Type : 500
ASRS Report : 750519

Events

Anomaly.Aircraft Equipment Problem : Critical
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Other

Assessments

Problem Areas : Aircraft

Narrative

I TOOK OFF WITH MY STUDENT, ALSO A FLT INSTRUCTOR, WHO NEEDED A BFR. THE TKOF AND INITIAL APCH WENT FINE. JUST PRIOR TO TOUCHDOWN I ASKED THE STUDENT TO PERFORM A GAR. THE CORRECT PROCS WERE FOLLOWED, THE ACFT DEVELOPED NORMAL PWR AND THE CARB HEAT WAS CLOSED. WHEN THE STUDENT TRIED TO RETRACT THE FLAPS, THEY FAILED TO RETRACT AND REMAINED AT 40 DEGS. WHEN I NOTICED THAT THE FLAPS WERE NOT

RETRACTING I TOOK CTL OF THE ACFT AND TURNED US TOWARDS AN OPEN FIELD AND TRIED MYSELF TO RETRACT THE FLAPS. WHEN IT BECAME EVIDENT THAT THE FLAPS WERE NOT GOING TO RETRACT I BEGAN LOOKING FOR A PLACE TO LAND, AS WE COULD NOT CLB. I SPOTTED AN OPEN FAIRWAY AT THE ADJACENT GOLF COURSE. I LANDED THE ACFT ON THE FAIRWAY WITHOUT DAMAGE TO US, THE GOLF COURSE OR THE ACFT. I TAXIED THE ACFT TO THE SIDE OF THE COURSE AND SHUT DOWN. AT THIS POINT I CALLED THE MECH FROM THE ARPT. HE CAME TO THE GOLF COURSE AND FOUND A BLOWN FUSE IN THE FLAP ELECTRICAL SYS. THE MECH REPLACED THE FUSE AND THE FLAPS FUNCTIONED NORMALLY. THE WX AT THE TIME, WHICH CONTRIBUTED TO THE LACK OF CLB PERFORMANCE, WAS CALM WIND AND 90 DEGS WITH HIGH HUMIDITY. THE ACFT WAS JUST UNDER THE MAX GROSS WT. CIRCUIT BREAKERS SHOULD BE ALLOWED TO BE RETROFIT IN PLACE OF FUSES IN THESE ACFT. THIS WOULD ALLOW A QUICK RESET OF THE SYS WHICH WOULD HAVE ENABLED US TO SLOWLY RETRACT THE FLAPS AND CONTINUE TO CLB.

Synopsis

A C150 WAS UNABLE TO RETRACT FLAPS FROM FULL DOWN AFTER A PRACTICE GO AROUND, AND WAS THEREFORE UNABLE TO CLIMB. THE PILOT CHOSE TO LAND ON A GOLF COURSE.

ACN: 750120

Time / Day

Date : 200708
Day : Thu
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : APC.Airport
State Reference : CA
Altitude.MSL.Single Value : 1000

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Controlling Facilities.Tower : APC.Tower
Operator.General Aviation : Personal
Make Model Name : Baron 58/58TC
Operating Under FAR Part : Part 91
Flight Phase.Descent : Approach

Person : 1

Affiliation.Other : Personal
Function.Instruction : Instructor
Qualification.Pilot : CFI
Qualification.Pilot : Commercial
Qualification.Pilot : Instrument
Qualification.Pilot : Multi Engine
Experience.Flight Time.Last 90 Days : 150
Experience.Flight Time.Total : 2450
Experience.Flight Time.Type : 350
ASRS Report : 750120

Events

Anomaly.Non Adherence : Clearance
Anomaly.Other Spatial Deviation
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Controller : Issued New Clearance
Resolatory Action.Flight Crew : Returned To Intended or Assigned Course

Assessments

Problem Areas : ATC Human Performance
Problem Areas : Airport
Problem Areas : Flight Crew Human Performance

Narrative

MY STUDENT WAS FLYING THE VOR RWY 6 APCH INTO NAPA COUNTY. WE WERE ON AN IFR FLT PLAN AND CLRED FOR THE APCH IN VMC. THE ATIS INFO WE HAD STATED THAT RWYS 18L&R WERE IN USE. THE ATIS WAS ABOUT 1 HR OLD. I THOUGHT ABOUT UPDATING THE ATIS, BUT ZOA WAS GIVING US NUMEROUS ADVISORIES FOR TFC. CTR HANDED US TO THE TWR. WE CONTACTED NAPA TWR, WHO ASKED US TO RPT THE SGD VOR INBOUND. THE TWR CTLR HAD ALSO MADE A COMMENT THAT HIS RADAR WAS INOP. WHILE XING THE VOR, I WAS LOOKING TO OUR L FOR TFC THAT WAS INBOUND FROM THE NW, WHILE SIMULTANEOUSLY, THE TWR ASKED A BONANZA IF THEY WERE NEAR THE SGD VOR. THE BONANZA PLT SAID HE WASN'T FAMILIAR WITH THE AREA AND ADMITTED TO BEING A LITTLE LOST. I LOOKED TO MY R AND SAW THE BONANZA ABOUT 1500-2000 FT DIRECTLY ABEAM US. I THEN TOLD THE TWR THAT I SAW THIS TFC IMMEDIATELY TO MY R, BUT I DIDN'T SPECIFICALLY STATE THAT WE WERE AT THE VOR INBOUND. BY NOW, WE WERE APCHING CIRCLING MINIMUMS AND THE TWR FREQ WAS SUDDENLY BUSY WITH THE TWR TALKING TO THE SEEMINGLY LOST BONANZA PLT. WE STARTED TO CIRCLE TO THE W FOR R TFC RWY 18R, WHICH IS THE NORMAL PROC FOR RWY 18R. WE STILL DIDN'T KNOW THAT THE TWR HAD CHANGED THE ACTIVE RWY TO RWY 24 ON THE ONLY MINS OLD NEWEST ATIS. THE TWR ASKED US WHERE WE WERE, AND I SAID WE HAD STARTED CIRCLING FOR R TFC. HE REPLIED WITH, 'ROGER, CONTINUE.' I SUDDENLY REALIZED THAT THE NEW ACTIVE RWY WAS RWY 24, BUT WITH THE CTLR'S RESPONSE AS, 'ROGER, CONTINUE' I ASSUMED THAT HE SAW ME AND DIDN'T HAVE A PROB WITH MY MANEUVER. I CLBED TO NORMAL PATTERN ALT AND WAS CLRED TO LAND RWY 24. ONCE ON THE GND, I SPOKE TO THE CTLR AND WE TALKED ABOUT THE SITUATION. I BELIEVE WE REACHED A MUTUAL UNDERSTANDING AND HE SAID THAT THERE WAS 'NO PROB.' REFLECTING BACK, I SHOULD HAVE MADE A MORE SPECIFIC RPT WHEN XING SGD VOR, BECAUSE THAT IS WHERE THE TWR USUALLY ISSUES CIRCLING INSTRUCTIONS. I SHOULD NOT HAVE ASSUMED THAT THE ACTIVE RWY WAS STILL RWY 18. HOWEVER, EVEN IF THE TWR TOLD ME TO CIRCLE S FOR L TFC RWY 24, I DON'T THINK THAT IT WOULD HAVE BEEN SAFE TO DO SO, BECAUSE THAT WOULD HAVE REQUIRED TURNING TOWARD THE LOST BONANZA. THE BEST THING TO DO WOULD HAVE BEEN TO MAKE A MISSED APCH, CANCEL IFR, UPDATE MY ATIS THEN RE-ENTER THE PATTERN VFR.

Synopsis

A BE58 INSTRUCTOR AND STUDENT APCHED APC ON A VOR 18 VMC. RWY 24 BECAME ACTIVE CAUSING A CLOSE IN RWY CHANGE AND A POTENTIAL CONFLICT WITH VFR TFC.

ACN: 750010

Time / Day

Date : 200708
Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.AGL.Single Value : 3000

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Controlling Facilities.Tower : ZZZ.Tower
Operator.General Aviation : Instructional
Make Model Name : Travelair 95
Operating Under FAR Part : Part 91
Flight Phase.Cruise : Level

Component : 1

Aircraft Component : Propeller Pitch Change Mechanism

Person : 1

Affiliation.Other : Instructional
Function.Instruction : Trainee
Qualification.Pilot : CFI
Qualification.Pilot : Commercial
Qualification.Pilot : Instrument
Experience.Flight Time.Last 90 Days : 300
Experience.Flight Time.Total : 1100
Experience.Flight Time.Type : 10
ASRS Report : 750010

Person : 2

Affiliation.Other : Instructional
Function.Instruction : Instructor

Events

Anomaly.Aircraft Equipment Problem : Critical
Independent Detector.Aircraft Equipment.Other Aircraft Equipment : Unfeathering Failure
Resolatory Action.Flight Crew : Declared Emergency
Resolatory Action.Flight Crew : Diverted To Another Airport
Resolatory Action.Other
Consequence.Other

Maintenance Factors

Maintenance.Performance Deficiency : Fault Isolation

Maintenance.Performance Deficiency : Repair

Maintenance.Performance Deficiency : Testing

Assessments

Problem Areas : Aircraft

Situations

Narrative

ON A MULTI-ENG TRAINING FLT (DURING WHICH I WAS THE STUDENT) THE L ENG (#1) WAS FAILED INTENTIONALLY, AND SECURED AS PER PROC SET FORTH BY THE MANUFACTURER. UPON BEGINNING RESTART PROC, IT WAS OBSERVED THAT THE UNFEATHERING ACCUMULATOR WAS INOPERABLE, AND THAT IT ALONE WOULD NOT RESTART THE ENG. AN AIR START WAS ATTEMPTED AND THE ENG WOULD NOT START. BEING SOUTH OF ZZZ AS THE CLOSEST ARPT, WE DECLARED AN EMER AND LANDED ZZZ ON 1 ENG. ZZZ1 HAD AN EMER VEHICLE ON-SITE. AFTER LNDG AND SECURING THE AIRPLANE, WE ATTEMPTED A RESTART OF THE INOPERABLE ENG AND IT DID START. AFTER A TRIP TO MAINT AND A SUCCESSFUL RUN-UP, WE RETURNED TO ZZZ WITH BOTH ENGS OPERABLE. THERE WERE NO INJURIES, AND WE 'WAIVED OFF' THE EMER SHORTLY AFTER LNDG ZZZ AND GETTING THE OTHER ENG RUNNING. MAINT BELIEVES THE ISSUE TO BE WORN MAIN BEARINGS LETTING OIL PRESSURE ESCAPE THROUGH THE CRANK AND BEARINGS RATHER THAN BEING PROPERLY DIRECTED FROM THE ACCUMULATOR DIRECTLY TO THE PROP HUB. THE ACCUMULATOR TESTED FINE, WITH FULL PRESSURE AS PER THE MANUFACTURER'S SPEC. THE ENG WOULD NOT RESTART IN THE AIR, DUE MOST LIKELY TO THE LARGE AMOUNTS OF DRAG ASSOCIATED WITH ATTEMPTING TO START AN ENG WITH A FULLY FEATHERED PROP. IT DID START SUCCESSFULLY ON THE GND, AND DID OPERATE PROPERLY AFTERWARD. ANOTHER ENG SHUTDOWN THE NEXT DAY SHOWED THE SAME PROB TO BE OCCURRING, BUT THIS TIME THE SHUTDOWN WAS ACCOMPLISHED IN THE PATTERN AT ZZZ WITH ATC ADVISED. THERE WAS NO EMER DECLARED DURING THAT FLT. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: RPTR STATED THESE ENGINES HAVE TWO-BLADED PROPS WITH VARIABLE PITCH PROP AND HYD GOVERNOR. THIS ACFT HAS AFTER MARKET ACCUMULATORS. MOST BE-95 TRAVELAIRS DO NOT HAVE PROP UNFEATHERING ASSIST ACCUMULATORS. THEY ARE REPLACING ALL RAYJAY FLEX HOSES (4) EACH PER ENGINE DUE TO AN AIRWORTHINESS DIRECTIVE THAT JUST RECENTLY TERMINATED, REQUIRING ALL RAYJAY FLEX HOSES BE REPLACED WITHIN FIVE YEARS. THESE HOSES ALSO CONNECT TO THE UNFEATHERING ACCUMULATOR. THE FALL BACK PROCEDURE TO UNFEATHER A PROP WITH AN INOP ACCUMULATOR SYS IS TO ADD EXTRA FUEL MIXTURE AND USE STARTER IN FLIGHT TO 'QUICK' START THE ENGINE AND GET OIL PRESSURE UP TO UNFEATHER THE PROP.

Synopsis

A BE95 ACFT DECLARED EMER AND RETURNED TO DEP ARPT WHEN #1 ENG FAILED TO UNFEATHER FOR AIR START DURING MULTI-ENGINE TRAINING. UNFEATHERING ACCUMULATOR SUSPECT.

ACN: 749971

Time / Day

Date : 200708
Local Time Of Day : 0601 To 1200

Place

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

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Controlling Facilities.Tower : ZZZ.Tower
Operator.General Aviation : Instructional
Make Model Name : Small Aircraft, Low Wing, 1 Eng, Fixed Gear
Operating Under FAR Part : Part 91
Flight Phase.Climbout : Takeoff

Component : 1

Aircraft Component : Carburetor Heat Control

Person : 1

Affiliation.Other : Instructional
Function.Instruction : Instructor
Qualification.Pilot : CFI
Qualification.Pilot : Commercial
Qualification.Pilot : Instrument
Experience.Flight Time.Last 90 Days : 150
Experience.Flight Time.Total : 900
Experience.Flight Time.Type : 100
ASRS Report : 749971

Events

Anomaly.Aircraft Equipment Problem : Critical
Anomaly.Other Anomaly.Other
Independent Detector.Other.Flight CrewA : 1
Consequence.Other

Assessments

Problem Areas : Aircraft

Narrative

ON INITIAL CLBOUT AFTER TKOF, ENG BEGAN GRADUAL LOSS OF PWR. UPON MY COMMAND, THE STUDENT APPLIED CARB HEAT. ENG LOST FURTHER RPM WITH

CARB HEAT AND AFTER APPROX 10-15 SECONDS, IT WAS PUT BACK INTO THE COLD POS. ENG CONTINUED TO LOSE PWR AND AIRPLANE COULD NOT MAINTAIN ALT. I WAS UNABLE TO MAKE THE ARPT, AND WAS FORCED TO PERFORM AN EMER LNDG ON THE ADJACENT ROAD. NO INJURIES TO ANY PERSON AND NO DAMAGE TO ANY PROPERTY WAS SUSTAINED. BEFORE THE FLT, ALL OF THE AIRPLANE SYS PERFORMED SATISFACTORY DURING THE RUN-UP CHK. AFTER THE EMER LNDG, IT WAS DISCOVERED THAT THE FLAPPER VALVE IN THE CARB AIR BOX WAS BROKEN IN 2.

Synopsis

A TAYLORCRAFT L-2 ACFT'S ENG, ON INITIAL CLIMB-OUT AFTER TKOF, BEGAN TO GRADUALLY LOSE POWER. FLAPPER VALVE IN CARB AIR BOX WAS BROKEN IN TWO. EMERGENCY DECLARED.

ACN: 749742

Time / Day

Date : 200708
Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : LCI.Airport
State Reference : NH
Altitude.MSL.Single Value : 3000

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Operator.General Aviation : Personal
Make Model Name : PA-28 Cherokee/Archer II/Dakota/Pillan/Warrior
Operating Under FAR Part : Part 91
Flight Phase.Cruise : Level

Aircraft : 2

Make Model Name : Small Aircraft

Person : 1

Affiliation.Other : Personal
Function.Instruction : Instructor
Qualification.Pilot : ATP
Qualification.Pilot : CFI
Qualification.Pilot : Commercial
Qualification.Pilot : Instrument
Qualification.Pilot : Multi Engine
Experience.Flight Time.Last 90 Days : 60
Experience.Flight Time.Total : 2900
Experience.Flight Time.Type : 500
ASRS Report : 749742

Events

Anomaly.Conflict : Airborne Critical
Anomaly.Non Adherence : FAR
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Took Evasive Action
Miss Distance.Horizontal : 300
Miss Distance.Vertical : 200

Assessments

Problem Areas : Airspace Structure
Problem Areas : Flight Crew Human Performance

Narrative

WE WERE ON THE END OF A XCOUNTRY TRAINING FLT. WE HAD JUST PRACTICED THE DIVERSION TECHNIQUE AND I WAS GIVING INSTRUCTION TO MY STUDENT. WE HAD BOTH BEEN KEEPING A GOOD EYE OUT FOR TFC THAT DAY BECAUSE IT WAS A GREAT WX DAY FOR FLYING AND WAS THE FIRST GOOD DAY IN A FEW DAYS AND KNEW THAT THERE WOULD PROBABLY BE A FAIR AMOUNT OF TFC AROUND. WE BOTH LOOKED DOWN IN THE COCKPIT FOR WHAT SEEMED LIKE JUST A MIN AND THEN LOOKED UP TO SEE AN ACFT SLIGHTLY HIGHER THAN WE WERE AND JUST OFF TO OUR R PASSING IN FRONT OF OUR ACFT. I QUICKLY TOOK THE CTLS AND STARTED AN IMMEDIATE DSCNT. I AM NOT SURE IF THE OTHER ACFT EVER DID SEE US AS HE NEVER SEEMED TO TAKE ANY ACTION. I KNOW THE RULES SAY THAT ACFT ON THE R HAVE THE RIGHT-OF-WAY AND I DO KNOW AND UNDERSTAND THAT. THIS WAS JUST A TIMING ERROR ON MY PART WHEN I DECIDED TO LOOK IN THE COCKPIT FOR JUST A MIN. ON FUTURE FLTS SPENDING AS MUCH TIME OUTSIDE AS POSSIBLE IS A MUCH BETTER IDEA, AND DO THE BEST ONE CAN DO WITH BALANCING WORK INSIDE THE COCKPIT WITH WORK OUTSIDE AS WELL. ANOTHER POSSIBLE SOLUTION IS TO USE ATC AND GET ADVISORIES WHEN POSSIBLE. I SHOULD HAVE DONE THAT.

Synopsis

PA28 INSTRUCTOR PILOT REPORTS NEAR MISS WITH ANOTHER LIGHT ACFT AFTER A FEW MOMENTS OF INATTENTION DURING TRAINING.

ACN: 749394

Time / Day

Date : 200708
Day : Mon
Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : BXK.Airport
State Reference : AZ
Altitude.MSL.Single Value : 2000

Environment

Light : Daylight

Aircraft : 1

Operator.General Aviation : Instructional
Make Model Name : Skyhawk 172/Cutlass 172
Operating Under FAR Part : Part 91
Flight Phase.Descent : Approach
Route In Use.Approach : Traffic Pattern

Aircraft : 2

Operator.General Aviation : Instructional
Make Model Name : PA-28 Cherokee/Archer II/Dakota/Pillan/Warrior
Operating Under FAR Part : Part 91
Flight Phase.Descent : Approach
Route In Use.Approach : Traffic Pattern

Person : 1

Affiliation.Other : Instructional
Function.Instruction : Instructor
Qualification.Pilot : CFI
Experience.Flight Time.Last 90 Days : 50
Experience.Flight Time.Total : 900
Experience.Flight Time.Type : 800
ASRS Report : 749394

Events

Anomaly.Conflict : NMAC
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Took Evasive Action
Miss Distance.Horizontal : 300
Miss Distance.Vertical : 50

Assessments

Problem Areas : Flight Crew Human Performance

Narrative

ENTERING BXK TFC PATTERN. WE MADE 2 CALLS OF 5 MI OUT AND ALSO A 3 MI 45 DEG ENTRY FOR R TFC RWY 17. NOTICED TFC ON XWIND, MADE A 3RD CALL SAYING THAT WE WERE 'ENTERING DOWNWIND HAVE TFC ON XWIND IN SIGHT.' ARCHER MADE CALL SAYING 'TURNING DOWNWIND.' WE MADE A 4TH CALL SAYING THAT WE WERE IN FRONT OF AND L OF TFC TURNING DOWNWIND. THEY CONTINUED TURNING INTO US. (OUR ACFT IS A 1960 C172 -- VERY SLOW.) THEY CONTINUED CLBING DIRECTLY TOWARD US. WE DID A SHARP CLBING L TURN AND TFC PASSED BELOW AND TO THE R. I AM CURRENTLY INSTRUCTING AT THE BUCKEYE ARPT AND HAVE BEEN FOR OVER A YR. WE HAVE SEEN MULTIPLE IMPROPER ARPT ENTRIES AND NEAR MISSES. THE STUDENTS FROM TRAINING COMPANY X HAVE AN EXTREME LANGUAGE BARRIER AND VERY LOW KNOWLEDGE BASIS. WE HAVE SEEN STUDENTS HAVE ENG FIRES ON THE RAMP AND THEY ARE ALWAYS HAVING TROUBLE STARTING THEIR ACFT. IT IS NOT UNCOMMON FOR ONE OF THE PLTS FROM BXK TO TROUBLESHOOT THEIR AIRPLANES SO THAT THEY CAN START THEM. THESE STUDENTS HAVE CONSISTENTLY SHOWN THAT THEY ARE NOT BEING TRAINED TO THE STANDARDS THAT THE FAA HAS ESTABLISHED AND THEY ARE GOING TO HAVE ACCIDENTS IF UNCHKD.

Synopsis

A C172 AT BXK HAD AN NMAC WITH AN ARCHER.

ACN: 749075

Time / Day

Date : 200708
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : CDK.Airport
State Reference : FL
Altitude.AGL.Single Value : 700

Environment

Flight Conditions : Marginal
Light : Daylight

Aircraft : 1

Operator.General Aviation : Instructional
Make Model Name : Skyhawk 172/Cutlass 172
Operating Under FAR Part : Part 91
Flight Phase.Climbout : Initial
Flight Phase.Climbout : Takeoff

Component : 1

Aircraft Component : Fuel Line, Fittings, & Connectors

Person : 1

Affiliation.Other : Instructional
Function.Instruction : Instructor
Qualification.Pilot : CFI
Qualification.Pilot : Commercial
Qualification.Pilot : Instrument
Qualification.Pilot : Multi Engine
Experience.Flight Time.Last 90 Days : 120
Experience.Flight Time.Total : 480
Experience.Flight Time.Type : 390
ASRS Report : 749075

Events

Anomaly.Aircraft Equipment Problem : Critical
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Diverted To Another Airport
Resolatory Action.Flight Crew : Landed As Precaution

Assessments

Problem Areas : Aircraft

Narrative

ON AUG/XA/07, MY STUDENT AND I WERE ON AN INSTRUCTIONAL FLT ORIGINATING IN DAB WITH A DEST OF CDK. THE FLT TO CDK WAS UNEVENTFUL. AT CDK WE SHUT THE ACFT DOWN FOR APPROX 1 HR. UPON RETURN TO THE ACFT AND BEFORE DEP, I PERFORMED A PREFLT INSPECTION. I NOTED NO VISIBLE DEFECTS WITH THE ACFT. WE STARTED AND TAXIED TO THE RWY FOR OUR RUN-UP. RUN-UP WAS NORMAL AND NO ENG ABNORMALITIES WERE OBSERVED. TKOF AND INITIAL CLBOUT WERE NORMAL. WHEN TURNING XWIND, WE HEARD A LOUD 'POP' AND THE ENG BEGAN TO RUN ROUGH WITH MODERATE VIBRATION. I LOOKED AT THE ENG GAUGES AND NOTED: OIL PRESSURE, AND OIL TEMP WERE BOTH STABLE AT APPROPRIATE NUMBERS. EGT GAUGE SHOWED A MAX FULL SCALE DEFLECTION, AND FUEL FLOW WAS FLUCTUATING BTWN 10 GPH AND 15 GPH. I WAS THE PF AT THE TIME, SO I KEPT CTL OF THE ACFT. SINCE WE WERE IN THE TFC PATTERN I ELECTED TO RETURN FOR A LNDG. WHILE FLYING THE DOWNWIND I ADJUSTED THE PWR TO 1500 RPM. THE VIBRATIONS DECREASED AND THE ENG RAN SMOOTHER. I EXECUTED A CAUTIONARY LNDG WITH PWR, THE REST OF APCH AND LNDG WERE UNEVENTFUL. WE TAXIED AND SHUT THE ACFT DOWN. UPON INSPECTION OF THE ACFT I NOTED THAT THE FORWARD L CYLINDER (WHEN REFINING THE PLT'S SEAT) HAD A BROKEN FUEL INJECTOR LINE. THE LINE HAD SEPARATED ABOUT AN INCH ABOVE WHERE THE LINE CONNECTED TO THE CYLINDER. I ALSO NOTED THAT FUEL WAS DRIPPING OUT OF THE LINE ONTO THE ENG. DURING THE EVENT I ELECTED TO KEEP THE ENG RUNNING. I NOTICED THAT THE OIL TEMP AND PRESSURE WERE AT NORMAL LEVELS, AND WHEN I DECREASED THE RPM THE EGT CAME TO A NORMAL LEVEL. HAD I OBSERVED UNSAFE LEVELS IN ALL 3 GAUGES I WOULD HAVE SHUT AND SECURED THE ENG WHILE SETTING UP FOR A LNDG AT CDK.

Synopsis

C-172 EXPERIENCED ROUGH RUNNING ENG WITH ASSOCIATED VIBRATION DURING CLIMBOUT. PLT RETURNED FOR PRECAUTIONARY LNDG.

ACN: 748854

Time / Day

Date : 200704
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : STL.Airport
State Reference : MO
Altitude.AGL.Single Value : 2000

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Operator.General Aviation : Instructional
Make Model Name : Small Aircraft, Low Wing, 1 Eng, Fixed Gear
Operating Under FAR Part : Part 91
Flight Phase.Cruise : Level

Aircraft : 2

Operator.General Aviation : Instructional
Make Model Name : Any Unknown or Unlisted Aircraft Manufacturer
Navigation In Use.Other.VORTAC

Person : 1

Affiliation.Other : Instructional
Function.Instruction : Trainee
Experience.Flight Time.Last 90 Days : 12
Experience.Flight Time.Total : 34
Experience.Flight Time.Type : 30
ASRS Report : 748854

Events

Anomaly.Conflict : NMAC
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Took Evasive Action
Miss Distance.Horizontal : 0
Miss Distance.Vertical : 70

Assessments

Problem Areas : Flight Crew Human Performance

Narrative

DURING PVT PLT TRAINING, THE INSTRUCTOR HAD ME FLY OVER A NEARBY VOR TO SHOW ME WHAT IT LOOKED LIKE ON THE GND. THE SCHOOL HAD A FREQ DEDICATED TO RPTING ACTIVITY NEAR THE VOR BUT WE WERE NOT TUNED TO

IT. BOTH OF OUR EYES WERE DIRECTED OUTSIDE OF THE CABIN TOWARDS THE VOR WHEN I LOOKED FORWARD AND SAW THE OTHER PLANE HEADED DIRECTLY TOWARDS US. I IMMEDIATELY PUSHED THE STICK FORWARD AND SAW THE OTHER PLANE NARROWLY PASS OVERHEAD (NO MORE THAN 100 FT ABOVE). THE OTHER PLANE WAS BEING FLOWN BY AN IFR STUDENT AND INSTRUCTOR PRACTICING VOR NAV.

Synopsis

A DA20 IN VFR CONDITIONS HAD AN NMAC WITH ANOTHER AIRCRAFT.

ACN: 748493

Time / Day

Date : 200708
Day : Thu
Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : LAF.Airport
State Reference : IN
Altitude.AGL.Single Value : 2300

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Controlling Facilities.Tower : LAF.Tower
Operator.General Aviation : Instructional
Make Model Name : PA-34-200T Turbo Seneca II
Operating Under FAR Part : Part 91
Navigation In Use.ILS.Localizer Only : 10
Flight Phase.Descent : Approach

Aircraft : 2

Controlling Facilities.ARTCC : ZAU.ARTCC
Operator.General Aviation : Personal
Make Model Name : PA-31T-1 Cheyenne I
Operating Under FAR Part : Part 91
Navigation In Use.ILS.Localizer & Glide Slope : 10
Navigation In Use.ILS.Localizer Only : 10
Flight Phase.Descent : Approach

Person : 1

Affiliation.Other : Instructional
Function.Instruction : Instructor
Qualification.Pilot : CFI
Qualification.Pilot : Commercial
Qualification.Pilot : Instrument
Qualification.Pilot : Multi Engine
Experience.Flight Time.Last 90 Days : 120
Experience.Flight Time.Total : 1500
Experience.Flight Time.Type : 150
ASRS Report : 748493

Person : 2

Affiliation.Other : Personal
Function.Flight Crew : Single Pilot

Qualification.Pilot : Instrument
Qualification.Pilot : Multi Engine
Experience.Flight Time.Last 90 Days : 20
Experience.Flight Time.Total : 3000
Experience.Flight Time.Type : 100
ASRS Report : 748126

Events

Anomaly.Conflict : NMAC
Anomaly.Non Adherence : FAR
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Took Evasive Action
Resolatory Action.Flight Crew : Took Precautionary Avoidance Action
Miss Distance.Horizontal : 0
Miss Distance.Vertical : 150

Assessments

Problem Areas : ATC Human Performance
Problem Areas : Flight Crew Human Performance

Narrative

I WAS THE FLT INSTRUCTOR ON AN INST TRAINING FLT. WE WERE FLYING OUR LAST ILS RWY 10 AT LAF DOING THE FULL PROC. AS WE WENT MISSED APCH ON THE PREVIOUS ILS, LAF TWR INFORMED US THERE WAS A PIPER CHEYENNE INBOUND TO EARLE FROM THE NE...DUE IN ABOUT 4 MINS. THE STUDENT WAS UNDER THE HOOD, SO I WAS LOOKING FOR THE CHEYENNE. WE NEVER SAW THE OTHER TFC UNTIL WE WERE 1 NM W OF EARLE INBOUND WHEN THE CHEYENNE OVERTOOK US FROM BEHIND AS HE APPEARED TO BE FOLLOWING THE GS FROM ABOVE. WHEN I FIRST SAW THE AIRPLANE, HE WAS DSNDING TOWARDS US, SO I TOOK THE AIRPLANE FROM MY STUDENT AND INITIATED A DSCNT TO AVOID THE CHEYENNE. SINCE THE TFC CAME FROM ABOVE AND BEHIND US, WE HAD NO TIME TO SEE/AVOID THE OTHER AIRPLANE UNTIL THE VERY LAST MIN. THE MAIN PROB CAME FROM THE 2 AIRPLANES BEING ON SEPARATE FREQS UP UNTIL ABOUT 10-15 SECONDS BEFORE US HAVING TO MANEUVER AWAY FROM THE CHEYENNE. LAF TWR HAD NO WAY TO TELL ABOUT THE CLOSE PROX OF THE 2 ACFT DUE TO THEM NOT HAVING RADAR. I FEEL THAT IF BOTH ACFT WERE ON THE SAME FREQ THIS SITUATION COULD HAVE BEEN AVOIDED. SUPPLEMENTAL INFO FROM ACN 748126: THE SENECA WAS ON A TRAINING FLT, PRACTICING THE ILS RWY 10 APCH (FLYING VFR). HE WAS NOT TALKING TO ZAU. I WAS ON AN ACTUAL ILS RWY 10 APCH. THIS IS A NON-RADAR ENVIRONMENT. ZAU TURNED ME OVER TO LAF TWR. TWR ASKED ME WHERE I WAS. I TOLD HIM I WAS 1 MI OUTSIDE EARLE. THE TWR THEN ASKED THE SENECA WHERE HE WAS. THE SENECA SAID HE WAS ALSO 1 MI OUTSIDE EARLE AND THEN SAID HE JUST SAW ME FLY OVER HIM. LAF SHOULD NOT ALLOW VFR ILS APCHS WHEN REAL IFR APCHS ARE IN PROGRESS.

Synopsis

PA34 INSTRUCTOR REPORTS NMAC WITH PA31, OVERTAKING AND ABOVE, NEAR EARLE DURING PRACTICE ILS TO RWY 10 AT LAF.

ACN: 748004

Time / Day

Date : 200707
Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : AEG.Airport
State Reference : NM
Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Operator.General Aviation : Personal
Make Model Name : Skyhawk 172/Cutlass 172
Operating Under FAR Part : Part 91
Flight Phase.Landing : Roll

Aircraft : 2

Operator.General Aviation : Personal
Make Model Name : Chancellor 414A & C414
Flight Phase.Landing : Roll

Person : 1

Affiliation.Other : Instructional
Function.Instruction : Instructor
Qualification.Pilot : CFI
Qualification.Pilot : Commercial
Qualification.Pilot : Instrument
Qualification.Pilot : Multi Engine
Experience.Flight Time.Last 90 Days : 146
Experience.Flight Time.Total : 724
Experience.Flight Time.Type : 177
ASRS Report : 748004

Person : 2

Events

Anomaly.Conflict : Ground Critical
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Executed Go Around
Resolatory Action.Flight Crew : Took Evasive Action
Miss Distance.Horizontal : 2000

Assessments

Problem Areas : Airport

Problem Areas : Flight Crew Human Performance

Narrative

THIS INCIDENT OCCURRED AT AEG, DOUBLE EAGLE II ARPT, IN ALBUQUERQUE, NM, ON JUL/XA/07 AT APPROX XA40. RPTED WX CONDITIONS AT THE TIME SHOWED WINDS FROM 030 DEGS, 4 KTS, SKY CLR, TEMP 24 DEGS C, DEWPOINT 11 DEGS C, ALTIMETER SETTING 30.15 INCHES HG. I WAS FLYING A C172 WITH A STUDENT PLT IN THE TFC PATTERN DOING TOUCH AND GOES ON RWY 4. WE HAD COMPLETED APPROX 5 TRIPS IN THE PATTERN (L TFC) AND THIS WAS OUR FINAL LNDG OF THE DAY. WINDS WERE FAVORING RWY 4, FLUCTUATING IN VELOCITY BTWN 3-8 KTS. AT DOUBLE EAGLE ARPT, THE CALM WIND RWY IS RWY 22, TYPICALLY USED WHEN WINDS ARE LESS THAN 6 KTS. HOWEVER, DUE TO EXISTING TFC ALREADY IN THE PATTERN, MY STUDENT AND I USED RWY 4 TO CONFORM TO ESTABLISHED TFC PRACTICES AND TO PREVENT A CONFLICT. IN OTHER WORDS, WHILE WE TYPICALLY WOULD HAVE USED RWY 22 IN THESE WX CONDITIONS TO PRACTICE OUR TOUCH-AND-GOES, WE USED RWY 4 SINCE ALL OTHER TFC WERE ALREADY USING RWY 4. THE NEAR MISS INCIDENT OCCURRED WHEN WE FLEW THE PATTERN ONE FINAL TIME, TOUCHED DOWN ON RWY 4, AND BEGAN OUR ROLLOUT WHILE PROCEEDING TO THE NEAREST RWY EXIT. MEANWHILE, ANOTHER ACFT PROCEEDED TO LAND (C414) IN THE OPPOSITE DIRECTION ON RWY 22. WE WERE ACFT #1 TO LAND, WITH ANOTHER ACFT FOLLOWING IN BEHIND US ON FINAL (#2) FOR RWY 4. THERE WERE AT LEAST 2 ACFT IN THE TFC PATTERN AT THE TIME, ALL USING RWY 4. THE ONCOMING C414 PROCEEDED TO LAND AND MADE FULL CONTACT WITH THE RWY AND DID NOT EXECUTE A GAR UNTIL I MADE A CALL ON THE CTAF TELLING HIM TO GO AROUND. AS THE C414 ROLLED TOWARDS ME, I TOOK EVASIVE ACTION AND TAXIED THE AIRPLANE TO THE EDGE OF RWY, SINCE THE NEAREST TXWY EXIT WAS SEVERAL HUNDRED FT AHEAD. ALL ACFT USING RWY 4 AT THE TIME MADE ANNOUNCEMENTS ON THE LCL CTAF, INDICATING THEIR POS WITHIN THE PATTERN, INCLUDING MYSELF. THE C414 APPEARED TO BE CONDUCTING PRACTICE INST APCHS TO RWY 22, BUT DID NOT HEED ANNOUNCEMENTS ON THE LCL CTAF THAT THE ACTIVE RWY WAS 4. I DID NOT HEAR XMISSIONS BY THE C414 PLT INDICATING HE WAS GOING TO LAND ON RWY 22. CONTRIBUTING FACTORS TO THIS INCIDENT INCLUDE THE FACT THAT XMISSIONS FOR OTHER TFC AT OTHER ARPTS WERE HEARD ON THE CTAF. OUR CTAF FREQ IS SHARED WITH AT LEAST 4 OTHER ARPTS IN THE VICINITY, INCLUDING AT LEAST 1 ARPT (TAOS) THAT ALSO HAS A RWY 4/22. IN ADDITION, THE PLT FLYING THE C414 HAD A FOREIGN ACCENT AND MAY HAVE HAD A LANGUAGE BARRIER, AND CONSEQUENTLY MIGHT NOT HAVE UNDERSTOOD ALL XMISSIONS ON THE CTAF. CORRECTIVE ACTIONS SHOULD INCLUDE: 1) EDUCATING PLTS THAT THEY MUST USE THE ACTIVE RWY, REGARDLESS OF WIND DIRECTION, EVEN IF LCL PROCS DICTATE THE USE OF ANOTHER RWY TO PREVENT A CONFLICT. 2) COMMENCE OP OF THE ARPT TWR THAT HAS ALREADY BEEN BUILT AT THE ARPT, BUT HAS SAT IDLE FOR MONTHS. 3) INSTITUTE AN ENGLISH COMPETENCY EXAM FOR THOSE PLTS WHOSE NATIVE LANGUAGE IS NOT ENGLISH.

Synopsis

C172 INSTRUCTOR REPORTS NEAR COLLISION WITH C414 LANDING OPPOSITE DIRECTION ON RWY 22 AT AEG, AS C414 TOUCHES DOWN THEN GOES AROUND AS C172 STOPS ON RWY.

ACN: 746945

Time / Day

Date : 200707
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.MSL.Single Value : 1000

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Controlling Facilities.Tower : ZZZ.Tower
Operator.General Aviation : Personal
Make Model Name : Hiller Helicopter, Undifferentiated or Other Model
Operating Under FAR Part : Part 91
Flight Phase.Descent : Approach
Route In Use.Approach : Visual

Component : 1

Aircraft Component : Main Rotor RPM Indication

Person : 1

Affiliation.Other : Personal
Function.Instruction : Instructor
Qualification.Pilot : CFI
Experience.Flight Time.Last 90 Days : 120
Experience.Flight Time.Total : 1301
Experience.Flight Time.Type : 25
ASRS Report : 746945

Person : 2

Affiliation.Other : Personal
Function.Instruction : Trainee

Events

Anomaly.Aircraft Equipment Problem : Less Severe
Anomaly.Other Anomaly : Unstabilized Approach
Independent Detector.Aircraft Equipment.Other Aircraft Equipment : Rotor RPM
Independent Detector.Other.Flight CrewA : 2
Resolatory Action.Flight Crew : Landed In Emergency Condition
Resolatory Action.Flight Crew : Regained Aircraft Control

Assessments

Problem Areas : Aircraft

Narrative

MY STUDENT WAS FLYING THE ACFT, APCHING THE ARPT FOR PATTERN WORK. THE STUDENT DIRECTED MY ATTN TO THE ROTOR RPM, WHICH WAS BEGINNING TO DECAY. I IMMEDIATELY TOOK THE CTLS, LOWERING THE COLLECTIVE TO THE FULL DOWN POS AS THE ROTOR RPM DROPPED BELOW THE GREEN ARC. AT THE SAME TIME I BANKED THE ACFT TO THE L IN AN ATTEMPT TO INCREASE ROTOR RPM AND HEAD TOWARDS A SUITABLE LNDG AREA. I CALLED OUT MY LOCATION TO TWR AT THE SAME TIME AND TOLD THEM I WAS MAKING AN EMER LNDG. A POLICE HELI WAS IN THE AREA AND IMMEDIATELY HEADED IN OUR DIRECTION. MY ATTEMPT TO REGAIN ROTOR RPM WAS UNSUCCESSFUL DESPITE CORRECTIVE ACTION AND IT BECAME EVIDENT THAT THE INSTRUMENT HAD FAILED. I EXITED THE AUTOROTATION AND BEGAN A NORMAL APCH WITH PWR. AT THIS TIME WE WERE APPROX 300 FT AGL AND I WAS UNABLE TO JUDGE EXACTLY WHERE THE ROTOR RPM WAS WITHOUT A WORKING TACH. THE ENG RPM SHOWED THE ENG WAS PRODUCING PWR AND WAS ABOVE THE RED LINE. WITHOUT A GOVERNOR EQUIPPED ON THE ACFT IT WAS UNKNOWN IF THE ROTOR RPM WAS STILL CORRELATED WITH THE ENG. I REDUCED ENG RPM TO BRING IT BACK TO THE GREEN ARC AND FELT A LIGHT BUFFET BEGIN TO DEVELOP SO I RETURNED THE THROTTLE TO THE SETTING WHICH HAD BEEN WORKING WELL. I THEN LANDED THE ACFT IN AN UNOCCUPIED LIVESTOCK FIELD USING A RUN-ON LNDG AT APPROX 15 KTS. THERE WAS NO DAMAGE TO THE ACFT, FIELD OR OCCUPANTS. AFTER SHUTTING DOWN WE FOUND THAT THE PLUG FOR THE ROTOR RPM TACH HAD COME LOOSE AND DISCONNECTED. THE ROTOR RPM NEEDLE DECAYED SLOWLY, AS IF THERE WAS AN ACTUAL MECHANICAL PROB. THE ONLY CORRECTIVE ACTION POSSIBLE WAS TO LOWER THE COLLECTIVE AND THEN IDENT IF IT WAS AN INSTRUMENT ERROR OR NOT. WITH THE ENG PRODUCING PWR, A DRIVE SHAFT FAILURE WAS STILL A POSSIBILITY. THE STUDENT HELPED ME BY POINTING OUT ENG INSTS THAT WERE EXCEEDING LIMITATIONS. HIS ATTN TO THE INSTRUMENTATION WAS EXCELLENT.

Synopsis

A HILLER 12B ROTOR TACH GEN CABLE BECAME UNPLUGGED GIVING THE APPEARANCE OF ROTOR FAILURE. A SAFE LANDING WAS ACCOMPLISHED.

ACN: 746942

Time / Day

Date : 200707

Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : HWD.Airport

State Reference : CA

Altitude.MSL.Single Value : 1000

Environment

Flight Conditions : Mixed

Light : Night

Aircraft : 1

Controlling Facilities.TRACON : NCT.TRACON

Operator.General Aviation : Personal

Make Model Name : Skyhawk 172/Cutlass 172

Operating Under FAR Part : Part 91

Flight Phase.Landing : Go Around

Flight Phase.Landing : Missed Approach

Person : 1

Affiliation.Other : Instructional

Function.Instruction : Instructor

Function.Oversight : PIC

Qualification.Pilot : CFI

Qualification.Pilot : Commercial

Qualification.Pilot : Instrument

Qualification.Pilot : Multi Engine

ASRS Report : 746942

Events

Anomaly.Aircraft Equipment Problem : Less Severe

Anomaly.Non Adherence : Clearance

Anomaly.Non Adherence : Published Procedure

Anomaly.Other Anomaly : Unstabilized Approach

Anomaly.Other Spatial Deviation

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Controller : Issued New Clearance

Resolatory Action.Flight Crew : Executed Missed Approach

Consequence.FAA : Reviewed Incident With Flight Crew

Assessments

Problem Areas : Aircraft

Problem Areas : Flight Crew Human Performance

Problem Areas : Weather

Narrative

THIS WAS A TRAINING FLT RETURNING FROM A LONG XCOUNTRY, WX HAD DETERIORATED TO IMC BY OUR RETURN. WE PICKED UP AN IFR CLRNC OVER SUNOL FOR THE LOC/DME RWY 28 INTO HAYWARD. AFTER WE PASSED THE IAF AND WERE ESTABLISHED ON THE APCH NORCAL INSTRUCTED US TO CLB AND MAKE A R TURN SINCE AN ACFT AT HWD HAD NOT CLOSED HIS IFR FLT PLAN. AFTER A SHORT DELAY WE WERE VECTORED BACK TO THE IAF AFTER WE WERE RE-ESTABLISHED AND CLRED FOR THE APCH WE WERE INSTRUCTED TO SWITCH TO CTAF AND ADVISED TO CANCEL WITH OAK TWR UPON LNDG. OUR #1 RADIO LIGHTS WERE BAD AND HARD TO TUNE IN THE FREQS SO AS MY STUDENT IS SHOOTING THE APCH I HAD TO LEAN CLOSE TO THE RADIO TO TUNE IN CTAF. AS I AM ALMOST DONE SETTING UP THE FREQ I HEAR MY STUDENT SAY 'OH SHOOT.' I LOOK OVER AT HER AND THE PANEL, AND IT TOOK ME A FEW SECONDS TO REALIZE WHAT WAS GOING ON -- WE WERE AT FULL SCALE DEFLECTION AND 90+ DEGS OFF COURSE, NOT KNOWING WHERE WE WERE (OR HOW TO GET TO THE MISSED APCH POINT) I TRIED TO MANEUVER THE PLANE TO GET BACK ON COURSE. I MUST MADE A FEW TURNS BUT COULD NOT FIGURE OUT WHERE WE WERE -- YOU ARE ALWAYS TRAINED TO GO TO THE MISSED APCH POINT, BUT I DID NOT KNOW WHERE THAT WAS. I SHOULD HAVE NOT TRUSTED MY STUDENT TO MAKE THE APCH, BUT WE HAD SHOT THAT APCH A DOZEN TIMES AND SHE HAS HAD SEVERAL FLTS IN ACTUAL IMC IN THE PAST. AND KNOWING OAK WAS RIGHT ABOVE ME I DID NOT WANT TO JUST CLB OUT OF IMC JUST ANYWHERE, FINALLY I KNEW I COULD NOT DETERMINE WHERE WE WERE I ATTEMPTED TO CONTACT NORCAL -- AND CONTACTED OAK TWR AND WAS INSTRUCTED TO CLB IMMEDIATELY AND GIVEN A HDG. WE WERE THEN VECTORED AWAY FROM THE ARPT -- AT THIS POINT I DECLARED MINIMUM FUEL AND WE DIVERTED TO ZZZ AND I WAS INSTRUCTED TO CALL A NUMBER UPON LNDG. THE COMBINATION OF MINIMUM FUEL, LOW CEILING, LACK OF EXPERIENCE AND NO COCKPIT LIGHTING COUPLED WITH MY LOSS OF SITUATIONAL AWARENESS ON APCH LED TO THIS OCCURRENCE.

Synopsis

AN IMC C172 INSTRUCTOR AND STUDENT BECAME LOST ON AN ILS APCH AFTER THE INSTRUCTOR DIVERTED ATTENTION TO RADIO TUNING AND THE STUDENT DEVIATED FROM THE ILS LOC.

ACN: 746544

Time / Day

Date : 200707

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.AGL.Bound Lower : 0

Altitude.AGL.Bound Upper : 30

Environment

Flight Conditions : VMC

Light : Daylight

Aircraft : 1

Controlling Facilities.Tower : ZZZ.Tower

Operator.General Aviation : Instructional

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

Operating Under FAR Part : Part 91

Flight Phase.Climbout : Takeoff

Person : 1

Affiliation.Other : Instructional

Function.Instruction : Instructor

Function.Oversight : PIC

Qualification.Pilot : CFI

Qualification.Pilot : Commercial

Qualification.Pilot : Instrument

Experience.Flight Time.Last 90 Days : 270

Experience.Flight Time.Total : 1000

Experience.Flight Time.Type : 400

ASRS Report : 746544

Events

Anomaly.Excursion : Runway

Anomaly.Ground Encounters.Other

Anomaly.Other Anomaly

Anomaly.Other Anomaly : Speed Deviation

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Regained Aircraft Control

Consequence.Other : Aircraft Damaged

Consequence.Other

Assessments

Problem Areas : Flight Crew Human Performance

Narrative

A TKOF WAS INITIATED WHILE I WAS INSTRUCTING A STUDENT. THE ACFT WAS CONFIGURED FOR A SOFT-FIELD TKOF WITH FLAPS 25 DEGS AS CALLED FOR IN THE SYLLABUS. A NORMAL CLRNC TO TKOF RWY 22L WAS RECEIVED AND THE ACFT WAS TAXIED ONTO THE RWY WHILE COMPLETING THE SECOND PART BEFORE TKOF CHKLIST. A REF TO THE WINDSOCK INDICATED A L QUARTERING HEADWIND AND THE CALLOUT TKOF WAS PERFORMED AS THE THROTTLE WAS SMOOTHLY ADVANCED TO FULL. ENG PWR OUTPUT WAS NORMAL AND THE ACFT ACCELERATED AS EXPECTED. AS SPD BUILT, THE NOSEWHEEL LEFT THE GND AS EXPECTED. SHORTLY AFTER, THE ACFT BEGAN TO YAW L AND BECAME AIRBORNE INTO GND EFFECT. I COACHED THE STUDENT TO INCREASE R RUDDER BY REPEATING INTO THE INTERCOM R RUDDER. AT THAT POINT, THE ACFT BANKED TO THE R AND BEGAN SETTLING BACK TOWARD THE RWY MOVING TOWARD THE R SIDE OF THE RWY. CTL OF THE ACFT THEN WENT TO ME. I ATTEMPTED TO MAINTAIN POSITIVE CTL OF THE ACFT BY MANAGING THE ANGLE OF ATTACK THROUGHOUT THE SUBSEQUENT BOUNCES (ATTEMPTING TO MAKE GND CONTACT WITH ONLY THE MAIN GEAR) AND RECOVER DIRECTIONAL CTL, HOWEVER, THE AIRSPD WAS TOO LOW FOR SUSTAINED FLT EVEN IN GND EFFECT. I ATTEMPTED ALSO TO AVOID, UNSUCCESSFULLY, VARIOUS ARPT SIGNS WHILE THE ACFT WAS MOVING OVER AND ALONG THE INFIELD BTWN RWY XXL AND RWY XXR. AS THE ACFT SETTLED OUT OF A RELATIVELY LOWER BOUNCE AND LATERAL DIRECTIONAL CTL WAS ACHIEVED, I FULLY CLOSED THE THROTTLE AND ROLLED THE AIRPLANE BACK ONTO THE RWY. I EXITED THE RWY AT TAXI SPD AT INTXN, RPTED CLR TO THE TWR AND WAS INSTRUCTED TO CONTACT GND. GND CTL INSTRUCTED THAT WE EXIT THE TXWY AT INTXN AND SHUT DOWN WHERE MAINT WAS WAITING. THE ACFT WAS SHUT DOWN, THE 3 OCCUPANTS (MYSELF INCLUDED) EXITED UNINJURED, AND THE ACFT WAS TOWED TO THE MAINT HANGAR.

Synopsis

INSTRUCTOR PLT AND STUDENT LOSE CONTROL OF PA28 SHORTLY AFTER LIFT OFF WHILE PERFORMING A SIMULATED SOFT FIELD TKOF.

ACN: 746233

Time / Day

Date : 200707
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : DKB.Airport
State Reference : IL
Altitude.AGL.Single Value : 1200

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Operator.General Aviation : Personal
Make Model Name : Skyhawk 172/Cutlass 172
Operating Under FAR Part : Part 91
Flight Phase.Descent : Approach

Aircraft : 2

Make Model Name : Boeing Company Undifferentiated or Other Model
Operating Under FAR Part : Part 91
Flight Phase.Cruise : Level

Person : 1

Affiliation.Other : Instructional
Function.Instruction : Instructor
Qualification.Pilot : CFI
Qualification.Pilot : Commercial
Qualification.Pilot : Instrument
Qualification.Pilot : Multi Engine
Experience.Controller.Radar : 25
Experience.Flight Time.Last 90 Days : 93
Experience.Flight Time.Total : 2342
Experience.Flight Time.Type : 1000
ASRS Report : 746233

Events

Anomaly.Conflict : NMAC
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Took Evasive Action
Miss Distance.Horizontal : 0
Miss Distance.Vertical : 200

Assessments

Problem Areas : Flight Crew Human Performance

Narrative

I WAS RETURNING TO DKB FROM THE SE AFTER A TRAINING FLT. I WAS THE INSTRUCTOR. I LISTENED TO THE UNICOM FREQ BEFORE ENTERING THE PATTERN. THERE WAS ANOTHER C172 AND A PIPER CHEROKEE IN THE TFC PATTERN FOR RWY 9. I MADE AN INITIAL POS RPT FROM 7 MI SE THAT I WAS GOING TO ENTER L TFC FOR RWY 9. THE CHEROKEE PLT STATED THAT HE WAS DEPARTING TO THE NE. I MADE ANOTHER CALL JUST PRIOR TO ENTERING THE PATTERN TO DETERMINE THE CHEROKEE'S POS. AS I WAS TURNING ONTO THE L DOWNWIND LEG APPROX 1 MI E OF THE RWY AND ABOUT 200 FT ABOVE PATTERN ALT AND DSNDING I SAW A B17 WWII BOMBER HEAD-ON TO ME. I IMMEDIATELY PULLED HARD ON THE ELEVATOR AND THE B17 PASSED APPROX 200 FT BELOW ME. I ASKED THE OTHER PLTS IF THEY HAD HEARD THE B17 MAKE ANY POS CALLS OR HAD I MISSED SOMETHING. THEY REPLIED 'NO' AND THE CHEROKEE PLT STATED THAT HE TOO HAD BEEN 'STARTLED' BY THE B17. THE B17 WAS BELOW ME AND IS PAINTED GREEN. HE WAS FLYING AGAINST A BACKDROP OF GREEN FIELDS AND TREES. IT IS MY GUESS THAT FROM HIS POS AND COURSE RELATIVE TO MINE THAT HE HAD TO HAVE BEEN WITHIN 1 MI OF DKB ARPT AT TFC PATTERN ALT. I KNOW THAT IT IS CLASS G AIRSPACE AND THE RULE IS SEE AND BE SEEN, BUT A RADIO CALL WOULD HAVE MADE A GREAT DEAL OF DIFFERENCE.

Synopsis

C172 PILOT REPORTS NMAC WITH B17 IN THE TRAFFIC PATTERN AT DKB.

ACN: 745458

Time / Day

Date : 200707
Day : Sat
Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : BLI.Airport
State Reference : WA
Altitude.AGL.Single Value : 0

Environment

Flight Conditions : IMC
Light : Daylight

Aircraft : 1

Operator.General Aviation : Instructional
Make Model Name : Any Unknown or Unlisted Aircraft Manufacturer
Operating Under FAR Part : Part 91
Flight Phase.Ground : Preflight

Person : 1

Affiliation.Other : Instructional
Function.Instruction : Instructor
Experience.Flight Time.Total : 2600
ASRS Report : 745458

Person : 2

Affiliation.Other : Instructional
Function.Flight Crew : Single Pilot
Function.Instruction : Trainee
Qualification.Pilot : Student

Person : 3

Affiliation.Other : Contracted Service
Function.Other Personnel : FSS Specialist
Qualification.Other : FSS Specialist

Events

Anomaly.Other Anomaly.Other
Independent Detector.Other.Flight CrewA : 1
Resolutive Action.None Taken : Unable

Assessments

Problem Areas : FAA

Situations

ATC Facility.Procedure Or Policy : DEN.FSS

Narrative

MY COMMERCIAL PLT STUDENT (250 HRS) WAS PREPARING FOR HIS LONG SOLO CROSS COUNTRY, TO BE FROM BLI TO CVO, WITH STOPS AT AURORA, OR, AND CENTRALIA, WA, BEFORE RETURNING TO HOME BASE, S36. HE CALLED WX BRIEF, AND WAS CONNECTED TO DENVER AFSS. THE BRIEFER TOLD HIM EVERYTHING ALONG HIS RTE WAS CLEAR EXCEPT PAE, WHICH WAS REPORTING 400 FT OVERCAST. HE WAS ALSO GIVEN A PIREP IN THE PORTLAND AREA FOR BASES OF A BROKEN LAYER AT 2100 FT, TOPS 2300 FT, BUT PORTLAND WAS REPORTED AS CLEAR. WHEN THE STUDENT DESCRIBED THIS TO ME, THERE WERE SEVERAL THINGS WHICH DID NOT MAKE SENSE. SO I CALLED WX BRIEF. I WAS CONNECTED TO DENVER. THE BRIEFER DID NOT KNOW WHERE CREST AIRPARK WAS, DID NOT KNOW WHERE S36 WAS, AND DID NOT KNOW WHAT THE PUGET SOUND CONVERGENCE ZONE WAS (A WX PATTERN WHICH FREQUENTLY GENERATES VASTLY DIFFERENT WX OVER VERY SHORT DISTANCES, GENERATED BY LOCAL GEOGRAPHY). I ASKED HIM TO TRANSFER ME TO A SEA AFSS BRIEFER. HE PUT ME ON HOLD AND MY CALL WAS ANSWERED BY SOMEONE IN WASHINGTON, DC, AFSS. I ASKED AGAIN TO BE TRANSFERRED TO A SEA BRIEFER. HE SAID HE COULD READ ME THE WX AND HE'S NEVER HAD A COMPLAINT. I PERSISTED AND HE TRANSFERRED ME TO A SEA BRIEFER. I EXPLAINED TO THE SEA BRIEFER MY QUESTIONS (ALL IS CLEAR EXCEPT PAE) AND (WHAT ABOUT PORTLAND). THE BRIEFER SAID 'AND THE PREVIOUS BRIEFER DID NOT CHK ARLINGTON, SKAGIT, BAYVIEW, OR WHIDBEY ISLAND?' ALL THESE WERE LOW IFR, INDICATING THAT A MARINE LAYER WAS SETTLED OVER NORTH PUGET SOUND. IN ADDITION, STATIONS ALONG THE I-5 CORRIDOR FROM SEA TO PDX WERE ALL IFR (TIW, GRF, OLM, KLS) -- NONE OF WHICH WERE NOTED BY THE ORIGINAL BRIEFER. AS THIS PLAYED OUT, 3 HRS LATER, BLI WAS ALSO IFR BEFORE IT EVENTUALLY BURNED OFF. THESE PATTERNS ARE QUITE COMMON IN THE PACIFIC NORTHWEST. LOW STRATUS AND FOG TYPICALLY PERSIST IN SOUTH PUGET SOUND WHILE SEA CAN BE CLR. THE ONLY REASON THE STUDENT DID NOT LAUNCH VFR INTO THAT WX IS THAT HE LIVES IN THE SAME HOUSE WITH AN INSTRUCTOR WHO QUESTIONED THE QUALITY OF THE BRIEFING. THE FLT WAS EVENTUALLY COMPLETED AFTER A 4 HR DELAY. LOCAL WX KNOWLEDGE IS VERY IMPORTANT. THE IDEA THAT ANY BRIEFER ANYWHERE IN THE COUNTRY CAN PROVIDE A QUALITY WX BRIEFING IS JUST WRONG -- PARTICULARLY IN THE NORTHWEST. THE SITUATION ESTABLISHED BY FAA IN PURSUIT OF COST SAVINGS IS DANGEROUS.

Synopsis

A FLT INSTRUCTOR WORKING WITH A STUDENT PLANNING A SOLO CROSS COUNTRY RPTS RECEIVING AN INACCURATE AND INCOMPLETE WX BRIEF FROM FSS.

ACN: 745235

Time / Day

Date : 200707
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : UGN.Airport
State Reference : IL
Altitude.MSL.Single Value : 4600

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Operator.General Aviation : Personal
Make Model Name : Small Aircraft, Low Wing, 2 Eng, Retractable Gear
Operating Under FAR Part : Part 91
Navigation In Use.Other : GPS
Flight Phase.Climbout : Initial

Person : 1

Affiliation.Other : Personal
Function.Instruction : Instructor
Qualification.Pilot : ATP
Qualification.Pilot : CFI
Qualification.Pilot : Instrument
Qualification.Pilot : Multi Engine
Experience.Flight Time.Last 90 Days : 205
Experience.Flight Time.Total : 3863
Experience.Flight Time.Type : 35
ASRS Report : 745235

Events

Anomaly.Airspace Violation : Entry
Anomaly.Non Adherence : FAR
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Exited Penetrated Airspace

Assessments

Problem Areas : Flight Crew Human Performance

Narrative

DEPARTED XA30 FROM UGN (CLASS D CTLED) IN DA42 TWINSTAR WITH STUDENT WHO IS A CERTIFICATED ATP/MEL, SEL CFI AND CFII. I WAS PROVIDING MEI DUAL INSTRUCTION AND PREPARING STUDENT FOR MEI P61 FLT TEST. STUDENT WAS QUALIFIED AND CURRENT TO ACT AS PIC IN DA42. I ASKED STUDENT PRIOR

TO ENTERING ACFT IF HE HAD CURRENT TERMINAL AREA CHARTS FOR CHICAGO AREA AND IF HE WAS FAMILIAR WITH CLASS B AIRSPACE SHELVES SINCE THE UGN ARPT WAS LOCATED UNDERNEATH THE ORD CLASS B. STUDENT HAD A CURRENT CHART AND WAS FAMILIAR WITH SURROUNDING AREA AND AIRSPACE. FURTHERMORE, STUDENT INDICATED HE WAS PROVIDING SEL DUAL INSTRUCTION DAILY FROM THE UGN ARPT. DURING PRE TKOF BRIEFING, STUDENT INDICATED HE WAS ACTING PIC AND CONTINUED THROUGH TRADITIONAL MEL PRE TKOF BRIEFING. STUDENT HELD SHORT OF RWY 23 AND REQUESTED NE DEP, CLRNC WAS GRANTED AND WE DEPARTED VFR FROM RWY 23. STUDENT BEGAN L TURNOUT TO GENERAL EASTERLY DIRECTION. SHORTLY AFTER, I WAS DISTR WITH OTHER DUTIES INCLUDING REACHING BEHIND SEAT TO PROCURE EMER CHKLISTS FOR MULTI-ENG/SINGLE-ENG TRAINING AND FAILURE, IFR CHARTS AND APCH PLATES. DA42 IS EQUIPPED WITH GARMIN G1000 AND AFTER REFINING PFD, I NOTICED STUDENT WAS IN AN AGGRESSIVE CLB AT VY. AT THAT TIME I ALSO NOTICED ACFT WAS IN A SE HDG AND PASSING THROUGH 4000 FT MSL. SINCE THE STUDENT WAS FLYING A SE HDG INSTEAD OF FULLY COMPLETING THE L TURN TO THE NE AS ORIGINALLY REQUESTED, WE WERE NOW INADVERTENTLY INSIDE THE ORD CLASS B OUTER RING AS DEPICTED ON THE G1000 MFD. WE WERE LOCATED APPROX 9 DME FROM THE OBK VOR ON THE 050 DEG RADIAL. AFTER REFINING THE CHART AND CONFIRMING THE OUTER RING WAS FROM 3600-10000 FT MSL, I TOOK CTL OF ACFT, LEVELED AT 4500 FT MSL, AND INITIATED AN IMMEDIATE DSNDRG L TURN TO A HDG OF 360 DEGS TAKING US DIRECTLY OUT OF THE AIRSPACE. APPROX 3 MI LATER, THE ACFT WAS CLR OF THE CLASS B AIRSPACE. DURING THAT TIME THERE WAS NO TFC VISUALLY IN THE AREA OR ON THE ACFT'S TIS. THE ACFT'S MODE S XPONDER WAS ACTIVELY SQUAWKING AND SET TO 'ALT.' IN REFLECTION OF THE INCIDENT, IT WAS CLR THE STUDENT MAY HAVE BEEN A HIGHLY CERTIFICATED PLT AND INSTRUCTOR THAT FLEW IN THAT AREA DAILY. HOWEVER, HE WAS OUT OF HIS ELEMENT IN A MORE COMPLEX MULTI-ENG ACFT AND WAS ACTING AS A STUDENT INSTEAD OF HIS TRADITIONAL INSTRUCTOR ROLE. I TOOK INTO CONSIDERATION HIS EXPERIENCE AND NEGLECTED TO CLOSELY MONITOR HIS ACTIVITIES AS I WOULD WITH A PRIMARY STUDENT. IN THE FUTURE, I WILL NOT MAKE ASSUMPTIONS BASED ON CERTIFICATION LEVELS AND EXPERIENCE, BUT CLOSELY MONITOR ACTIVITIES OF ANY STUDENT. I COULD HAVE ALSO BEEN BETTER PREPARED PRIOR TO TAKEOFF AND HAD ALL OF THE NECESSARY CHARTS AND CHKLISTS SITUATED ACCORDINGLY SO I WAS NOT DISTR DURING A CRITICAL PHASE OF FLT. TO PREVENT THIS SIT IN THE FUTURE, I INTEND TO UTILIZE MORE EFFECTIVE CRM AND PREFLT PLANNING PRACTICES. I ALSO MONITORED GUARD 121.5 WHILE OPERATING INADVERTENTLY IN THE CLASS B DURING THESE 2-3 MINS AND WHILE OUTSIDE THE AIRSPACE FOR THE REMAINDER OF THE FLT. IN RETROSPECT, IT MAY HAVE BEEN MORE APPROPRIATE TO CONTACT ORD APCH AND ADVISE THEM OF THE INADVERTENT INCURSION AND REQUEST A SQUAWK CODE AND CLRNC WHILE EXITING THE AIRSPACE.

Synopsis

DA42 INADVERTENTLY PENETRATED CLASS B AIRSPACE DURING INSTRUCTIONAL FLT.

ACN: 744519

Time / Day

Date : 200707
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : I69.Airport
State Reference : OH
Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Operator.General Aviation : Personal
Make Model Name : SR22
Operating Under FAR Part : Part 91
Flight Phase.Ground : Takeoff Roll

Aircraft : 2

Operator.General Aviation : Personal
Make Model Name : Experimental
Flight Phase.Descent : Approach
Route In Use.Approach : Traffic Pattern

Person : 1

Affiliation.Other : Personal
Function.Instruction : Instructor
Qualification.Pilot : CFI
Qualification.Pilot : Commercial
Qualification.Pilot : Instrument
Qualification.Pilot : Multi Engine
Experience.Flight Time.Last 90 Days : 135
Experience.Flight Time.Total : 795
Experience.Flight Time.Type : 25
ASRS Report : 744519

Events

Anomaly.Incursion : Runway
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Exited Adverse Environment
Resolatory Action.Flight Crew : Took Evasive Action
Miss Distance.Horizontal : 4000

Assessments

Problem Areas : Flight Crew Human Performance

Narrative

UPON OUR DEP FROM I69 THE PF ASKED IF RWY 22 IS THIS WAY. I HAD MY HEAD DOWN IN THE COCKPIT AND STATED YES. WE MADE A CALL ON THE CTAF TO STATE THAT WE WERE GOING TO TAXI TO RWY 22. WE HEARD NO OTHER TFC AT THE TIME SO WE SWITCHED TO CLRNC DELIVERY TO TRY TO GET OUR IFR CLRNC FROM CVG. AFTER GETTING THE CLRNC WE STATED THAT WE WERE DEPARTING RWY 22. ANOTHER ACFT CALLED THAT HE WAS ON A L BASE FOR RWY 22. WE DID NOT SPOT THE ACFT AND FELT WE HAD PLENTY OF TIME TO DEPART AND GET OUT OF THE WAY. AS WE ROLLED ONTO THE RWY AND ADDED PWR I MADE A VISUAL CHK OF THE HSI AND THE RWY AND REALIZED WE WERE ON RWY 4. I MADE AN IMMEDIATE CALLOUT TO ABORT. AT THAT TIME THE OTHER ACFT WAS LINING UP ON A FINAL FOR RWY 22. WE ROLLED ON THE FIRST TXWY TO THE L TO CLR THE RWY FOR THE OTHER ACFT. AT THAT TIME SOMEONE FROM UNICOM CAME ON THE RADIO TO TELL US TO ABORT THE TKOF. WE WERE ALREADY ABORTED AND ON THE TXWY BY THIS TIME. ONCE CLR, WE TAXIED TO RWY 22 FOR AN UNEVENTFUL FLT HOME. THE OTHER ACFT APPEARED TO BE AN EXPERIMENTAL TAILWHEEL TYPE ACFT. HE MADE THE PROPER RADIO CALLS IN THE PATTERN, HE WAS LINED UP ON SHORT FINAL WITH US AT THE OTHER END OF THE RWY. IF I WERE IN THE POS I THINK I WOULD HAVE ELECTED TO DO A GAR ON HIS PART. WITH MY HEAD DOWN IN THE COCKPIT WORKING ON THE IFR CLRNC I WAS NOT ABLE TO CATCH THE PF'S MISTAKE IN A TIMELY MANNER. I ALWAYS CHK THE HSI WITH THE APPROPRIATE RWY. THANKFULLY WE CAUGHT THE MISTAKE IN TIME TO STOP ANY PROBS, BUT IT IS SOMETHING WE SHOULD HAVE REALIZED MUCH SOONER.

Synopsis

CIRRUS SR22 TAXIED ONTO WRONG END OF RWY IN USE DURING INSTRUCTIONAL FLIGHT FROM UNCONTROLLED ARPT. PLTS RECOGNIZED THEIR MISTAKE AND TAXIED CLEAR AS ACFT WAS ON SHORT FINAL, OPPOSITE DIRECTION.

ACN: 743409

Time / Day

Date : 200706
Day : Sun
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : EMT.Airport
State Reference : CA

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Controlling Facilities.Tower : EMT.Tower
Operator.General Aviation : Instructional
Make Model Name : Bonanza 36
Operating Under FAR Part : Part 91
Flight Phase.Descent : Approach
Route In Use.Approach : Traffic Pattern

Aircraft : 2

Controlling Facilities.Tower : EMT.Tower
Make Model Name : Cessna Aircraft Undifferentiated or Other Model
Flight Phase.Descent : Approach
Route In Use.Approach : Traffic Pattern

Person : 1

Affiliation.Other : Instructional
Function.Instruction : Instructor
Qualification.Pilot : CFI
Qualification.Pilot : Commercial
Qualification.Pilot : Instrument
Qualification.Pilot : Multi Engine
Experience.Flight Time.Last 90 Days : 85
Experience.Flight Time.Total : 630
Experience.Flight Time.Type : 100
ASRS Report : 743409

Events

Anomaly.Conflict : NMAC
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Became Reoriented
Resolatory Action.Flight Crew : Took Evasive Action

Assessments

Problem Areas : ATC Human Performance
Problem Areas : Environmental Factor
Problem Areas : Flight Crew Human Performance

Narrative

MY STUDENT AND I FLEW A VFR XCOUNTRY FROM IWA TO L35 (BIG BEAR) TO EMT (EL MONTE) AND THEN BACK TO IWA. AS WE APCHED EMT ALONG THE I-10 FROM THE W, WE WERE INSTRUCTED BY SOCAL APCH TO SQUAWK VFR AND CONTACT EL MONTE TWR. WE CONTACTED EL MONTE TWR AND WERE GIVEN INSTRUCTIONS TO ENTER A L DOWNWIND FOR RWY 19. THE ATIS INFO AT EL MONTE TWR WAS RPTING A VISIBILITY OF 5 MI IN HAZE. DUE TO THE LOW VISIBILITY AND UNFAMILIARITY WITH THE AREA WE HAD TROUBLE SPOTTING THE ARPT AT FIRST. I TUNED IN THE EL MONTE NDB, WHICH IS LOCATED ON THE FIELD, AND WE PROCEEDED TO FLY DIRECT TO THE NDB. THE NDB NEEDLE FLIPPED AND I KNEW WE WERE DIRECTLY OVER THE ARPT, BUT I STILL COULD NOT SEE THE FIELD. I COMMUNICATED TO TWR THAT WE DID NOT HAVE THE FIELD IN SIGHT. TWR INSTRUCTED US TO IDENT AND THEN TO FLY N AND RPT THE RACE TRACK IN SIGHT (SANTA ANITA RACE TRACK -- A RPTING POINT N OF THE FIELD). WE FLEW NBOUND AND RPTED THE RACE TRACK IN SIGHT. TWR THEN INSTRUCTED US TO FOLLOW A CESSNA ON FINAL. I RPTED THE CESSNA IN SIGHT AND WE TURNED R BASE FOR RWY 19. DURING OUR R BASE TO FINAL TURN I SPOTTED ANOTHER CESSNA AT 12 O'CLOCK POS, SAME ALT, OPPOSITE DIRECTION APPROX 100 FT FROM US. I IMMEDIATELY GRABBED THE CTL'S AND TURNED L TO AVOID THE CESSNA. AFTER WE WERE CLR OF THE TFC AND ESTABLISHED ON FINAL FOR RWY 19, I COMMUNICATED TO TWR WHAT HAD HAPPENED. AFTER WE HAD LANDED AND TAXIED TO TRANSIENT PARKING I APOLOGIZED TO EL MONTE GND FOR OUR INITIAL DISORIENTATION ON THE APCH TO EL MONTE, BUT I ALSO VOICED MY CONCERN ABOUT THE CESSNA TFC WHICH WE ENCOUNTERED ON FINAL. WHILE AT THE ARPT I SPOKE TO THE PLT OF THE CESSNA TFC, WHICH WE ENCOUNTERED ON FINAL. HE TOLD ME THAT ATC HAD GIVEN HIM AN INSTRUCTION TO MAKE A 360 DEG TURN IN EITHER A L OR R DIRECTION (I DON'T RECALL EXACTLY WHICH DIRECTION). HE TOLD ME THAT THEY USUALLY GIVE HIM INSTRUCTIONS TO MAKE A 360 DEG TURN IN THE OPPOSITE DIRECTION (AGAIN I DON'T REMEMBER IF HE SAID L OR R). ALTHOUGH VFR ACFT ARE RESPONSIBLE FOR AVOIDING EACH OTHER IN CLASS D AIRSPACE, IT IS MY EXPERIENCE THAT A TWR CTLR WILL ISSUE TA'S WHEN ACFT ARE IN THE VICINITY OF EACH OTHER. AFTER LISTENING TO THE TWR'S RESPONSE TO MY CONCERN ABOUT THE CESSNA TFC WE ENCOUNTERED ON FINAL AS WELL AS TALKING TO THE PLT OF THE CESSNA, ONE MIGHT ASSUME THAT THE TWR CTLR ISSUED A 360 DEG INSTRUCTION TO THE CESSNA IN THE WRONG DIRECTION OR THE PLT ACCIDENTALLY TURNED IN THE WRONG DIRECTION. THIS RESULTED IN THE CESSNA TURNING DIRECTLY INTO THE FINAL APCH PATH OF RWY 19.

Synopsis

BE36 AND CESSNA HAVE NMAC ON APCH IN HAZE TO EMT.

ACN: 743180

Time / Day

Date : 200706
Day : Mon
Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : CDW.Airport
State Reference : NJ
Altitude.MSL.Single Value : 1000

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Controlling Facilities.Tower : CDW.Tower
Operator.General Aviation : Personal
Make Model Name : Skyhawk 172/Cutlass 172
Operating Under FAR Part : Part 91
Flight Phase.Descent : Approach
Route In Use.Approach : Traffic Pattern

Aircraft : 2

Controlling Facilities.Tower : CDW.Tower
Operator.General Aviation : Personal
Make Model Name : PA-28 Cherokee/Archer II/Dakota/Pillan/Warrior
Operating Under FAR Part : Part 91
Flight Phase.Descent : Approach

Person : 1

Affiliation.Other : Instructional
Function.Instruction : Instructor
Qualification.Pilot : CFI
Qualification.Pilot : Commercial
Qualification.Pilot : Instrument
Qualification.Pilot : Multi Engine
Experience.Flight Time.Last 90 Days : 165
Experience.Flight Time.Total : 950
Experience.Flight Time.Type : 530
ASRS Report : 743180

Person : 2

Affiliation.Other : Personal
Function.Flight Crew : Single Pilot

Events

Anomaly.Conflict : NMAC
Anomaly.Non Adherence : Clearance
Anomaly.Non Adherence : FAR
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Controller : Issued New Clearance
Resolatory Action.Flight Crew : Executed Go Around
Resolatory Action.Flight Crew : Took Evasive Action

Assessments

Problem Areas : Flight Crew Human Performance

Narrative

I WAS INVOLVED IN AN NMAC WHILE ON AN INSTRUCTIONAL FLT. WE WERE PRACTICING VISUAL APCHS AND LNDGS. ON APPROX THE THIRD OR FOURTH APCH, AN ACFT CALLED INBOUND FROM ZZZ ARPT. THE PLT WAS VERY DIFFICULT TO UNDERSTAND AS HE DID HAVE AN EXTREMELY STRONG ACCENT. HE WAS INSTRUCTED TO ENTER R DOWNWIND, AND RPT MIDFIELD FOR RWY 22. THE PIPER PLT THEN REPLIED HE WOULD ENTER R DOWNWIND RWY 22 WHICH AGAIN WAS HARD TO UNDERSTAND. AS WE APCHED THE MIDFIELD ON APPROX OUR THIRD OR FOURTH APCH WE GAVE OUR POS RPT AND REQUESTED THE OPTION. AS WE DID THAT, WE WERE INSTRUCTED TO FOLLOW TFC AHEAD OF US ON THE DOWNWIND. ONCE WE RPTED TFC IN SIGHT, WE WERE THEN CLRED FOR THE OPTION. AS WE WERE CLRED FOR THE OPTION, THE PIPER PLT RPTED MIDFIELD, AND THEY WERE INSTRUCTED THAT THEY WERE #3 FOR THE RWY AND TO FOLLOW THE SECOND CESSNA ON DOWNWIND, AND THE PIPER PLT RPTED TFC IN SIGHT. TWR THEN ASKED IF THEY HAD THE SECOND CESSNA ON DOWNWIND IN SIGHT (TWR PLACED THE EMPHASIS ON SECOND) AND THE PIPER PLT REPLIED THAT THEY HAD THE SECOND CESSNA IN SIGHT, AGAIN THE ACCENT MADE IT VERY DIFFICULT TO UNDERSTAND. THE PIPER PLT WAS THEN CLRED TO LAND FROM THERE. WE EXTENDED OUR DOWNWIND TO ALLOW FOR SPACING SINCE OUR TFC WAS A FULL STOP. AS WE APCHED OUR BASE TURN APPROX 1 1/2 - 2 MI FROM THE RWY AT 1000 FT, THE PIPER PLT ALMOST DSNDED ON TOP OF US, COMING WITHIN 3 FT OF OUR ACFT. WE THEN HAD TO DO AN EXTREME DSNDDING TURN TO THE R. THEN THE PIPER PLT BEGAN TO TURN TO THE R AND JOIN THE FINAL. ONCE WE WERE STABILIZED AND A SAFE DISTANCE FROM THE PIPER AND NO LONGER ON A COLLISION COURSE, I HAD ADVISED ATC OF THE SITUATION AND STATED THAT I WANTED TO FILE AN NMAC RPT. THEN THE PIPER PLT SAID THEY HAD THEIR TFC IN SIGHT ON FINAL TO THEIR R. WE THEN CONTINUED WITH THE APCH BUT BECAUSE OF THE MANEUVER, THE ACFT AHEAD OF US (OUR TFC TO FOLLOW) WASN'T OFF THE RWY YET SO WE HAD TO GO AROUND. WE THEN WERE INSTRUCTED TO MAKE L TFC FOR RWY 22, WHICH I WAS GOING TO REQUEST TO REMAIN CLR OF THE PIPER BECAUSE THEY HAD TO DO A GAR AS WELL. WE FLEW OUR L PATTERN AND THEN LANDED WITHOUT ANY FURTHER ISSUES.

Synopsis

A C172 PILOT REPORTS A NMAC AFTER A HEAVILY FOREIGN ACCENTED PA28 PILOT REPORTED INCORRECT TFC ON FINAL IN SIGHT AND TURNED ON TOP OF HIS ACFT.

ACN: 742873

Time / Day

Date : 200706
Day : Sun
Local Time Of Day : 1201 To 1800

Place

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

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Controlling Facilities.Tower : ZZZ.Tower
Operator.General Aviation : Personal
Make Model Name : Skyhawk 172/Cutlass 172
Operating Under FAR Part : Part 91
Flight Phase.Descent : Approach

Component : 1

Aircraft Component : Electrical Power

Person : 1

Affiliation.Other : Personal
Function.Instruction : Instructor
Qualification.Pilot : CFI
Qualification.Pilot : Commercial
Qualification.Pilot : Instrument
Qualification.Pilot : Multi Engine
Qualification.Pilot : Private
Experience.Flight Time.Last 90 Days : 120
Experience.Flight Time.Total : 1800
Experience.Flight Time.Type : 1000
ASRS Report : 742873

Events

Anomaly.Aircraft Equipment Problem : Critical
Anomaly.Incursion : Landing Without Clearance
Resolatory Action.Flight Crew : Executed Go Around
Resolatory Action.Flight Crew : Landed As Precaution
Consequence.FAA : Reviewed Incident With Flight Crew

Assessments

Problem Areas : ATC Human Performance
Problem Areas : Aircraft
Problem Areas : Airport
Problem Areas : Flight Crew Human Performance

Narrative

WAS CONDUCTING A FLT REVIEW FOR A PVT PLT WITH APPROX 400 HRS TOTAL TIME. THE STUDENT WAS GIVEN A SIMULATED EMER, WHICH CALLED FOR RESETTING THE CHARGING SYS BY CYCLING THE ALTERNATOR OFF, THEN BACK ON. UPON RETURNING THE ALTERNATOR SWITCH TO THE ON POS, WE NOTICED AN EXTREMELY LARGE RATE OF CHARGE INDICATED (60 AMPS) FOLLOWED SEVERAL SECONDS LATER BY A COMPLETE ELECTRICAL FAILURE. AFTER A FEW MINS OF TROUBLESHOOTING, WE DETERMINED THAT WE WERE UNABLE TO RESTORE PWR. WE DECIDED THAT DUE TO THE SUDDENNESS OF THE FAILURE THERE WAS A CHANCE THAT THERE WAS A SHORT IN THE SYS THAT MAY POSE A FIRE HAZARD, SO IT WOULD BE WISE TO DIVERT TO THE NEAREST ARPT. WE ELECTED TO LAND AT ZZZ1 AS IT WAS THE NEAREST ARPT. ZZZ2 WAS ALSO NEARBY, BUT ITS RWY HAD BEEN CLOSED FOR REPAVING. THE NEXT NEAREST NON-TWRED ARPT WAS ROUGHLY 20 MI AWAY. WE ENTERED THE AREA, AND CIRCLED THE TWR AT 2500 FT MSL OR 600 FT ABOVE THE PATTERN. AFTER SEVERAL ORBITS AROUND THE TWR WE HADN'T YET RECEIVED A LIGHT SIGNAL, WE DETERMINED THAT IT WOULD BE BEST TO SURVEY THE TFC FLOW, ENTER THE PATTERN AND LAND. WE DECIDED THAT IF WE DIDN'T SEE A SIGNAL ON FINAL, WE WOULD MAKE IT A LOW APCH TO AVOID A POSSIBLE CONFLICT WITH POTENTIAL TFC ON THE XING RWY. AS WE HAD NO VISIBLE SIGNAL, WE MADE A LOW APCH HOPING TO REVIVE A SIGNAL AT WHICH POINT, WE COULD CUT THE PWR AND LAND ON THE REMAINING RWY. WE DIDN'T GET A SIGNAL, SO WE WENT AROUND AND DECIDED THAT WE WOULD MAKE THE NEXT LNDG WHETHER WE RECEIVED A SIGNAL OR NOT. WE KNEW THAT AFTER THE LOW APCH THE TWR WAS OBVIOUSLY AWARE OF OUR PRESENCE WHETHER OR NOT WE GOT A SIGNAL. WE MADE OUR LNDG WITHOUT INCIDENT. AFTER DEBRIEFING WITH THE CTLR, I ASKED IF THERE WAS ANYTHING I COULD HAVE DONE DIFFERENTLY. HE STATED THAT HE WOULD HAVE MADE THE LNDG ON THE FIRST APCH AS HE HAD GIVEN US A SIGNAL, BUT I WAS UNABLE TO SEE IT, AS WAS MY STUDENT WHO I HAD INSTRUCTED TO WATCH FOR A SIGNAL WHILE I FLEW THE ACFT. WE DETERMINED THAT THE BRIGHT LIGHTING CONDITIONS HAD MADE THE LIGHT DIFFICULT TO SEE. IF I HAD TO DO IT AGAIN, I PROBABLY WOULD HAVE MADE THE FIRST LNDG ATTEMPT AS I COULD HAVE STOPPED SHORT OF THE XING RWY NEGATING THE RISK OF A COLLISION AT THE INTXN.

Synopsis

FOLLOWING A COMPLETE ELECTRICAL FAILURE, PRIVATE PLT AND FLT INSTRUCTOR OF C172 MAKE A NORDO APCH AND GAR AWAITING LIGHT SIGNAL FROM TOWER. LAND SAFELY FOLLOWING SECOND TOUR OF THE TRAFFIC PATTERN.

ACN: 742822

Time / Day

Date : 200706
Day : Tue
Local Time Of Day : 1801 To 2400

Place

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

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Controlling Facilities.Tower : ZZZ.Tower
Operator.General Aviation : Instructional
Make Model Name : Skyhawk 172/Cutlass 172
Operating Under FAR Part : Part 91
Flight Phase.Climbout : Initial
Flight Phase.Climbout : Takeoff

Component : 1

Aircraft Component : Engine

Person : 1

Affiliation.Other : Instructional
Function.Instruction : Instructor
Qualification.Pilot : CFI
Qualification.Pilot : Commercial
Qualification.Pilot : Instrument
Qualification.Pilot : Multi Engine
Experience.Flight Time.Last 90 Days : 80
Experience.Flight Time.Total : 960
Experience.Flight Time.Type : 300
ASRS Report : 742822

Events

Anomaly.Aircraft Equipment Problem : Critical
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Declared Emergency
Resolatory Action.Flight Crew : Diverted To Another Airport
Resolatory Action.Flight Crew : Landed In Emergency Condition

Assessments

Problem Areas : Aircraft

Narrative

WHILE ACTING AS A CFI TRAINING ANOTHER PLT TO BE CHKD OUT AT ZZZ, WE EXPERIENCED A PARTIAL LOSS OF ENG PWR IMMEDIATELY AFTER EXECUTING A CLB FROM A LOW APCH INTO RWY 31 AT ZZZ. THE OTHER PLT, WHO WAS FLYING, IMMEDIATELY LOWERED THE NOSE TO MAINTAIN BEST GLIDE, WHILE USING OUR EXCESS AIRSPD AND MOMENTUM TO GAIN SOME ALT. WE SIMULTANEOUSLY COMPLETED ALL EMER CHKLISTS, AND MADE AN IMMEDIATE R TURN THAT WOULD RESULT IN A SHORT FINAL APCH TO ZZZ1. WHILE THE TURN WAS INITIATED, I CONTACTED ZZZ1 TWR, AND DECLARED AN EMER, ADVISING THAT WE HAD LOST SOME OF OUR ENG PWR AND WERE GOING TO LAND ON RWY 9. THE TWR CTLR TOOK IMMEDIATE ACTION TO INSTRUCT AN ACFT ON SHORT FINAL FOR RWY 27 TO GO AROUND ON THE N SIDE OF THE RWY, SO AS NOT TO BE A FACTOR. THE WINDS FROM THE LAST RPTED METAR WERE 300 DEGS AT 13 KTS GUSTING 19 KTS. AT THAT TIME, I TOOK CTL OF THE ACFT, SPOTTED THE OTHER AIRPLANE GOING AROUND, AND MADE AN UNEVENTFUL LNDG ON THE RWY. TWR ASKED IF WE NEEDED A TOW AND ANY FURTHER ASSISTANCE, TO WHICH I RESPONDED 'NO' SINCE WE STILL HAD SOME ENG PWR TO MAKE IT TO OUR HANGAR. THIS EMER HAD A SUCCESSFUL OUTCOME DUE TO THE CRM BTWN MYSELF AND THE OTHER PLT (ALSO A LICENSED CFI), EFFICIENT COM AND ACTION TAKEN BY THE TWR CTLR, IMMEDIATE DECISION TO TURN TOWARD RWY 9, WHICH WAS WITHIN A REACHABLE DISTANCE, AND THE TAILWIND THAT INCREASED OUR GND SPD TOWARDS THE RWY TO HELP US MAKE IT IN. AS A RESULT, BOTH MYSELF AND THE OTHER PLT EXPERIENCED NO INJURIES AND THE ACFT WAS NOT DAMAGED.

Synopsis

C-172 EXHIBITED PARTIAL LOSS OF POWER. PLTS DECLARED EMER AND PERFORMED SUCCESSFUL EMER LNDG AT NEAREST ARPT.

ACN: 741905

Time / Day

Date : 200706
Day : Thu
Local Time Of Day : 1201 To 1800

Place

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

Environment

Weather Elements : Rain
Weather Elements : Thunderstorm

Aircraft : 1

Operator.General Aviation : Personal
Make Model Name : PA-28 Cherokee/Archer II/Dakota/Pillan/Warrior
Operating Under FAR Part : Part 91
Flight Phase.Ground : Taxi

Person : 1

Affiliation.Other : Instructional
Function.Instruction : Instructor
Qualification.Pilot : CFI
Experience.Flight Time.Last 90 Days : 70
Experience.Flight Time.Total : 265
Experience.Flight Time.Type : 130
ASRS Report : 741905

Events

Anomaly.Conflict : Ground Critical
Anomaly.Ground Encounters.Other
Anomaly.Inflight Encounter : Weather
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.None Taken : Unable
Consequence.Other : Company Review

Assessments

Problem Areas : Environmental Factor
Problem Areas : Flight Crew Human Performance
Problem Areas : Weather

Narrative

WHILE CONDUCTING FLT TRAINING WITH A STUDENT PLT WITHIN THE LCL AREA OF ZZZ ARPT, APCHING TSTMS FORCED ME TO DIVERT TO ZZZ1. AFTER LNDG UPON EXITING THE RWY, THE WIND AND RAIN INTENSIFIED, AND I DEPARTED

THE TXWY INTO THE UNCTLED TIE-DOWN AREA INTENDING TO SECURE THE AIRPLANE. WHILE TAXIING SLOWLY, WITH THE PROPER CTL POSITIONING, DOWN THE LINE TO THE ONE AVAILABLE SPOT A WIND GUST PUSHED MY ACFT SIDEWAYS AND THE LEADING EDGE OF MY R WING MADE CONTACT WITH THE NOSE OF AN UNATTENDED, SECURED/TIED-DOWN TWIN ENG ACFT (AZTEC). AFTER PERFORMING THE ENG SHUTDOWN I USED THE TOW BAR TO DIRECT MY ACFT INTO THE VACANT SPOT AND THEN TIED DOWN. AT THAT TIME I CALLED MY EMPLOYERS VIA CELL PHONE, WHO DISPATCHED A REP ALONG WITH AN AUTH MECH WHO UPON INSPECTION DEEMED THE ACFT I WAS FLYING AIRWORTHY. SOMETIME THEREAFTER I FLEW THE ACFT SOLO BACK TO ZZZ WITHOUT INCIDENT. MY EMPLOYERS PROMPTLY CONTACTED THE OWNERS OF THE AZTEC AND HAVE BECOME ENGAGED WITH THE FAA AND THE INSURANCE COMPANIES. I AM FAMILIAR WITH 49 CFR PART 830, I AM CONFIDANT THAT DAMAGE WOULD NOT CONSTITUTE SUBSTANTIAL DAMAGE NOR WERE EITHER MYSELF NOR MY STUDENT HURT OR INJURED IN ANY WAY. I AM SUBMITTING THIS RPT BECAUSE IT IS MY SINCERE DESIRE TO BE THE SAFEST MOST RESPONSIBLE PLT POSSIBLE. I STRICTLY ADHERE TO THE REGS, USE SOUND JUDGMENT, AND VIEW MY OCCUPATION AS A PRIVILEGE. IN THE FUTURE I WILL CONTINUE TO DO MY ABSOLUTE BEST TO FLY SAFELY AND CONDUCT MYSELF IN A MANNER THAT DEMONSTRATES MY RESPECT FOR THE AVIATION COMMUNITY.

Synopsis

A PA28 INSTRUCTOR LANDED DURING A TSTM AND WHILE TAXIING WAS PUSHED BY A WIND GUST INTO A TIED DOWN ACFT.

ACN: 741708

Time / Day

Date : 200706
Day : Sun
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : BDR.Airport
State Reference : CT
Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Controlling Facilities.Tower : BDR.Tower
Operator.General Aviation : Personal
Make Model Name : PA-28 Cherokee Arrow IV
Operating Under FAR Part : Part 91
Flight Phase.Landing : Roll

Person : 1

Affiliation.Other : Instructional
Function.Instruction : Instructor
Qualification.Pilot : CFI
Qualification.Pilot : Commercial
Qualification.Pilot : Instrument
Qualification.Pilot : Multi Engine
Qualification.Technician : Airframe
Qualification.Technician : Powerplant
Experience.Flight Time.Last 90 Days : 30
Experience.Flight Time.Total : 5000
Experience.Flight Time.Type : 100
ASRS Report : 741708

Events

Anomaly.Conflict : Ground Less Severe
Anomaly.Ground Encounters : Animal
Anomaly.Non Adherence : Clearance
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Took Evasive Action

Assessments

Problem Areas : Airport
Problem Areas : Environmental Factor

Narrative

ILS TO RWY 6. LANDED AND ATC LCL SAID EXIT AT TXWY H. ADVISED, UNABLE. TOO FAST. AT THAT MOMENT SAW 3 CANADA GEESE ON CTRLINE OF RWY WITH 1 OR 2 GOSLINGS. THEY WERE WALKING L TO R. APPLIED HVY BRAKING AND STOPPED 10 FT SHORT OF THEM, ADVISED TWR AT SAME TIME AND THEY SENT FOLLOWING ACFT AROUND. GEESE CLRED RWY AND WE CONTINUED TO PARKING. PF DID NOT SEE THE GEESE, SO I GOT ON THE BRAKES. A LARGER OR FASTER ACFT COULD NOT HAVE AVOIDED THIS INCURSION.

Synopsis

A PA28 PILOT REPORTS GEESE ON THE BDR RWY CAUSING AN EMERGENCY STOP DURING LNDG ROLL TO AVOID STRIKING THEM.

ACN: 741547

Time / Day

Date : 200706
Day : Tue
Local Time Of Day : 1801 To 2400

Place

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

Environment

Flight Conditions : VMC
Light : Night

Aircraft : 1

Operator.General Aviation : Instructional
Make Model Name : Small Aircraft
Operating Under FAR Part : Part 91

Aircraft : 2

Flight Phase.Ground : Preflight

Component : 1

Aircraft Component : Propeller

Person : 1

Affiliation.Other : Instructional
Function.Instruction : Instructor
Qualification.Pilot : CFI
Experience.Flight Time.Last 90 Days : 100
Experience.Flight Time.Total : 2000
Experience.Flight Time.Type : 2000
ASRS Report : 741547

Events

Anomaly.Aircraft Equipment Problem : Critical
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.Flight CrewA : 1
Resolutive Action.None Taken : Detected After The Fact
Consequence.Other : Aircraft Damaged

Assessments

Problem Areas : Aircraft
Problem Areas : Environmental Factor
Problem Areas : Flight Crew Human Performance

Narrative

THE PROP ON AN LSA EVEKTOR SPORT STAR WAS DESTROYED WHEN THE TOW BAR, WHICH WAS LEFT ATTACHED BY MY STUDENT, FLEW UP AND HIT THE PROP WHEN WE STARTED TAXIING FOR A NIGHT FLT. THE PLANE WAS PREFLTED TWICE, ONCE BY ME AND ONCE BY THE STUDENT IN THE LIT HANGAR. AFTER THE PREFLT, THE STUDENT PULLED THE PLANE OUT OF THE HANGAR INTO THE DARK. THE STUDENT HAD 41 HRS OF FLT TIME. HE FOLLOWED THE CHKLIST BUT FORGOT TO REMOVE THE TOW BAR. AFTER PULLING THE PLANE OUT INTO THE DARK, HE BECAME DISTR AND HAD TO USE THE RESTROOM AND RAN TO THE BATHROOM. HE LEFT THE TOW BAR ON. THE EVEKTOR IS A LOW WING ACFT AND YOU GET INTO THE PLANE FROM THE REAR, WHERE THE TOW BAR WAS NOT VISIBLE. THE ACFT WAS STARTED AND WE BEGAN TO TAXI. THE TOW BAR FLEW INTO THE PROP WHICH WAS DESTROYED. NO INJURIES OR OTHER DAMAGE OCCURRED. AFTER MONITORING THE STUDENT'S PREFLT PROCS MANY TIMES BEFORE, I FOUND HIM COMPETENT TO CONDUCT IT WITHOUT ASSISTANCE. HIS DISTR CAUSED HIM TO LEAVE THE TOW BAR ATTACHED.

Synopsis

INSTRUCTOR AND STUDENT PLT FORGET TO REMOVE TOW BAR FROM LOW WING SMA PRIOR TO NIGHT FLIGHT. DESTROYS PROP DURING TAXI.

ACN: 741145

Time / Day

Date : 200705
Local Time Of Day : 0601 To 1200

Place

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

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Operator.General Aviation : Personal
Make Model Name : Skyhawk 172/Cutlass 172
Operating Under FAR Part : Part 91
Flight Phase.Landing : Roll

Person : 1

Affiliation.Other : Personal
Function.Instruction : Trainee
Qualification.Pilot : Instrument
Qualification.Pilot : Private
Experience.Flight Time.Last 90 Days : 11.5
Experience.Flight Time.Total : 395
Experience.Flight Time.Type : 4
ASRS Report : 741145

Person : 2

Affiliation.Other : Personal
Function.Instruction : Instructor
Qualification.Pilot : ATP
Qualification.Pilot : CFI
Qualification.Pilot : Multi Engine
Experience.Flight Time.Last 90 Days : 112
Experience.Flight Time.Total : 14225
Experience.Flight Time.Type : 14
ASRS Report : 741141

Events

Anomaly.Aircraft Equipment Problem : Critical
Independent Detector.Other.Flight CrewA : 1
Independent Detector.Other.Flight CrewB : 2
Resolutive Action.None Taken : Unable
Consequence.Other : Aircraft Damaged

Assessments

Problem Areas : Aircraft

Narrative

I FLEW FROM THE L SEAT WITH CFII R SEAT FOR COMPLEX INSTRUCTION AND COMMERCIAL MANEUVERS INSTRUCTION. NORMAL DEP RWY 16, L-HAND PATTERN FOR 180 PWR OFF LNDG. PRIOR TO ABEAM 1000 FT MARKS AND ABEAM 1000 FT, CARB HEAT, PWR IDLE, GEAR DOWN, PROP FULL FORWARD. VERBALLY CONFIRMED WITH INSTRUCTOR AS I PULLED THE GEAR LEVER OUT, DOWN, AND PUSHED IN. TRIMMED AND LOOKED FOR THE GREEN GEAR LIGHT AND CONFIRMED WITH INSTRUCTOR. TURNED BASE TO FINAL AND NOTED A L TIRE. WENT TO FLARE AS AIRSPD WAS 65 KTS THEN 63 KTS AND HDG DOWN, NORMAL ATTITUDE. INSTRUCTOR PULLED PROP BACK TO ACCELERATE ACFT FORWARD. TOUCHED DOWN ON MAINS LINED UP WITH CTRLINE AND HELD OFF NOSEWHEEL, FELT SHIMMY, ACFT PULLED HARD L AND I APPLIED R RUDDER. R SIDE OF ACFT DROPPED AND ACFT FELL FORWARD TO THE NOSE. I PULLED BACK HARD ON THE YOKE TO KEEP FROM NOSING OVER AND WENT OFF R SIDE OF RWY. INSTRUCTOR SHUT DOWN FUEL AND ELECTRIC, EXITED ACFT. THE NOSEWHEEL WAS DOWN AND LOCKED WITH FLAT TIRE. L WHEEL APPEARED TWISTED AND IN FUSELAGE AND R WHEEL WAS IN FUSELAGE AND UNDER SOME DIRT. THE GEAR LEVER WAS IN THE DOWN AND LOCKED POS AND THE GEAR FUSE WAS IN. NO KNOWN INJURIES TO MYSELF OR THE INSTRUCTOR, NO DAMAGE TO THE PROP OR ENG. I HEARD THE STALL WARNING HORN AS I FLARED AND NO OTHER HORN SOUNDED AT ANY TIME. THE PWR WAS AT IDLE. I HAD THE LNDG GEAR KNOB DOWN AND LOCKED WITH A GREEN LIGHT AND SAW A TIRE. I LANDED ON 2 MAINS THAT COLLAPSED. ALL I COULD DO WAS MINIMIZE INJURY AND DAMAGE TO THE ACFT. THE AIRPLANE AT REST HAD THE NOSEWHEEL EXTENDED, GEAR KNOB DOWN AND IN THE LOCK POS. THE PROB CLRLY AROSE FROM A GEAR MALFUNCTION OR MECHANICAL FAILURE WHICH THERE WAS NO WARNING PRIOR TO TOUCHDOWN ON THE MAINS. IF THERE WERE ANY INDICATIONS PRIOR TO LNDG THAT THE GEAR WAS NOT DOWN AND LOCKED (NO GREEN, NO TIRE OR A GEAR HORN WARNING), A GAR WITH EMER PROCS TO GET THE GEAR DOWN WOULD HAVE BEEN ATTEMPTED. THE INSTRUCTOR GAVE NO INDICATION OF ANYTHING AMISS REGARDING THE LNDG PRIOR TO TOUCHDOWN.

Synopsis

C172RG LNDG GEAR COLLAPSED AFTER LNDG AND ACFT DEPARTED RWY.

ACN: 740773

Time / Day

Date : 200706
Day : Tue
Local Time Of Day : 0601 To 1200

Place

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

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Controlling Facilities.TRACON : ZZZ.TRACON
Operator.General Aviation : Personal
Make Model Name : Skyhawk 172/Cutlass 172
Operating Under FAR Part : Part 91
Flight Phase.Cruise : Level

Person : 1

Function.Instruction : Instructor
Function.Other Personnel.Other
Qualification.Pilot : CFI
Qualification.Pilot : Commercial
Qualification.Pilot : Instrument
Qualification.Pilot : Multi Engine
Experience.Flight Time.Last 90 Days : 110
Experience.Flight Time.Total : 550
ASRS Report : 740773

Person : 2

Affiliation.Other : Personal
Function.Flight Crew : Single Pilot

Events

Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Anomaly.Other Anomaly.Other
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Landed In Emergency Condition
Consequence.Other : Company Review

Assessments

Problem Areas : Flight Crew Human Performance

Narrative

I AM CHIEF FLT INSTRUCTOR AT AN INTL FLT SCHOOL RPTING AN INCIDENT CONCERNING A RENTER WITH A FOREIGN COMMERCIAL PLT'S LICENSE AND A PROVISIONAL FAA PVT PLT'S LICENSE. HE WAS FLYING FOR THE PURPOSE OF TIME BUILDING. HE RPTED A ROUGH-RUNNING ENG TO APCH CTL, AFTER WHICH THE ENG STOPPED RUNNING NEAR A PVT GRASS STRIP. HE MADE A SAFE LNDG IN A LARGE FIELD APPROX 1/2 MI SW. WHEN I ARRIVED ON SITE, THE AIRPLANE WAS SITTING NEAR THE NORTHERNMOST TREE LINE WITH NO VISIBLE DAMAGE. THE PLT WAS SAFE AND WITHOUT INJURY. THE FIELD ITSELF WAS BUMPY AND ROUGH, BUT SUITABLE ENOUGH FOR A SOFT FIELD LNDG. THE ACFT'S GND ROLL APPEARED TO BE ABOUT 1/2 MI LONG, JUDGING FROM THE TRACKS. THE PLT CLAIMED HE WAS AWARE THE ACFT WAS LOW ON FUEL, BUT BELIEVED HE COULD MAKE IT TO ZZZ SAFELY. VISUAL INSPECTION OF THE FUEL QUANTITY REVEALED THE L TANK'S FUEL QUANTITY TO BE VERY LOW (POSSIBLY UNUSABLE), WITH THE R TANK COMPLETELY DRY. UPON TURNING ON THE MASTER SWITCH, THE FUEL INDICATORS ON BOARD READ 'EMPTY' ON BOTH SIDES. OUR FLT DEPT ATTEMPTED TO CONTACT THE FSDO NUMEROUS TIMES THROUGHOUT THE DAY, BUT WERE UNABLE TO SPEAK WITH ANYONE UNTIL SOME TIME LATER. OUR FSDO CONTACT INFORMED US THAT THEY WERE INVOLVED IN A MEETING AND WERE UNAVAILABLE UNTIL THAT TIME. THE STUDENT BRIEFLY EXPLAINED THIS MORNING'S EVENTS TO ME AT THE SITE. WE CANNOT SAY WITH CERTAINTY WHAT CAUSED THE ENG FAILURE WITHOUT A PROPER INSPECTION, BUT WITHOUT ANY VISIBLE LEAKS OR OTHER ACFT DAMAGE, PLT ERROR IS THE PRESUMED CAUSE FOR FUEL STARVATION AND SUBSEQUENT ENG FAILURE.

Synopsis

AN INSTRUCTOR REPORTS A C152 STUDENT PILOT LANDED OFF ARPT WITH A ROUGH RUNNING ENG CAUSED BY FUEL STARVATION. PILOT WAS UNAWARE OF FUEL STATE.

ACN: 740760

Time / Day

Date : 200705
Day : Thu
Local Time Of Day : 1201 To 1800

Place

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

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Operator.General Aviation : Instructional
Make Model Name : PA-28 Cherokee Arrow IV
Operating Under FAR Part : Part 91

Aircraft : 2

Flight Phase.Landing : Roll

Component : 1

Aircraft Component : Nose Gear

Person : 1

Affiliation.Other : Instructional
Function.Flight Crew : Single Pilot
Function.Instruction : Instructor
Qualification.Pilot : CFI
Qualification.Pilot : Commercial
Qualification.Pilot : Instrument
Qualification.Pilot : Multi Engine
Experience.Flight Time.Last 90 Days : 61
Experience.Flight Time.Total : 1180
Experience.Flight Time.Type : 100
ASRS Report : 740760

Person : 2

Affiliation.Other : Instructional
Function.Instruction : Trainee

Events

Anomaly.Aircraft Equipment Problem : Critical
Anomaly.Ground Encounters.Other
Independent Detector.Other.Flight CrewA : 1

Resolatory Action.None Taken : Detected After The Fact
Consequence.Other : Aircraft Damaged

Assessments

Problem Areas : Aircraft

Narrative

WE (MYSELF AND COMMERCIAL STUDENT) DEPARTED ON A VFR FLT. THE PURPOSE OF THE FLT WAS TO REVIEW THE MANEUVERS REQUIRED FOR HIM TO PASS THE COMMERCIAL PRACTICAL TEST. 1 HR LATER WE ARRIVED AT ZZZ FOR LNDGS ON RWY 23, TO PRACTICE 'PWR OFF 180' LNDGS. THE WX RPTING AT THE ARPT HAD RPTED WINDS OF 180 DEGS AT 5 KTS. A CALL TO THE UNICOM CONFIRMED THAT RWY 23 WAS IN USE. ON THE THIRD LNDG THE STUDENT ACCOMPLISHED EVERYTHING TO PREPARE THE PLANE FOR LNDG, THE 'GUMP CHK,' INCLUDING MAKING SURE THERE WAS '3 GREEN.' THE LNDG WAS PERFECT IN EVERY WAY UNTIL THE FINAL MOMENT OF THE LNDG. THERE WERE NO HOPS, SKIDS, OR SIDE LOADING OF THE AIRPLANE. WHEN THE NOSE GEAR CONTACTED THE RWY IT COLLAPSED. THE PROP AND BOTTOM ENG COWLING THEN IMPACTED THE RWY AND THE ACFT SLID TO A STOP IN A NOSE DOWN ATTITUDE (THE 2 MAIN GEARS REMAINED IN THE DOWN AND LOCKED POS). UPON EXITING THE ACFT MASTER AND MAGNETOS WERE TURNED OFF. BOTH OF US EXITED THE AIRPLANE UNHARMED. I BELIEVE THAT THE CAUSE OF THE INCIDENT (AS IT WAS CLASSIFIED BY THE NTSB) WAS A FAILURE OF THE NOSE GEAR. THOUGH IT INDICATED DOWN AND LOCKED, THE GEAR SOMEHOW FAILED AND COLLAPSED.

Synopsis

PA28 NOSE GEAR COLLAPSED DURING LNDG.

ACN: 740538

Time / Day

Date : 200705
Day : Thu
Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : MHK.Airport
State Reference : KS
Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC
Light : Night

Aircraft : 1

Operator.General Aviation : Instructional
Make Model Name : Skyhawk 172/Cutlass 172
Operating Under FAR Part : Part 91
Flight Phase.Landing : Roll

Aircraft : 2

Make Model Name : Helicopter
Operating Under FAR Part : Part 91
Flight Phase.Other

Person : 1

Affiliation.Other : Instructional
Function.Instruction : Instructor
Function.Oversight : PIC
Qualification.Pilot : CFI
Qualification.Pilot : Commercial
Qualification.Pilot : Instrument
Qualification.Pilot : Multi Engine
Experience.Flight Time.Last 90 Days : 190
Experience.Flight Time.Total : 1575
Experience.Flight Time.Type : 1180
ASRS Report : 740538

Person : 2

Affiliation.Other : Instructional
Function.Instruction : Trainee

Events

Anomaly.Conflict : Ground Critical
Anomaly.Conflict : NMAC
Anomaly.Ground Encounters.Other

Independent Detector.Other.Flight CrewA : 1
Resolatory Action.None Taken : Insufficient Time
Consequence.Other : Aircraft Damaged

Assessments

Problem Areas : Airport
Problem Areas : Environmental Factor
Problem Areas : Flight Crew Human Performance

Narrative

AT MHK HELIS FROM NEARBY FRI ARE A REAL NUISANCE, PARTICULARLY WHEN THE TWR IS CLOSED AND ESPECIALLY AFTER DARK. THE PROB IS MOSTLY CAUSED BY THE FACT THAT THEY EITHER REFUSE OR ARE UNAWARE OF STANDARD TFC PATTERN OPERATING PROCS. OFTEN THESE HELIS HOVER OVER THE RWY FOR EXTENDED PERIODS OF TIME (UPWARDS OF FIVE MINUTES), AND WHEN ACFT (IT SHOULD ALSO BE POINTED OUT THAT MHK IS A FAIRLY BUSY ARPT) NEED TO TAKE OFF OR LAND THEY WILL OFTEN SIDESTEP THE RWY BY MERE FT AND CALL CLEAR. THEIR RADIO PHRASEOLOGY IS VAGUE AND UNCLEAR AND SOMETIMES INEXISTENT. OFTEN THEY APPEAR DISTRACTED AND SEEM COMPLETELY UNAWARE OF THE PRESENCE OF OTHER TFC. THE PROB IS FURTHER COMPOUNDED BY THE FACT THAT THEY ARE AN EXTREMELY DARK ACFT (THEY ARE DESIGNED TO BE CAMOUFLAGED), WITH VERY LITTLE LIGHTING. AS AN EXAMPLE LET ME EXPLAIN A MISHAP IN WHICH I WAS INVOLVED OCCURRING MAY 2007. AFTER HAVING JUST TAKEN OFF (AVOIDING A HELI WHICH HAD SIDESTEPED THE RWY NO LESS) WITH MY STUDENT TO GET IN SOME NIGHT TAKEOFF AND LNDGS, WE MADE A TA ON DOWNWIND ANNOUNCING OUR INTENTIONS TO EXECUTE AN OPTION ON RWY 3. WE WERE AWARE OF THE PRESENCE OF ANOTHER HELI WHICH WAS STATIONARY OVER THE APCH END TO RWY 3. NO ACKNOWLEDGEMENT WAS RECEIVED FROM THE HELI. TURNING BASE I WAS MONITORING THE PROGRESS OF THE HELI AND MADE THE DECISION THAT AFTER TURNING FINAL IF THE HELI SHOWED NO SIGNS OF MOVING I WOULD EXECUTE A GO AROUND. UPON TURNING FINAL I MADE ANOTHER TA (MUCH LOUDER AND MORE ASSERTIVELY) THAT WE WERE ON A HALF MILE FINAL FOR RWY 3, UPON WHICH IMMEDIATELY THE HELI LIFTED OFF AND APPEARED TO PROCEED UPWIND. AT THIS POINT I FELT ASSURED THAT THE HELI WAS NO LONGER A FACTOR AND MADE THE DECISION TO LAND. AFTER MAKING THE DECISION, I PROCEEDED TO EXPLAIN THE VASI LIGHTING SYSTEM TO MY STUDENT, POINTING OUT HOW WE WERE ON A NICE GLIDESLOPE, RED OVER WHITE. STUDENT MENTIONED THAT HIS AIRSPD WAS A LITTLE FAST, I CONCURRED. GENERALLY WE LOOK FOR ABOUT 65 KTS AND WE WERE APCHING AT 70 KTS. HE PITCHED UP AND SLIGHTLY REDUCED THE POWER. APPROX 200 FT ABOVE THE GND, I LOOKED UP AND REALIZED THE HELI HAD NOT PROCEEDED DOWNWIND BUT RATHER HAD BEGAN HOVERING APPROX 200 TO 300 FT ABOVE THE GND. EVEN THOUGH I HAD VISUALLY BEEN SCANNING FOR THE HELI I WAS UNABLE TO SEE THE HELI UNTIL THIS POINT (THEY ARE VERY DARK ACFT, EXTREMELY HARD TO SEE, AND NOT VERY WELL LIT) EVEN AFTER OBTAINING A VISUAL ON THE HELI. AT THIS POINT HE APPEARED TO BE ABOUT TWO-THIRDS OF THE WAY DOWN THE RWY (ONCE AGAIN VERY DIFFICULT TO SEE AT NIGHT). AT THIS POINT MY OPTIONS WERE LIMITED. I COULD HAVE EXECUTED A GO AROUND BUT ELECTED NOT TO, FEARING A MID-AIR COLLISION WITH THE HELI (ESPECIALLY BEING THAT THE HELI APPEARED TO BE PAYING NO ATTENTION TO MY RADIO CALLS). A GO AROUND FOLLOWED BY AN IMMEDIATE TURN I FELT WAS

NOT AN OPTION DUE PARTLY TO OUR CLOSE PROX TO THE GND AND ALSO FEARING THE RISK OF A MID-AIR COLLISION WITH THE OTHER HELI IN THE PATTERN. SO, BELIEVING THAT THE HELI WAS TWO-THIRDS DOWN THE RWY, ELECTED TO LAND AND ATTEMPT TO STOP BEFORE ENTERING THE ROTOR WASH. OVER THE THRESHOLD I REALIZED THAT HE WAS IN FACT NOT TWO-THIRDS OF THE WAY DOWN THE RWY BUT RATHER HOVERING APPROX OVER THE THOUSAND FOOT MARKERS AT APPROX 200 FT ABOVE THE RWY. AT THIS POINT WE WERE COMPLETELY COMMITTED TO LAND. OUR MAIN WHEELS TOUCHED DOWN INITIALLY UNTIL WE CAUGHT A GUST OF WIND FROM THE OUTFLOW OF THE PROP WASH WHICH CAUSED US TO BALLOON TO APPROX 2 FT ABOVE THE RWY. AT THIS POINT WE ENTERED THE DOWN FLOW OF THE PROP WASH WHICH FORCED US TO THE GND. OUR MAIN WHEELS LANDED FIRST FOLLOWED BY OUR NOSEWHEEL WHICH COLLAPSED ON IMPACT. WE SKIDDED FOR APPROX 25 FT BEFORE COMING TO REST. I ELECTED TO LEAVE THE MASTER SWITCH ON SO THAT THE LIGHTS WOULD REMAIN ILLUMINATED. MY INITIAL FEAR, NOW BECOMING AWARE OF THE HELI'S COMPLETE OBLIVIOUSNESS TO OUR EXISTENCE, WAS THAT THE HELI WOULD LAND ON TOP OF US. MY SUSPICIONS AS TO THE HELI'S COMPLETE LACK OF AWARENESS WERE COMPOUNDED BY THE FACT THAT HE CONTINUED TO HOVER ABOVE US FOR AT LEAST ANOTHER MINUTE. AT THIS POINT I MADE A QUICK RADIO CALL ANNOUNCING THE FACT THAT THERE WAS A DISABLED ACFT ON THE RWY AND THEN LEFT THE ACFT SEEKING HELP. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: REPORTER STATED THAT HE HAS BEEN WORKING AT MHK FOR A NUMBER OF MONTHS AND HAS SUBJECTIVELY OBSERVED THAT MILITARY TRAINING HAS INCREASED AT MHK. ONE RWY AT FRI IS CLOSED AND BECAUSE MHK IS ONLY 7 MILES AWAY, IT IS A MORE CONVENIENT TRAINING LOCATION.

Synopsis

A C172 PILOT REPORTS MILITARY NIGHT TRAINING TFC CONFLICTING WITH CIVIL TRAINING TFC AT MHK. DISTANCE JUDGEMENT DIFFICULTLY CAUSED NOSE GEAR COLLAPSE AFTER PASSING UNDER A HOVERING HELICOPTER.

ACN: 739592

Time / Day

Date : 200705
Day : Tue
Local Time Of Day : 1801 To 2400

Place

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

Environment

Flight Conditions : VMC
Light : Night

Aircraft : 1

Controlling Facilities.Tower : ZZZ.Tower
Operator.General Aviation : Instructional
Make Model Name : PA-34-200 Seneca I
Operating Under FAR Part : Part 91
Flight Phase.Landing : Go Around
Flight Phase.Landing : Roll

Person : 1

Affiliation.Other : Instructional
Function.Instruction : Instructor
Qualification.Pilot : CFI
Qualification.Pilot : Commercial
Qualification.Pilot : Instrument
Qualification.Pilot : Multi Engine
Experience.Flight Time.Last 90 Days : 130
Experience.Flight Time.Total : 500
Experience.Flight Time.Type : 56
ASRS Report : 739592

Person : 2

Affiliation.Other : Instructional
Function.Instruction : Trainee

Events

Anomaly.Ground Encounters : Gear Up Landing
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Executed Go Around
Resolatory Action.Flight Crew : Landed In Emergency Condition
Consequence.Other : Aircraft Damaged

Assessments

Problem Areas : Flight Crew Human Performance

Narrative

WHILE CONDUCTING A NIGHT FLT FOR A COMMERCIAL LESSON WITH MY STUDENT WE WERE PERFORMING STOP AND GOES ON RWY 30R AT ZZZ. MY STUDENT WAS CONDUCTING THE FLT AS 'ACTING PIC' PER THE COMMERCIAL PART 142 TRAINING SYLLABUS FOR LESSON 42. WHILE DOING A SIMULATED SINGLE-ENG LNDG ON RWY 30R MY STUDENT WAS ON SHORT FINAL AND I NOTICED THAT HE HAD NOT YET EXTENDED HIS LNDG GEAR. I HESITATED TO SEE IF THE GEAR WARNING HORN WOULD SOUND WHEN HE SET 25 DEGS OF FLAPS, BUT IT DID NOT. I INSTRUCTED HIM TO 'GAR,' BUT NO ACTION WAS TAKEN. I TOOK CTLS AND ADDED FULL PWR, BUT WE WERE TOO CLOSE TO THE RWY AND I COULD NOT STOP THE SINK RATE. BOTH PROPS BRIEFLY STRUCK THE RWY BEFORE THE ACFT GAINED SOME ALT WHERE I EXTENDED THE GEAR AND LANDED ON AVAILABLE RWY. I THEN PROCEEDED TO TAXI BACK TO COMPANY RAMP WITHOUT FURTHER INCIDENT. I UNDERSTAND THAT THIS COULD HAVE BEEN EASILY AVOIDED BY MANY MEANS. THIS WAS A LATE FLT AFTER BEING UP ALL DAY AND I WAS DEFINITELY NOT PAYING CLOSE ENOUGH ATTN. THIS INCIDENT COULD BE AVOIDED BY FUTURE STUDENTS AND INSTRUCTORS BY GIVING YOURSELF GOOD STANDARDS TO FLY BY. GIVING THE NATURE OF ADVANCED TRAINING WE HAVE MORE TRUST FOR OUR DEVELOPING STUDENTS, SO IT IS POSSIBLE TO BECOME LAX IN OUR TRAINING. THIS SHOULD NOT HAPPEN. HAD I GIVEN MYSELF A PERSONAL MINIMUM OF CALLING THE GAR NO LOWER THAN 300-400 FT THIS WOULD NOT HAVE HAPPENED. ALSO, I BELIEVE THAT BETTER AND MORE FREQUENT PRACTICE WITH GAR PROCS SHOULD BE PRACTICED AT ALL SKILL LEVELS. I HOPE THIS LETTER REALLY DOES SOME GOOD FOR ALL PLTS. WHILE I AM A LOW-TIME PLT, I HAVE A GOOD AMOUNT OF EXPERIENCE IN THE ACFT I AM OPERATING. PITFALLS ARE EASY TO FALL INTO.

Synopsis

PA34 ON TRAINING FLIGHT INITIATES GAR WITH LNDG GEAR NOT DOWN AND BOTH PROPS STRIKE RWY.

ACN: 739508

Time / Day

Date : 200705
Day : Thu
Local Time Of Day : 1201 To 1800

Place

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

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Controlling Facilities.Tower : ZZZ.Tower
Operator.General Aviation : Personal
Make Model Name : PA-44 Seminole Turbo Seminole
Operating Under FAR Part : Part 91
Flight Phase.Ground : Taxi

Person : 1

Affiliation.Other : Instructional
Function.Instruction : Trainee
Qualification.Pilot : Instrument
Qualification.Pilot : Multi Engine
Qualification.Pilot : Private
Experience.Flight Time.Last 90 Days : 145
Experience.Flight Time.Total : 239
Experience.Flight Time.Type : 68
ASRS Report : 739508

Person : 2

Affiliation.Other : Instructional
Function.Instruction : Instructor
Qualification.Pilot : CFI
Qualification.Pilot : Commercial
Qualification.Pilot : Instrument
Qualification.Pilot : Multi Engine
Experience.Flight Time.Last 90 Days : 230
Experience.Flight Time.Total : 1760
Experience.Flight Time.Type : 195
ASRS Report : 739510

Events

Anomaly.Aircraft Equipment Problem : Critical
Anomaly.Other Anomaly
Independent Detector.Other.Flight CrewA : 2
Resolatory Action.Aircraft : Evacuated

Assessments

Problem Areas : Aircraft

Narrative

WE COMPLETED A FULL ENG RUN UP AND ALL ENG GAUGES WERE IN THE GREEN AND EVERYTHING SOUNDED NORMAL. WE BEGAN TO TAXI TO THE HOLD SHORT LINE FOR RWY 35L. DURING TAXI THE R PROP STOPPED AND THE INSTRUCTOR IN THE R SEAT IMMEDIATELY TRIED TO RESTART THE ENG AS HE THOUGHT IT MIGHT HAVE QUIT BECAUSE THE MIXTURE WAS TOO LEAN. WHEN ENGAGING THE STARTER, HE SAW FLAMES COMING OUT OF THE LOWER COWLING AND ENG INLETS. WE IMMEDIATELY PROCEEDED TO SHUT DOWN ALL SYS AND EVAC THE ACFT. AFTER THE ENG FIRE WAS EXTINGUISHED, THE ACFT WAS TOWED BACK TO THE HANGAR WHERE MECHS TRIED TO DETERMINE THE CAUSE OF THE FIRE. IT WAS DISCOVERED THAT THE MANIFOLD HAD SEPARATED FROM THE #1 CYLINDER AND THE NUTS THAT SHOULD HAVE HELD IT TOGETHER WERE MISSING.

Synopsis

PA44 ENGINE CAUGHT FIRE WHILE FLT CREW ATTEMPTED A RESTART DURING TAXI OUT. ACFT WAS EVACUATED.

ACN: 739353

Time / Day

Date : 200705

Day : Fri

Place

Locale Reference.Airport : GKY.Airport

State Reference : TX

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Light : Daylight

Aircraft : 1

Operator.General Aviation : Instructional

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

Operating Under FAR Part : Part 91

Flight Phase.Landing : Roll

Person : 1

Affiliation.Other : Instructional

Function.Instruction : Instructor

Qualification.Pilot : CFI

Qualification.Pilot : Commercial

Qualification.Pilot : Multi Engine

Experience.Flight Time.Last 90 Days : 200

Experience.Flight Time.Total : 640

Experience.Flight Time.Type : 450

ASRS Report : 739353

Person : 2

Affiliation.Other : Instructional

Function.Instruction : Trainee

Events

Anomaly.Aircraft Equipment Problem : Critical

Anomaly.Ground Encounters.Other

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.None Taken : Detected After The Fact

Consequence.Other : Aircraft Damaged

Assessments

Problem Areas : Aircraft

Problem Areas : Flight Crew Human Performance

Narrative

I WAS FLYING WITH ONE OF MY STUDENTS. WE WERE DOING TOUCH-AND-GOES AT THE ARPT. WE ACCOMPLISHED THE FIRST LNDG OF THE DAY WITH A HARD LNDG, BUT THOUGHT NOTHING OF IT. THE LNDG WAS NOT OUT OF THE ORDINARY FOR A STUDENT PLT. THE FOLLOWING LNDG AS THE AIRPLANE SET DOWN, FELT A LITTLE OFF. I THOUGHT WE HAD BLOWN A TIRE ON THE R MAIN. I TOOK THE CTLS FROM MY STUDENT AND PROCEEDED TO CTL THE ACFT. AT THIS POINT IN TIME THE R MAIN STRUT ASSEMBLY DEPARTED THE ACFT AND WE BEGAN SLIDING ON THE REMAINING PART OF THE STRUT. I BROUGHT THE ACFT TO A STOP ON THE RWY AND PROCEEDED TO GET OUT. NO INJURIES TO RPT, AND THE ACFT IS IN RELATIVELY GOOD CONDITION. THE R MAIN ASSEMBLY NEEDS TO BE REPLACED AND THE STABILATOR WAS IMPACTED BY THE TIRE ASSEMBLY. IT WILL MORE THAN LIKELY NEED TO BE REPLACED OR RE-SKINNED AT THE LEAST. THE ACFT WAS PREFLTD WITH NO DISCREPANCIES VISIBLE.

Synopsis

PA-28 STRUT ASSEMBLY FAILED AFTER HARD LANDING.

ACN: 739301

Time / Day

Date : 200705
Day : Fri
Local Time Of Day : 1201 To 1800

Place

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

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Controlling Facilities.Tower : ZZZ.Tower
Operator.General Aviation : Personal
Make Model Name : Commander 114
Operating Under FAR Part : Part 91
Flight Phase.Landing : Roll

Person : 1

Affiliation.Other : Personal
Function.Instruction : Instructor
Qualification.Pilot : ATP
Qualification.Pilot : CFI
Experience.Flight Time.Last 90 Days : 145
Experience.Flight Time.Total : 15000
Experience.Flight Time.Type : 14
ASRS Report : 739301

Events

Anomaly.Aircraft Equipment Problem : Critical
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.None Taken : Detected After The Fact
Consequence.Other : Aircraft Damaged

Assessments

Problem Areas : Aircraft
Problem Areas : Flight Crew Human Performance

Narrative

WE DEPARTED THE ARPT TFC AREA AND CLBED UP TO 4500 FT NE OF THE ARPT. I TOLD THE STUDENT TO PLAN ON A TKOF/DEP STALL. DURING THE CLRING TURNS I PULLED OUT THE GEAR MOTOR CIRCUIT BREAKER, AND WHEN HE SELECTED THE GEAR DOWN, HE RECOGNIZED THE PROB AND WE PULLED OUT THE CHKLIST FOR

ALTERNATE GEAR EXTENSION. I INSTRUCTED THE STUDENT TO PUT THE AUTOPLT ON AND I WOULD READ THE CHKLIST AND HE WOULD DO EACH ITEM AS READ. THE STUDENT DID EACH ITEM AND THE FIRST ATTEMPT HE DID NOT GET THE GEAR TO DROP. HE THEN PULLED THE KNOB AND WE ONLY GOT THE MAIN GEAR DOWN AND LOCKED. WE SLOWED THE PLANE DOWN TO 70 KTS, BUT THE NOSE GEAR DID NOT DROP. I PUSHED THE GEAR MOTOR CIRCUIT BREAKER BACK IN, AND THE NOSE GEAR EXTENDED WITH 3 GREEN LIGHTS. I TOLD THE STUDENT THAT THE LACK OF A NOSE GEAR EXTENSION DURING THE ALTERNATE EXTENSION SHOULD BE SQUAWKED FOR THE ANNUAL INSPECTION AS THE NOSE GEAR SHOULD HAVE COME DOWN. THE STUDENT MENTIONED THAT HE DID NOT KNOW IF HE HAD PROPERLY STOWED THE EMER GEAR EXTENSION KNOB. I TOLD HIM THERE WAS NO WAY I COULD SEE IT, BUT I WOULD SHOW HIM ON THE GND WHEN WE LANDED. WE WERE NOW 6 MI N OF THE ARPT AT 4300 FT AND I PULLED THE ENG ON THE STUDENT AND HAD HIM SIMULATE AN ENG OUT LNDG. I PULLED THE CIRCUIT BREAKER TO SILENCE THE GEAR WARNING SYS AS IT WAS HARD TO TALK TO THE STUDENT OVER THE WARNING BELL. THIS WAS THE THIRD TIME I HAD DONE THIS. WE ENTERED THE L DOWNWIND FOR RWY 28 AT 1800 FT AND AT MIDFIELD DOWNWIND, THE STUDENT PUT THE GEAR HANDLE DOWN. I THEN RESET THE CIRCUIT BREAKER. I WAS SCANNING THE AREA FOR TFC, BUT WHEN I LOOKED AT THE GEAR LIGHTS THEY APPEARED TO SHOW 3 GREEN, BUT THERE WAS STRONG SUNLIGHT ON THE PANEL AND I MADE A NOTE TO LOOK AGAIN ON FINAL WITH THE GUMP CHK. THE STUDENT WAS VERY HIGH, SO I TOLD HIM TO USE FULL FLAPS AND HOLD 80 KTS AND THE PLANE WOULD COME DOWN. THERE WAS TFC NOW USING RWY 22 THAT I WAS LOOKING FOR. A HELI ANNOUNCED THAT HE WAS DEPARTING FROM THE RAMP AND THE STUDENT ASKED WHERE HE WAS AND I LOOKED OUTSIDE FOR THE HELI WHILE WE WERE ONLY 100 FT IN THE AIR. WINDS WERE 240 DEGS AT 7-8 KTS. I WAS OBSERVING HIS PROGRESS AND WAS GOING TO HAVE HIM GAR WHEN THE PROP STRUCK THE RWY AND WE SLID TO A STOP. I TOLD THE STUDENT TO TURN OFF THE MASTER AND GET OUT OF THE PLANE QUICKLY. WE WERE STANDING OUTSIDE THE PLANE WHEN THE MECHS SHOWED UP. FROM OUTSIDE I COULD SEE IN FACT THE GEAR HANDLE WAS DOWN. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: THE GEAR WARNING C/B FAILED WHEN IT WAS PUSHED IN THE FINAL TIME. THIS C/B ALSO SUPPLIED POWER TO THE GEAR HANDLE SWITCH AND OPERATED THE GEAR MOTOR RELAY WHEN THE GEAR HANDLE WAS SELECTED DOWN. NONE OF THESE THINGS HAPPENED THOUGH WITH THE C/B FAILED A GEAR UP LANDING RESULTED. LANDING GEAR INDICATING LIGHTS REMAINED FUNCTIONAL, BUT COULD NOT BE VIEWED DUE TO SUNLIGHT ON THE LENSES.

Synopsis

COMMANDER 114 STUDENT AND INSTRUCTOR LAND GEAR UP AFTER SIMULATED ENGINE OUT APPROACH WITH GEAR HANDLE DOWN AND NO WARNING HORN.

ACN: 739088

Time / Day

Date : 200705
Day : Thu
Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : FLG.Airport
State Reference : AZ
Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Controlling Facilities.Tower : FLG.Tower
Operator.General Aviation : Instructional
Make Model Name : Bonanza 33
Operating Under FAR Part : Part 91
Flight Phase.Landing : Roll

Aircraft : 2

Controlling Facilities.Tower : FLG.Tower
Operator.Common Carrier : Air Taxi
Make Model Name : King Air C90 E90
Operating Under FAR Part : Part 135
Flight Phase.Descent : Approach
Route In Use.Approach : Straight In

Person : 1

Affiliation.Other : Personal
Function.Instruction : Instructor
Qualification.Pilot : ATP
Qualification.Pilot : CFI
Qualification.Pilot : Commercial
Qualification.Pilot : Instrument
Qualification.Pilot : Multi Engine
Experience.Flight Time.Last 90 Days : 170
Experience.Flight Time.Total : 18100
Experience.Flight Time.Type : 9500
ASRS Report : 739088

Events

Anomaly.Conflict : Ground Critical
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Took Evasive Action

Consequence.FAA : Investigated
Consequence.FAA : Reviewed Incident With Flight Crew
Miss Distance.Vertical : 200

Assessments

Problem Areas : Flight Crew Human Performance

Narrative

AFTER MAKING AN INTERMEDIATE LNDG AT INW, WE CONTINUED TO FLG. WE MADE A VISUAL APCH TO THE ARPT, WHICH HAD RWY 3 IN USE DUE TO WIND. ON THE FIRST APCH TO A LNDG, WE ENCOUNTERED WIND GUSTS AND MADE A GAR. THE TWR TOLD US TO MAKE L-HAND TFC TO RWY 3 AND WE CONTINUED IN THE VFR TFC PATTERN FOR A FULL STOP LNDG. THE LNDG WAS GOOD WITH A TOUCHDOWN ZONE LNDG. AS WE ROLLED OUT, WE NOTICED A BEECHCRAFT KING AIR C90 COMING DIRECTLY AT US ON RWY 21. THE TWR WAS UNAWARE OF THE LOCATION OF THIS ACFT UNTIL HE WAS OVER THE THRESHOLD OF RWY 21. WE EXPEDITED THE TURNOFF ON A TXWY TO AVOID THE OTHER ACFT. AS WE WERE EXITING THE RWY, THE KING AIR MADE A GAR FROM A VERY LOW ALT. THE TWR ASKED THE PLT OF THE KING AIR IF HE KNEW WHAT THE ACTIVE RWY WAS. THE CTLR THEN TOLD THE KING AIR TO RE-ENTER THE BASE LEG FOR RWY 3, WHICH WAS DONE WITH AN OVERSHOOT ON FINAL. AFTER LNDG, I TALKED TO THE PLT OF THE KING AIR, WHO SAID THAT HE WAS UNAWARE OF TFC ON RWY 3. THE TWR REQUESTED A PHONE CALL FROM HIM, AND I LATER FOUND OUT THAT THE TWR REQUESTED A 7 MI FINAL CALL AT SHUTE INTXN ON THE ILS RWY 21 APCH TO FLG. THE KING AIR PLT DIDN'T MAKE THIS CALL AND CONTINUED HIS STRAIGHT-IN APCH TO RWY 21, UNAWARE OF TFC ON RWY 3. THE TWR CTLR DIDN'T REALIZE THE POS OF THE KING AIR UNTIL HE WAS ON SHORT FINAL TO RWY 21. BECAUSE OF OUR QUICK RESPONSE TO CLR THE RWY, WE AVOIDED WHAT COULD HAVE BEEN A COLLISION OF 2 ACFT ON THE RWY. THE TWR AT FLG ENTERED A 'PLTDEV' TO THE FAA FOR THE KING AIR CREW BECAUSE OF THE LACK OF AWARENESS IN CLASS D AIRSPACE AND THE LACK OF REQUIRED RADIO COMS.

Synopsis

BE33 HAS CLOSE ENCOUNTER WITH BE90 LANDING OPPOSITE DIRECTION ON SAME RWY AT FLG.

ACN: 737830

Time / Day

Date : 200705
Day : Sat
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Navaid : ADM.VORTAC
State Reference : TX
Altitude.MSL.Bound Lower : 1400
Altitude.MSL.Bound Upper : 4000

Environment

Flight Conditions : Mixed
Light : Daylight

Aircraft : 1

Controlling Facilities.ARTCC : ZFW.ARTCC
Operator.General Aviation : Instructional
Make Model Name : Skyhawk 172/Cutlass 172
Operating Under FAR Part : Part 91
Navigation In Use.Other.VORTAC
Flight Phase.Climbout : Initial

Person : 1

Affiliation.Other : Instructional
Function.Instruction : Instructor
Qualification.Pilot : ATP
Qualification.Pilot : CFI
Qualification.Pilot : Commercial
Qualification.Pilot : Instrument
Qualification.Pilot : Multi Engine
Experience.Flight Time.Last 90 Days : 30
Experience.Flight Time.Total : 5300
Experience.Flight Time.Type : 797
ASRS Report : 737830

Person : 2

Affiliation.Government : FAA
Function.Controller : Radar

Events

Anomaly.Inflight Encounter : VFR In IMC
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Exited Adverse Environment

Assessments

Problem Areas : ATC Human Performance
Problem Areas : Flight Crew Human Performance

Narrative

I DEPARTED IN VFR CONDITIONS ON AN IFR TRAINING FLT IN A C172. I CONTACTED ZFW IMMEDIATELY AFTER TKOF AND GAVE MY POS AND REQUESTED THE IFR CLRNC PREVIOUSLY FILED (WHILE STILL VFR) TO GYI (GRAYSON COUNTY ARPT, SHERMAN, TX). THE CTLR ISSUED A SQUAWK CODE AND CLRED THE FLT TO GYI, A CLB TO AND MAINTAIN 4000 FT AND DIRECT TO GYI AFTER PASSING 3600 FT. ACCORDING TO THE CTLR, READBACK WAS CORRECT AND THE CTLR ADVISED TO MAINTAIN VFR SEPARATION. BY THAT TIME I HAD ALREADY BEGUN CLBING IN ACCORDANCE WITH THE CLRNC AND WAS NO LONGER IN VMC. I CONTACTED THE CTLR TO CLARIFY HIS REQUEST TO MAINTAIN VFR SEPARATION AND STATED THAT I COULD NOT AS FLIGHT CONDITIONS WERE IMC AT MY PRESENT ALT. HE REQUESTED MY EXACT POS WHICH AT THAT TIME WAS APPROX 10 NM SE OF THE ADM VORTAC ON THE 125 DEG RADIAL, WHICH WAS BEING TRACKED AT THAT TIME. HE THEN ADVISED THAT THE MEA FOR THAT AREA WAS 3600 FT AND THAT I WAS NOT IN RADAR CONTACT. BEING IN IMC, I ELECTED TO CONTINUE THE CLB AS QUICKLY AS POSSIBLE TO 3600 FT AFTER WHICH POINT I WAS CLRED DIRECT TO THE DENNISON OM FOR THE ILS RWY 17 APCH TO GYI AND TO REPORT OUTBOUND ON THE APCH. THE FLT CONTINUED NORMALLY THEREAFTER. THE TOTAL ELAPSED TIME FROM THE POINT OF ENTERING IMC, AFTER RECEIVING CLRNC, TO REACHING 3600 FT WAS APPROX 3 MINS. IN RETROSPECT WHILE I AM FIRMLY CONVINCED THAT THE CTLR ISSUED A CLRNC, IT APPEARS THAT THE CTLR'S INTENTION WAS FOR ME TO MAINTAIN VFR SEPARATION UP TO THE POINT OF REACHING 3600 FT (THE MEA) FOR THE AIRWAY BEING TRACKED, AFTER WHICH TIME CLRNC WAS DIRECT TO GYI. MY STUDENT ALSO WAS UNDER THE IMPRESSION THAT WE HAD CLRNC TO ENTER IMC. I BELIEVE THAT IN ORDER TO AVOID SUCH A SITUATION IN THE FUTURE, IF ANY DOUBT EXISTS AS TO A CLRNC THAT CLARIFICATION MUST BE OBTAINED IMMEDIATELY. I HONESTLY DID NOT PERCEIVE ANY PROB SINCE THE CTLR KNEW OUR POS PRIOR TO ISSUING CLRNC UNTIL THE POINT WHERE HE ADDED THE PHRASES '...MAINTAIN VFR SEPARATION.'

Synopsis

C172 INSTRUCTOR PLT ACCEPTS CLIMB CLRNC TO PROCEED TO DEST, BUT IN DOING SO, ENTERS CLOUDS WHILE INSTRUCTED TO 'MAINTAIN VFR SEPARATION.'

ACN: 735397

Time / Day

Date : 200704
Day : Thu
Local Time Of Day : 1801 To 2400

Place

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

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Controlling Facilities.TRACON : ZZZ.TRACON
Operator.General Aviation : Instructional
Make Model Name : PA-28 Cherokee Arrow IV
Operating Under FAR Part : Part 91
Flight Phase.Cruise : Holding

Component : 1

Aircraft Component : Electrical Power

Person : 1

Affiliation.Other : Instructional
Function.Instruction : Instructor
Qualification.Pilot : CFI
Qualification.Pilot : Commercial
Qualification.Pilot : Instrument
Qualification.Pilot : Multi Engine
Experience.Flight Time.Last 90 Days : 200
Experience.Flight Time.Total : 600
Experience.Flight Time.Type : 40
ASRS Report : 735397

Person : 2

Affiliation.Other : Instructional
Function.Instruction : Trainee

Events

Anomaly.Aircraft Equipment Problem : Critical
Anomaly.Ground Encounters.Other
Anomaly.Other Anomaly.Other
Independent Detector.Other.Flight CrewA : 1

Resolutive Action.None Taken : Unable
Consequence.Other : Aircraft Damaged

Assessments

Problem Areas : Aircraft

Narrative

I WAS GIVING DUAL INSTRUCTION TO A COMMERCIAL MULTI-INST RATED PLT FOR HIS INST PROFICIENCY CHK. WE BEGAN THE IPC WITH A HOLD OVER THE ZZZ1 VOR. ATC RPTED THAT THEY LOST OUR XPONDER, SO WE TRIED TO CYCLE THE XPONDER. AFTER MY SECOND COM WITH ATC, MY FIRST RADIO PANEL BEGAN TO SCRAMBLE AND SLOWLY BURNT OUT. THEN SHORTLY AFTER THE SECOND RADIO PANEL DID THE SAME THING, AND I WAS LEFT WITH NO RADIO AND ELECTRICAL FUNCTIONS. I THEN MADE THE DECISION TO DEPART CLASS C AIRSPACE AND GO TO ZZZ2 WHICH WAS AN UNCTLED ARPT FOR MY LNDG THERE. ONCE WE DEPARTED THE HOLD, I SQUAWKED 7600 ON MY XPONDER AND CONTINUED TO ZZZ2. I OVERFLEW THE FIELD AT 2500 FT AND FOUND THAT RWY X WAS IN USE AT ZZZ2. I TURNED ON AN EXTENDED DOWNWIND SO I COULD SEE AND AVOID ALL TFC. I HAD NO WAY TO CONTACT ANYONE TO STATE MY INTENTIONS. I THEN WENT THROUGH MY DSCNT PROCS AND FOUND THAT I HAD NO INDICATIONS THAT MY GEAR WAS DOWN. I HAD NO GREEN, RED UNSAFE, GEAR IN TRANSITION LIGHTS OR AURAL WARNING WHEN THROTTLE WAS REDUCED. I THEN DECIDED TO DO A MANUAL GEAR EXTENSION SO I SLOWED TO 60 KTS AND DROPPED THE MANUAL GEAR KNOB. I DID APPROX 5-6 S-TURNS WITH EXTENSIVE RUDDER INPUTS TO YAW THE ACFT TO ENSURE THE GEAR WAS IN THE LOCKED POS AND ALSO FOR SPACING BEHIND A C172. I WAS ON AN APPROX 2 MI FINAL. I THEN CONTINUED FOR THE LNDG. I HAD NO WAY TO CONTACT ANYONE ON THE GND OR IN THE AIR TO VISUALLY CHK MY GEAR. WHILE TOUCHING DOWN I FELT THE GEAR UNDERNEATH ME COLLAPSE. I HELD THE NOSE OF THE ACFT OFF AS LONG AS POSSIBLE AND SHUT DOWN THE AIRPLANE. I DID NOT SHUT IT DOWN QUICKLY ENOUGH TO PREVENT ENG STOPPAGE. I THEN CAME TO A COMPLETE STOP ON THE CTRLINE OF RWY X AND BOTH MY STUDENT AND I EXITED THE ACFT.

Synopsis

INSTRUCTOR AND ADVANCED STUDENT ABOARD PA28 SUFFER COMPLETE ELECTRICAL FAILURE WHICH RESULTS IN INCOMPLETE LANDING GEAR EXTENSION AND SUBSEQUENT COLLAPSE ON LANDING.

ACN: 735239

Time / Day

Date : 200704
Day : Mon
Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.MSL.Single Value : 1400

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Controlling Facilities.Tower : ZZZ.Tower
Operator.General Aviation : Instructional
Make Model Name : Cessna 152
Operating Under FAR Part : Part 91
Flight Phase.Descent : Approach
Route In Use.Approach : Traffic Pattern

Aircraft : 2

Controlling Facilities.Tower : ZZZ.Tower
Operator.General Aviation : Instructional
Make Model Name : Cessna Single Piston Undifferentiated or Other Model
Operating Under FAR Part : Part 91
Flight Phase.Descent : Approach
Route In Use.Approach : Traffic Pattern

Person : 1

Affiliation.Other : Instructional
Function.Instruction : Instructor
Qualification.Pilot : ATP
Qualification.Pilot : CFI
Qualification.Pilot : Commercial
Qualification.Pilot : Instrument
Qualification.Pilot : Multi Engine
Experience.Controller.Non Radar : 7
Experience.Controller.Radar : 40
Experience.Flight Time.Last 90 Days : 75
Experience.Flight Time.Total : 20000
Experience.Flight Time.Type : 100
ASRS Report : 735239

Person : 2

Person : 3

Affiliation.Government : FAA
Function.Controller : Local
Function.Instruction : Instructor
Qualification.Controller : Non Radar
Experience.Controller.Non Radar : 3
Experience.Controller.Time Certified In Position1 : 2
Experience.Controller.Time Certified In Position2 : 5
ASRS Report : 735561

Person : 4

Affiliation.Government : FAA
Function.Controller : Local
Function.Instruction : Trainee
Qualification.Controller : Developmental

Events

Anomaly.Conflict : NMAC
Anomaly.Other Anomaly.Other
Independent Detector.Other.Flight CrewA : 1
Independent Detector.Other.Flight CrewB : 3
Resolatory Action.Controller : Issued New Clearance
Resolatory Action.Flight Crew : Took Evasive Action
Miss Distance.Horizontal : 300
Miss Distance.Vertical : 200

Assessments

Problem Areas : ATC Human Performance
Problem Areas : Airport
Problem Areas : Weather

Narrative

I WAS TRAINING A PRE-SOLO STUDENT IN THE TFC PATTERN AT ZZZ ARPT IN A C152. WIND CONDITIONS WERE GUSTY AND VARYING IN DIRECTION, FAVORING RWYS XXR AND XXL FOR SHORT PERIODS, THEN FAVORING RWYS YYL AND YYR. AT APPROX XA40 LCL TIME, THE TWR CTLRS DECIDED TO CHANGE THE LNDG DIRECTION FROM RWYS XXR AND XXL TO RWYS YYL AND YYR. AS WE WERE ABOUT TO TURN R BASE FOR RWY XXR, THE TWR CTLR INSTRUCTED US TO MAKE A L 180 DEG TURN TO A L DOWNWIND FOR RWY YYL. WE COMPLIED WITH THE INSTRUCTION! ONCE ESTABLISHED ON L DOWNWIND FOR RWY YYL, ANOTHER CTLR INSTRUCTED US TO MAKE A L 180 DEG TURN. THE CTLR HAD OBVIOUSLY USED THE WRONG ACFT TAIL NUMBER. I INFORMED THE CTLR THAT WE WERE NOW ON A L DOWNWIND FOR RWY YYL. SHE IMMEDIATELY APOLOGIZED FOR THE ERROR. IMMEDIATELY THEREAFTER, WE SAW ANOTHER ACFT HEADED STRAIGHT FOR OUR ACFT, OBVIOUSLY ON A R DOWNWIND FOR RWY XXR. I TOOK CTL AND TURNED R. THE OTHER ACFT VEERED R AND DOWN, PASSING BELOW AND TO OUR L. IT APPEARS THAT THE TWR CTLR HAD INTENDED FOR THE OTHER ACFT TO MAKE 180 DEG TURN WHEN SHE MISTAKENLY USED OUR TAIL NUMBER. BOTH ACFT NARROWLY MISSED HAVING A MIDAIR COLLISION. SUPPLEMENTAL INFO FROM ACN 735561: ACFT X AND ACFT Y WERE IN R CLOSED TFC, WITH 2 DEPS, AND A SENECA INBOUND FROM THE S. ACFT X WENT AROUND DUE TO WINDS

AND WAS INSTRUCTED BY THE TWR DEVELOPMENTAL TRAINEE TO REMAIN IN R CLOSED TFC AND THEIR TURN WOULD BE CALLED FOR L TFC, RWY YYL. ACFT Y STARTED TO TURN BASE AND I INSTRUCTED THE TWR TRAINEE TO TURN HIM. HE WAS TOLD BY THE TRAINEE TO MAKE L CLOSED TFC FOR RWY YYL. I WAITED UNTIL ACFT X WAS ABEAM THE TWR BEFORE I ASSUMED CTL TO MAKE THE ANNOUNCEMENT FOR THE ACFT TO MAKE A 180 DEG TURN. UNFORTUNATELY, I CALLED THEM ACFT Y RATHER THAN THEIR PROPER CALL SIGN, ACFT X. I RECEIVED NO RESPONSE FROM EITHER PLANE. I MADE A SECOND CALL TO ACFT Y 'HOW DO YOU HEAR' TO WHICH THEY REPLIED 'WAS THAT FOR ACFT Y? WE JUST MADE A 180.' MY NEXT CALL WAS 'ACFT X ARE YOU ABEAM THE TWR?' THEY REPLIED, 'YES, ACFT X HDG EBOUND.' I SAID, 'ACFT Y TFC AHEAD, AND TO YOUR L, CESSNA. ACFT X TFC AHEAD AND TO YOUR L OPPOSITE DIRECTION -- DO YOU HAVE HIM IN SIGHT?' THEY REPLIED 'ACFT X, YES, WE ARE TURNING R.'

Synopsis

MISTAKEN CALL SIGNS COUPLED WITH RWY AND PATTERN CHANGES AT ZZZ RESULT IN AN NMAC BETWEEN TWO TRAINING CESSNAS.

ACN: 734895

Time / Day

Date : 200704
Day : Mon
Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : LAN.Airport
State Reference : MI
Altitude.MSL.Single Value : 6500

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Controlling Facilities.TRACON : LAN.TRACON
Operator.General Aviation : Instructional
Make Model Name : Skyhawk 172/Cutlass 172
Operating Under FAR Part : Part 91
Flight Phase.Descent.Other

Person : 1

Affiliation.Other : Instructional
Function.Instruction : Instructor
Qualification.Pilot : CFI
Qualification.Pilot : Commercial
Qualification.Pilot : Instrument
Qualification.Pilot : Multi Engine
Experience.Flight Time.Last 90 Days : 90
Experience.Flight Time.Total : 5000
Experience.Flight Time.Type : 85
ASRS Report : 734895

Events

Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Landed As Precaution
Consequence.Other : Aircraft Damaged

Assessments

Problem Areas : Flight Crew Human Performance

Narrative

THE PURPOSE OF THE LESSON WAS TO PROVIDE A STUDENT WITH THE REQUIRED SPIN TRAINING FOR HIS CFI CERTIFICATE. THE WT AND BAL SHOWED THAT THE AIRPLANE WAS WITHIN CTR OF GRAVITY LIMITS IN THE UTILITY CATEGORY. THE

LESSON BEGAN WITH A PREFLT INSPECTION OF THE C172, FAMILIARIZING HIM WITH THE V-SPDS, PREFLT PECULIARITIES OF THE CESSNA AND THEN WE DISCUSSED WHAT WE WERE GOING TO DO IN THE LESSON, INCLUDING A DISCUSSION OF SPIN CHARACTERISTICS, STALL RECOGNITION, SPIN ENTRY AND RECOVERY. AFTER THAT WE FLEW NORTH TO THE PRACTICE AREA AND CLBED TO 6500 FT WHERE WE PROCEEDED TO DO CLRING TURNS AND THEN A COUPLE OF SPIN ENTRIES FROM BOTH A PWR-ON AND PWR-OFF SIT. THEN, I SLOWED THE AIRPLANE TO APCH SPD, PUT ON FLAPS TO DEMONSTRATE WHAT MIGHT HAPPEN IN A XCTLED SIT WHEN A STUDENT TURNS FROM BASE TO FINAL, BUT INTENDED TO BRING THE FLAPS UP BEFORE SPIN ENTRY, BUT AS I EXPLAINED THE LESSON TO THE STUDENT, I FORGOT ABOUT THE FLAPS. WHEN I REMEMBERED THAT THE FLAPS WERE DOWN WE WERE INTO THE SPIN. WE IMMEDIATELY RECOVERED FROM THE SPIN, LEVELED OFF AND RETRACTED THE FLAPS, BUT THE DAMAGE HAD BEEN DONE. WE RETURNED TO THE ARPT WHERE WE DISCOVERED THAT THE FLAP ON THE R WING HAD SUSTAINED STRESS DAMAGE.

Synopsis

C172 INSTRUCTOR, DEMONSTRATING A SPIN WITH FLAPS EXTENDED, FORGETS TO RETRACT THEM PRIOR TO SPIN ENTRY CAUSING STRESS DAMAGE TO THE RIGHT WING FLAP.

ACN: 734666

Time / Day

Date : 200704
Day : Fri
Local Time Of Day : 1201 To 1800

Place

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

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Operator.General Aviation : Personal
Make Model Name : Piper Single Undifferentiated or Other Model
Operating Under FAR Part : Part 91
Flight Phase.Ground : Takeoff Roll

Person : 1

Affiliation.Other : Personal
Function.Instruction : Instructor
Function.Oversight : PIC
Qualification.Pilot : CFI
Qualification.Pilot : Commercial
Qualification.Pilot : Instrument
Qualification.Pilot : Multi Engine
Experience.Flight Time.Last 90 Days : 100
Experience.Flight Time.Total : 2300
Experience.Flight Time.Type : 25
ASRS Report : 734666

Person : 2

Affiliation.Other : Personal
Function.Instruction : Trainee

Person : 3

Affiliation.Other : Personal
Function.Other Personnel.Other

Events

Anomaly.Conflict : Ground Critical
Anomaly.Ground Encounters.Other
Anomaly.Other Anomaly : Speed Deviation
Independent Detector.Other.Flight CrewA : 1

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

Assessments

Problem Areas : Environmental Factor

Narrative

WE WERE FLYING THE WILLAMETTE RIVER JUST S OF DOWNTOWN PORTLAND, OR, IN PREPARATION FOR HIS SEL AND SES CHK RIDE. WE HAD JUST DEPARTED THE SEA PLANE BASE AND BACK 'WATER' TAXIED APPROX 500-600 YARDS DOWN RIVER TOWARDS DOWNTOWN IN ORDER TO HAVE PLENTY OF ROOM TO EXECUTE A NORMAL WATER TKOF UP RIVER AND INTO THE WIND. IT WAS A BEAUTIFUL DAY AND THERE WAS MODERATE BOAT TFC ON THE RIVER. WE CLRED THE AREA AROUND AND BEHIND US, COMPLETED OUR TKOF CHKLIST, AND EXECUTED A TURN INTO THE WIND AND UP RIVER. IT SEEMED THAT AS WE MANEUVERED INTO POS AND AFTER WE TURNED ALL OF OUR LIGHTS ON, THAT ALL THE BOATS IN THE GENERAL AREA PRETTY MUCH MOTORED TOWARDS THE SIDES OF THE RIVER. WE BEGAN OUR TKOF RUN AND FOR A SPLIT SECOND OUR NOSE WAS HIGH AS WE WERE COMING ONTO OUR 'STEP.' ONCE THE NOSE OF THE ACFT LEVELED OUT, WE ACCELERATED RELATIVELY QUICKLY. AS WE WERE NEARING FLYING SPD A CIGARETTE BOAT, TRAVELING AT VERY HIGH RATE OF SPD, CAME AROUND THE CORNER UNDER THE BRIDGE AND WAS UPON US. I BELIEVE THE BOAT OPERATOR NOTICED US JUST IN TIME BUT BECAUSE OF THE SPD HE WAS CARRYING HE COULD ONLY ALTER HIS COURSE SLIGHTLY. HOWEVER, IN DOING SO HE CUT RIGHT IN FRONT OF US. WE WERE TRAVELING TOO FAST TO CHOP THE THROTTLE AND MANEUVER AS NOT TO CREATE A HAZARD TO THE OTHER BOAT OPERATORS OR OURSELVES, YET TOO SLOW TO FLY. WHEN WE HIT HIS WAKE WE BECAME AIRBORNE. WE GRABBED A HAND FULL OF FLAPS SO NOT TO SLAM BACK INTO THE WATER. ONCE IN GND EFFECT WE ACCELERATED TO A SPD TOO FAST TO AVOID ANY OBSTACLES WHICH MAY HAVE COME ACROSS OUR PATH AND YET TOO SLOW TO CLB ABOVE THE BRIDGE BEGINNING TO FILL OUR WINDSCREEN. WE WERE LEFT WITH ONLY ONE SAFE OPTION...FLY UNDER THE ROSS ISLAND BRIDGE. WE WERE APPROX 5-10 FT ABOVE THE WATER 40-50 FT UNDER THE BRIDGE. WHEN WE CLRED THE BRIDGE IT WAS VX THEN VY TO AN UNEVENTFUL CLB TO 1500 FT HEADING S UP RIVER. THAT WAS WITHOUT A DOUBT TOO CLOSE FOR COMFORT. AS THE PIC, THE ULTIMATE RESPONSIBILITY FOR THE SAFETY OF FLT LIES IN MY HANDS AND I BELIEVE WE MADE THE SAFEST DECISION FOR THE SITUATION WHICH DICTATED SPLIT SECOND THINKING.

Synopsis

UNEXPECTED HIGH SPEED BOAT TRAFFIC CAUSES INSTRUCTOR PLT AND STUDENT ABOARD FLOAT EQUIPPED PA18 TO BECOME AIRBORNE PREMATURELY. UNABLE TO CLIMB OR MANEUVER DUE TO INSUFFICIENT AIRSPEED, THE ONLY SAFE PATH WAS TO FLY UNDERNEATH THE BRIDGE DIRECTLY AHEAD OF THEM.

ACN: 733809

Time / Day

Date : 200703
Day : Fri
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : MER.Airport
State Reference : CA
Altitude.MSL.Single Value : 1200

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Controlling Facilities.Tower : MER.Tower
Operator.General Aviation : Personal
Make Model Name : Small Aircraft, Low Wing, 1 Eng, Fixed Gear
Operating Under FAR Part : Part 91
Flight Phase.Descent : Approach
Route In Use.Approach : Traffic Pattern

Aircraft : 2

Controlling Facilities.Tower : MER.Tower
Flight Phase.Descent : Approach
Route In Use.Approach : Traffic Pattern

Aircraft : 3

Controlling Facilities.Tower : MER.Tower
Make Model Name : Cessna Aircraft Undifferentiated or Other Model
Flight Phase.Descent : Approach
Route In Use.Approach : Traffic Pattern

Person : 1

Affiliation.Other : Instructional
Function.Instruction : Instructor
Qualification.Pilot : CFI
Qualification.Pilot : Commercial
Qualification.Pilot : Instrument
Qualification.Pilot : Multi Engine
Experience.Flight Time.Last 90 Days : 50
Experience.Flight Time.Total : 390
Experience.Flight Time.Type : 45
ASRS Report : 733809

Person : 2

Affiliation.Government : FAA
Function.Controller : Local
Function.Instruction : Trainee

Person : 3

Events

Anomaly.Conflict : NMAC
Anomaly.Non Adherence : Clearance
Anomaly.Other Spatial Deviation
Independent Detector.Other.ControllerA : 2
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Controller : Issued New Clearance
Resolatory Action.Flight Crew : Took Evasive Action
Consequence.FAA : Reviewed Incident With Flight Crew
Miss Distance.Horizontal : 300
Miss Distance.Vertical : 20

Assessments

Problem Areas : ATC Human Performance
Problem Areas : Airport
Problem Areas : Airspace Structure
Problem Areas : Flight Crew Human Performance

Narrative

MY STUDENT AND I DEPARTED AFTER SOME LNDG PRACTICE TO RETURN TO OUR HOME BASE (MER). UPON CHKING IN WITH TWR, WE WERE TOLD TO ENTER A L DOWNWIND FOR RWY 31. NORMALLY A R DOWNWIND IS USED FOR RWY 31 AT CASTLE, BUT SOMETIMES WE USE THE L DOWNWIND WHEN IT IS CONVENIENT. ONCE WE STARTED TO GET ABEAM THE DEP END, A SENECA (OR SEMINOLE, BUT I BELIEVE SENECA) CHKED IN '3.5 MI TO THE W.' I LOOKED DOWN AT MY COMPASS AND SAW W WAS BEHIND US, SLIGHTLY TO THE R OF OUR TAIL. I THOUGHT 'HE WILL BE SEQUENCED BEHIND US.' KEY PHRASE HERE IS 'I THOUGHT.' WE THEN PROCEEDED ON THE L DOWNWIND, AND CONTINUED TO MONITOR THE RADIO CALLS. AT ONE POINT, TWR CALLED US AND TOLD US WE WERE #2 (AS MY STUDENT LATER REITERATED) TFC WAS 1 O'CLOCK POS, A CESSNA. NOW INTERESTINGLY ENOUGH, THE TWR MEANT TO SAY WE WERE FOLLOWING THE SENECA, AND IN REALITY WE WERE NOW #3, BECAUSE THERE ACTUALLY WAS A CESSNA TURNING A R BASE. IN HINDSIGHT, I REALIZE I TRANSPOSED THE TWR GIVEN DIRECTION OF 1 O'CLOCK POS WITH THE CESSNA WHICH WAS IN OUR 11 O'CLOCK POS. BUT WE WERE TOLD WE WERE #2 BEHIND A CESSNA, AND WHEN I LOOKED OUT AND SAW A CESSNA, THAT'S ALL I NEEDED. AT THE 45 DEG POINT, MY STUDENT TURNED BASE. AT THAT POINT, MASSIVE CONFUSION REIGNED. THE TWR TOLD US TO MAKE A R 360 DEG TURN. I TOOK CTL FROM MY STUDENT, CONFIRMED THE R 360 DEG TURN WITH TWR, AT WHICH POINT HE SAID NO. WE RE-ENTERED THE L BASE, AT WHICH POINT I HEARD ANOTHER CTRLR COME ON FREQ. HE ADMONISHED US TO 'FOLLOW DIRECTIONS,' AND TOLD US THE SENECA'S REAL POS. I IMMEDIATELY REALIZED WE WERE TO FOLLOW THE SENECA, WHICH WAS NOW OFF TO OUR R. I ROLLED R, SAW THE SENECA, WHICH WAS ABOVE US, TO OUR R, DSNDRG, AND ROLLING INTO US. THERE WAS A FEW SECONDS WHERE I WAS NOT SURE THAT I HAD MANY OPTIONS AS ALL OF THEM SEEMED TO PUT US ON A COLLISION COURSE. I FINALLY ROLLED HARD R (STALL WARNING BLARING) AND WE MADE IT, ALBEIT VERY CLOSE, MAYBE 200-300 FT

SEPARATION. I DON'T KNOW IF THE SENECA SAW US. WE THEN FOLLOWED BEHIND HIM. I CALLED THE TWR AFTERWARDS (THEY DID NOT ASK ME, I CALLED ON MY OWN) AND WAS TOLD IT WAS A TRAINEE CTLR, SO WE WERE TOLD WE WERE #2 WHEN WE WERE #3 AND TOLD TO FOLLOW A CESSNA WHEN IT WAS A SENECA. ALL IN ALL, I HAVE NO HARD FEELINGS TOWARD THE CTLRS ABOUT THIS SITUATION, BUT FELT I NEEDED TO WRITE IN ABOUT THIS FOR ONE SPECIFIC REASON -- THIS PLACE NEEDS RADAR! THIS TWR WAS JUST PUT INTO OP A COUPLE OF MONTHS AGO AND THESE CTLRS SO FAR HAVE BEEN DOING A GREAT JOB. BUT THEY HAVE A TOUGH ONE, WITH 7-8 ACFT IN THE PATTERN AT ANY ONE TIME. ANYTHING FROM A TAIL DRAGGER TO A C130 AND DC8. AND I HEAR THAT IT'S POSSIBLE THAT MER MAY LOSE FUNDING FOR THE TWR (WE WERE TOLD THIS BY THE ARPT MGMNT AND OTHERS). NO! THIS TWR NEEDS TO BE HERE AND IT NEEDS RADAR! KEEP IN MIND THAT MCE IS JUST A FEW MI AWAY (HVY STUDENT TFC ALONG WITH B1900 AND CPR JET TFC) AND SO IS TURLOCK (O15), ALTHOUGH TURLOCK IS FAIRLY QUIET. IT IS MIND BOGGLING TO THINK THAT THIS PIECE OF AIRSPACE IS BEING MANAGED WITH BINOCULARS.

Synopsis

AN INSTRUCTOR AND STUDENT PILOT APCHING MER WERE GIVEN CONFUSING TFC AND SEQUENCE INFO BY A TRAINEE CONTROLLER CAUSING AN NMAC IN THE TFC PATTERN.

ACN: 733523

Time / Day

Date : 200704
Day : Wed
Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : APA.Airport
State Reference : CO
Altitude.MSL.Single Value : 8000

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Controlling Facilities.TRACON : D01.TRACON
Operator.General Aviation : Instructional
Make Model Name : SR22
Operating Under FAR Part : Part 91
Navigation In Use.Other : GPS
Flight Phase.Descent : Approach
Route In Use.Approach : Instrument Non Precision

Person : 1

Affiliation.Other : Instructional
Function.Instruction : Instructor
Qualification.Pilot : CFI
Qualification.Pilot : Commercial
Experience.Flight Time.Last 90 Days : 2
Experience.Flight Time.Total : 1300
Experience.Flight Time.Type : 20
ASRS Report : 733523

Events

Anomaly.Aircraft Equipment Problem : Less Severe
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Overcame Equipment Problem

Assessments

Problem Areas : Aircraft
Problem Areas : Flight Crew Human Performance

Narrative

WE WERE ON A TRAINING/CURRENCY FLT PRACTICING INST APCHS IN A TECHNICALLY ADVANCED AIRPLANE. WE ACTIVATED ILS RWY 35R APCH TO CENTENNIAL ARPT ON GPS1 (A GARMIN 430) AND SWITCHED THE NAV SOURCE

TO VLOC1. UPON BEING VECTORED ONTO FINAL, WE NOTICED THAT THE COURSE ON THE HSI (AN AVIDYNE ENTEGRA PFD) WAS 260 DEGS, NOT THE CORRECT COURSE OF 347 DEGS. THE SEPARATE HDI AND VDI PROVIDED VALID NAV INDICATIONS FOR THE LOC/GS AND GPS1 INDICATED THE CORRECT DTK TO THE NEXT WAYPOINT. HOWEVER, THE ERRONEOUS COURSE ON THE HSI WAS EXTREMELY CONFUSING TO THE PF. WE CHANGED THE HSI NAV SOURCE TO GPS1, AND THIS RESET THE HSI TO THE CORRECT FINAL APCH COURSE (347 DEGS). SWITCHING BACK TO VLOC1 MAINTAINED THE CORRECT COURSE ON THE HSI. WE THINK THE ERRANT FINAL APCH COURSE REMAINED FROM THE PREVIOUS APCH FLOWN (FTG ILS 26). SINCE WE WERE PRACTICING IN VFR CONDITIONS, THIS FLT WAS NOT IN DANGER. HOWEVER, WE ARE CONCERNED ABOUT THIS CONDITION OCCURRING IN IFR, AND WE DISCUSSED HOW WE WOULD HANDLE THAT SITUATION AFTER COMPLETING THE FLT. WE DID NOT RPT THE INCIDENT TO MAINT BECAUSE WE THOUGHT IT WAS A FREAK OCCURRENCE NOT EASILY REPRODUCED. WE SUBMIT THE RPT TO NASA IN THE EVENT OTHER SUCH SITUATIONS ARE OBSERVED AND AN ALERT TO OPERATORS IS DEEMED NECESSARY.

Synopsis

AN SR22 PILOT USING AN ADVANCED NAVIGATION SYSTEM FINDS THAT IT DOES NOT FUNCTION AS HE EXPECTED DURING A PRACTICE INSTRUMENT APPROACH.