

ASRS Database Report Set

Non-Tower Airport Incidents

Report Set Description.....	A sampling of reports involving operations at non-tower airports.
Update Number.....	13.0
Date of Update	June 18, 2008
Number of Records in Report Set.....	50
Number of New Records in Report Set	8
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: 776548 (1 of 50)

Synopsis

C177 PLT WAS CONDUCTING TOUCH-AND-GOES AT OAJ, AN UNCONTROLLED ARPT. AN AIR CARRIER REGIONAL JET TOOK THE RWY AND DEPARTED AS THE C177 WAS ESTABLISHED ON SHORT FINAL, CAUSING HIM TO TAKE EVASIVE ACTION.

ACN: 757433 (2 of 50)

Synopsis

PLT OF ANTIQUE BIPLANE HAS CLOSE ENCOUNTER WITH EMERGENCY CONDITION BE35 LANDING OPPOSITE DIRECTION ON THE SAME RWY AT AN UNCONTROLLED ARPT.

ACN: 757038 (3 of 50)

Synopsis

PLT LANDING AT AN UNCONTROLLED ARPT OBSERVED ACFT LNDG OPPOSITE DIRECTION. PLT CONTINUED APCH AND LANDED, EVEN THOUGH OPPOSITE TFC WAS LNDG. HEAVY BRAKING AFTER TOUCHDOWN DEFLATED TIRES.

ACN: 748322 (4 of 50)

Synopsis

C172 ON SHORT FINAL HAS CLOSE ENCOUNTER WITH A BELLANCA TAKING THE RWY FOR DEPARTURE. NO CTAF/UNICOM CALLS WERE HEARD BY THE REPORTER.

ACN: 746195 (5 of 50)

Synopsis

A C210 PILOT APPROACHING FHR EXPERIENCES NMAC WITH A PIPER CHEROKEE.

ACN: 741389 (6 of 50)

Synopsis

SAILPLANE PLT HAS CLOSE ENCOUNTER WITH PA24 ON APCH TO 115.

ACN: 738823 (7 of 50)

Synopsis

A C210 TAXIED INTO POSITION AT EYQ AND BEGAN A TKOF ROLL, WHEN A HELICOPTER LANDED IN FRONT OF IT FORCING A REJECTED TKOF.

ACN: 733035 (8 of 50)

Synopsis

A C172 INSTRUCTOR RPTS AN NMAC WITH A UH-60 AT MHK FOLLOWING CONFUSION ABOUT ONE OF TWO UN-60'S IN THE CTAF PRACTICE LNDG PATTERN.

ACN: 730688 *(9 of 50)*

Synopsis

SR22 AND COMMANDER EXPERIENCE NMAC ON APCH TO MCE.

ACN: 730332 *(10 of 50)*

Synopsis

MD80 FLT CREW EXPERIENCES MULTIPLE ENCOUNTERS WITH ANOTHER ACFT WHILE ATTEMPTING DEP FROM UNCONTROLLED MTJ.

ACN: 730268 *(11 of 50)*

Synopsis

INSTRUCTOR AND STUDENT PLTS ABOARD C172 EXPERIENCE NMAC WITH BE35 ON FINAL APCH TO AN UNCONTROLLED ARPT.

ACN: 729859 *(12 of 50)*

Synopsis

A C172 PILOT REPORTS CONFLICT WITH SOLO STUDENT PILOT FLYING AN INCORRECT CTAF VFR PATTERN WITH HIS RADIO INOP, BUT INSTRUCTOR VISUALLY MONITORING.

ACN: 728469 *(13 of 50)*

Synopsis

A PA12 PLT RPTS FLYING OVER A TAXIING C172 AT PNC WHILE ATTEMPTING TO LAND ON A GRASSY PORTION OF THE ARPT.

ACN: 728295 *(14 of 50)*

Synopsis

A C206 PILOT DEPARTING AK1 RWY 16 DID NOT ACKNOWLEDGE AN ACFT LNDG RWY 34 AND TOOK OFF INTO THE SUN OVER THE LANDING TFC.

ACN: 726823 *(15 of 50)*

Synopsis

C172 INSTRUCTOR AND STUDENT HAVE AN NMAC ON FINAL APCH.

ACN: 726539 *(16 of 50)*

Synopsis

RAND KR2S PLT HAS A CONFLICT WITH ANOTHER ACFT AT JFX.

ACN: 726046 (17 of 50)

Synopsis

C182 ON TRAINING FLT ABORTS LNDG AT UNCTLED T82 WHEN THEY DISCOVER TWIN ROLLING OUT AFTER OPPOSITE DIRECTION LNDG ON THE SAME RWY.

ACN: 725928 (18 of 50)

Synopsis

DESPITE MULTIPLE CTAF BROADCASTS, PLT OF BE55 HAS CLOSE ENCOUNTER WITH SINGLE ENGINE CESSNA IN UNCONTROLLED TRAFFIC PATTERN. CESSNA PLT ADMITS RADIO PROBLEMS.

ACN: 725498 (19 of 50)

Synopsis

CL604 PLT ALLEGES THAT THE ARPT TFC PATTERN PROCS AT IWA ARE UNSAFE AND PRUDENT SEPARATION CRITERIA ARE NOT MET.

ACN: 724864 (20 of 50)

Synopsis

C172 PLT DEPARTS THE WRONG RWY AGAINST LNDG TRAFFIC AT PLU.

ACN: 723319 (21 of 50)

Synopsis

PIPER 140 PLT HAS AN NMAC IN THE PATTERN AT BVS.

ACN: 722619 (22 of 50)

Synopsis

PLT OF C172 REPORTS NMAC AT UNCONTROLLED I73.

ACN: 720695 (23 of 50)

Synopsis

A SOLO C172 STUDENT PLT AT CTAF MCE ENTERED THE VFR PATTERN AS SUGGESTED, BUT WAS DIRECTED TO A NON STANDARD PATTERN CAUSING A B1900 TCAS EVENT.

ACN: 720595 (24 of 50)

Synopsis

A C750 PLT RPTS DEPARTING CTAF ARPT MCC WHILE ANOTHER ACFT WAS CLRING THE RWY BUT HEARD NO TA CALLS.

ACN: 718934 (25 of 50)

Synopsis

TURBO COMMANDER AC690 LANDS ON A CLOSED RWY AT MWH.

ACN: 718789 (26 of 50)

Synopsis

SIAI MARCHETTI AND CESSNA HAVE NMAC IN UNCTLED TFC PATTERN AT MGJ.

ACN: 718001 (27 of 50)

Synopsis

PRIVATE PLT OF C172 ON VISUAL APCH TO RWY 04 AT ESN HAS MODERATELY CLOSE ENCOUNTER WITH ACFT ON APCH TO INTERSECTING RWY 33.

ACN: 716334 (28 of 50)

Synopsis

A PA18 HAD A NEAR MISS WITH C172 AT CTAF ARPT MSL WHILE PRACTICING LNDGS. THE C172 APCHED FROM THE W ON AN INCORRECT FREQ.

ACN: 715404 (29 of 50)

Synopsis

C210 PLT HAS NMAC DURING ENTRY INTO TFC PATTERN AT S67.

ACN: 715359 (30 of 50)

Synopsis

PLT OF HIGH PERFORMANCE SMA EXPERIENCES NMAC WITH BE50 DEPARTING FROM OPPOSITE END OF RWY AT AN UNCTLED ARPT.

ACN: 715336 (31 of 50)

Synopsis

DEPARTING AN UNCTLED FIELD IFR, PLT BACK-TAXIES ON THE ONE RWY AND CONFRONTS AN INBOUND IFR ACFT JUST IN TIME TO EXIT INTO RUNUP AREA AHEAD OF THEIR ARR.

ACN: 714949 (32 of 50)

Synopsis

CIRRUS SR20 PLT HAS AN NMAC AT DYL.

ACN: 714818 (33 of 50)

Synopsis

A LIGHT SINGLE WAS TAKING THE RWY AT E16 WHEN ANOTHER ACFT LANDED, MISSING HIM BY ABOUT 50 FT.

ACN: 711775 (34 of 50)

Synopsis

A C182 PLT APCHING LRU HAD NEAR MISS WITH A HELI THAT WAS NOT RPTING POSITIONS ON CTAF.

ACN: 711374 (35 of 50)

Synopsis

A C150 PLT APCHED CTAF MMV RWY 4 VFR NOT KNOWING THE DEFAULT CALM WIND RWY WAS RWY 22. PLT AVOIDED A GULFSTREAM DEPARTING OPPOSITE DIRECTION RWY 22.

ACN: 711257 (36 of 50)

Synopsis

AN R44 PLT HOVER-TAXIING CLBED AND DIVERTED AWAY FROM PEDESTRIAN TFC. IN THE PROCESS HE OVERFLEW AN ACFT NOT TIED DOWN.

ACN: 709479 (37 of 50)

Synopsis

MULTIPLE ACFT ATTEMPTING TO LAND AT UNCTLED O22 USING BOTH DIRECTIONS OF RWY 17/35 HAVE PREDICTABLE TFC PROBS. RPTR'S C172 AND HOMEBUILT ACFT HAVE UNACCEPTABLY CLOSE ENCOUNTER.

ACN: 709012 (38 of 50)

Synopsis

B06 AND PA28 HAVE CLOSE ENCOUNTER. HELI PLT WAS XMITTING INTENTIONS ON WRONG XMITTER.

ACN: 707399 (39 of 50)

Synopsis

ROBINSON R22 FLT CREW HAS AN NMAC WITH BONANZA WHILE DEP ZZZ.

ACN: 707138 (40 of 50)

Synopsis

C172 PLT DEPARTED A CLOSED ARPT.

ACN: 706112 (41 of 50)

Synopsis

CIRRUS SR22 PLT DURING TKOF ROLL HAS ANOTHER ACFT EXECUTE A RWY INCURSION AT BHB.

ACN: 705734 (42 of 50)

Synopsis

NAVION PLT HAS AN NMAC WITH HELI TFC AT LDJ.

ACN: 704927 (43 of 50)

Synopsis

C152 INSTRUCTOR AND STUDENT ENCOUNTER SKYDIVERS WHILE ENTERING THE TFC PATTERN AT 103.

ACN: 704604 (44 of 50)

Synopsis

A B757-200 PLT RPTS THAT DURING LIH CTAF OPS AN ACR ACFT DISREGARDED THE RPTR'S POS AND HOLD STATUS AND BACK-TAXIED AT A HIGH RATE OF SPD FROM THE OPPOSITE END OF THE RWY, CUTTING THEM OFF.

ACN: 704594 (45 of 50)

Synopsis

A J3 PLT AT DAW EXPERIENCED NEAR MISS WITH A C172. THE J3 PLT DID NOT HAVE A RADIO AT THIS CTAF ARPT AND DID NOT SIGHT THE ACFT VISUALLY UNTIL AFTER A GAR.

ACN: 702873 (46 of 50)

Synopsis

C172 PLT HAS AN NMAC AT OLD, ME.

ACN: 702868 (47 of 50)

Synopsis

A PA28 INSTRUCTOR AND STUDENT PRACTICING LNDGS AT PVG EXPERIENCED A NEAR MISS WITH AN R22 HELI INSTRUCTOR AND A STUDENT.

ACN: 696782 (48 of 50)

Synopsis

A PA28 PLT AT CTAF JYO DESCRIBES A TFC CONFLICT THAT HE EXPERIENCED AND SUGGESTS POSSIBLE MITIGATING PROCS.

ACN: 689532 (49 of 50)

Synopsis

MLG PIC REPORTED A TFC CONFLICT AT HDN ARPT AND HAD TO TAKE EVASIVE ACTION TO AVOID A GA ACFT ON APCH TO THE SAME RWY. THERE WERE LIMITED COMS ON THE UNICOM FREQ FROM THE GA ACFT.

ACN: 680908 (50 of 50)

Synopsis

FLT CREW OF CE680 TAKE OFF AT NIGHT FROM UNCTLED FIELD AND OBSERVE PREVIOUS LNDG ACFT JUST EXITING THE RWY AFTER THEY BECOME AIRBORNE.

Report Narratives

ACN: 776548

Time / Day

Date : 200801
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : OAJ.Airport
State Reference : NC
Altitude.AGL.Single Value : 300

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Operator.General Aviation : Personal
Make Model Name : Cardinal 177/177RG
Operating Under FAR Part : Part 91
Flight Phase.Descent : Approach
Flight Phase.Landing : Go Around

Aircraft : 2

Operator.General Aviation : Personal
Make Model Name : PA-38 Tomahawk
Operating Under FAR Part : Part 91
Flight Phase.Ground : Taxi

Aircraft : 3

Operator.Common Carrier : Air Carrier
Make Model Name : Regional Jet 200 ER&LR
Operating Under FAR Part : Part 121
Flight Phase.Climbout : Initial
Flight Phase.Ground : Takeoff Roll
Flight Phase.Ground : Taxi

Person : 1

Affiliation.Other : Personal
Function.Flight Crew : Single Pilot
Qualification.Pilot : CFI
Qualification.Pilot : Commercial
Qualification.Pilot : Instrument
Qualification.Pilot : Multi Engine
Experience.Flight Time.Last 90 Days : 42
Experience.Flight Time.Total : 1675
Experience.Flight Time.Type : 65
ASRS Report : 776548

Person : 2

Affiliation.Other : Personal
Function.Flight Crew : Single Pilot
Qualification.Pilot : Private
ASRS Report : 776547

Events

Anomaly.Conflict : NMAC
Anomaly.Incursion : Runway
Anomaly.Non Adherence : Published Procedure
Anomaly.Other Spatial Deviation
Independent Detector.Other.Flight CrewA : 1
Independent Detector.Other.Flight CrewB : 2
Resolatory Action.Flight Crew : Executed Go Around
Resolatory Action.Flight Crew : Took Evasive Action
Miss Distance.Horizontal : 400
Miss Distance.Vertical : 0

Assessments

Problem Areas : Flight Crew Human Performance

Narrative

I ENTERED THE LEFT TRAFFIC PATTERN FOR RWY 23 AND COMMENCED WITH TOUCH AND GO OPERATIONS WITH ALL OF MY EXTERNAL LIGHTS ON. A CRJ ENTERED THE PATTERN TO LAND ON RWY 23. I VOLUNTEERED TO EXTEND MY CROSSWIND AND MAINTAIN VISUAL SEPARATION FROM THEM TO ENABLE THE CRJ TO LAND WITHOUT DELAY. WHILE FLYING DOWNWIND FOR RWY 23, I NOTICED A CRJ BEGAN TAXIING FROM THE TERMINAL TOWARDS TAXIWAY A ALTHOUGH HE MADE NO CALL ON UNICOM AS HE LEFT THE TERMINAL. I LOOKED AT THE APPROACH END OF RWY 23 AND SAW THAT THE CRJ WAS NUMBER 1 FOR DEPARTURE AND THE TOMAHAWK WAS BEHIND THEM. I DECIDED TO TUNE MY SECOND RADIO TO WILMINGTON DEPARTURE FREQUENCY 121.4 TO LISTEN FOR COMMUNICATIONS AT OAJ. I HEARD WILMINGTON DEPARTURE SAY TO THE RJ, 'READBACK CORRECT. CLEAR TO DEPART FROM RWY 23 AT ALBERT ELLIS WITH PILOT CONCURRENCE, REPORT RAPEN.' I TURNED TO LEFT BASE AND CALLED ALBERT ELLIS TRAFFIC, CARDINAL, LEFT BASE, RWY 23, FULL STOP AT ALBERT ELLIS. I ASSUMED THAT THE CRJ WAS MONITORING THE UNICOM AND HOPED THAT THE CRJ HAD HEARD THE TRANSMISSION AND WAS GOING TO WAIT FOR ME TO AND EXIT THE RUNWAY BEFORE THEY DEPART. I TURNED FINAL AND CALLED, ALBERT ELLIS TRAFFIC, CARDINAL, FINAL RWY 23, FULL STOP AT ALBERT ELLIS. NEXT I HEARD A VOICE OVER OAJ UNICOM, CRJ TAKING RWY 23 AND DEPARTING FROM ALBERT ELLIS. AT THIS POINT, I HAD NO CHOICE BUT TO ABORT THE LANDING AND WAVE OFF THE APPROACH TO AVOID AN IMMINENT COLLISION. I MADE A CALL ALBERT ELLIS TRAFFIC, CARDINAL WAVING OFF RWY 23 FOR A CRJ ON RWY 23 AT ALBERT ELLIS. THE CRJ TAXIED RIGHT ONTO THE APPROACH END OF RWY 23. I THEN MADE ANOTHER CALL, ALBERT ELLIS TRAFFIC, CARDINAL, OFFSETTING TO THE RIGHT FOR THE CRJ ON THE RWY 23 AT ALBERT ELLIS. THE CRJ MADE NO RADIO CALLS TO ACKNOWLEDGE MY TRANSMISSION NOR INDICATED THAT THEY WERE AWARE OF MY AIRCRAFT AND POSITION. I LEVELED AT APPROXIMATELY 300 FT AND ENSURED THAT I WAS OFFSET TO THE RIGHT OF THE RWY BY ABOUT 400 FT. I LOOKED TO MY LEFT TO ENSURE THAT I HAD PROPER INTERVAL FROM AN MV-22. AS I LOOKED TO THE LEFT, I SAW THAT THE CRJ HAD CONTINUED ITS TAKEOFF ROLL AND WAS LESS THAN 500 FT

LATERAL SEPARATION FROM MY AIRCRAFT. THE CRJ ROTATED AND WAS IN THE AIR ABEAM MY POSITION. THE WINDS WERE FROM 200 DEGREES AT 7 KNOTS WHICH MEANT THAT AS THE CRJ CLIMBED FASTER THAN MY AIRCRAFT, THAT THE CRJ'S WAKE TURBULENCE WOULD BE DIRECTED DIRECTLY AT MY AIRCRAFT. AS THE CRJ CONTINUED TO CLIMB, I MADE A CALL ON UNICOM THAT I WAS TURNING CROSSWIND OVER THE LAST 1/3 OF RWY 23 IN ORDER TO AVOID THE CRJ'S WAKE TURBULENCE. I MAINTAINED VISUAL SEPARATION FROM THE CRJ AND THE MV-22. THE CRJ MADE NO INDICATION THAT IT WAS AWARE OF ME OR ANY OTHER AIRCRAFT IN THE PATTERN AT ALBERT ELLIS AIRPORT. THE CRJ MADE NO FURTHER CALLS DEPARTING THE TRAFFIC PATTERN AT OAJ. SUPPLEMENTAL INFO FROM ACN 776547: I WAS PRACTICING FULL STOP TAKEOFF AND LANDINGS AT OAJ. AFTER TAKING A BREAK, I DEPARTED THE FBO AND TAXIED TO RWY 23 VIA TXWY ALPHA. BEFORE TAXIING I ANNOUNCED MY INTENTIONS ON THE CTAF FREQUENCY TOMAHAWK TAXIING FROM THE FBO TO RWY 23 VIA TAXIWAY ALPHA. AS I WAS TAXIING I NOTICE A CRJ COMMERCIAL JET TAXIING AWAY FROM THE PAX TERMINAL, SINCE I WAS GETTING CLOSE TO THE INTERSECTION THEY WOULD USE TO ENTER THE TAXIWAY, I ANNOUNCED MY POSITION AGAIN ON THE CTAF TOMAHAWK ON ALPHA TAXIING TO RWY 23. THE CRJ JET NEVER ACKNOWLEDGED MY POSITION ANNOUNCEMENT, AND DIDN'T SEEM TO BE SLOWING DOWN AS IT APPROACHED THE TAXIWAY I WAS ON. I STOPPED JUST SHORT OF THE TAXIWAY INTERSECTION, AND AS THE CRJ ENTERED THE TAXIWAY I COULD CLEARLY SEE INTO THE COCKPIT. ALL I COULD SEE WAS THE BACK OF THE PILOT'S HEAD AS IF THEY WERE TALKING TO SOMEONE IN THE RIGHT SEAT. THIS CRJ'S WINGTIP WAS ABOUT 50 FT FROM MY AIRCRAFT AS IT TURNED ONTO THE TAXIWAY. THE CRJ TAXIED TO RWY 23. THERE WAS AN OSPREY, AND A CESSNA CARDINAL IN THE PATTERN PRACTICING TAKEOFFS AND LANDINGS. THE CARDINAL HAD ANNOUNCED HE WAS ON SHORT FINAL, AND THEN I HEARD THE CRJ PILOT ANNOUNCE THEY WERE TAKING THE ACTIVE AND DEPARTING RWY 23. THE CARDINAL AGAIN ANNOUNCED SHORT FINAL FOR RWY 23, BUT THE CRJ KEPT TAXIING, THEN THE OSPREY PILOT ANNOUNCED BE ADVISED A CARDINAL ON SHORT FINAL RWY 23 ELLIS. THE CRJ NEVER SLOWED DOWN, NEVER ACKNOWLEDGED THE CARDINAL ON FINAL, THEY JUST TOOK THE RWY AND DEPARTED. I COULD TELL BY THE CARDINAL PILOT'S VOICE AS HE ANNOUNCED HIS EVASIVE MANEUVERS THAT HE WAS UNDER STRESS. AFTER HAVING A JET THAT BIG GET THAT CLOSE TO ME AND NEVER SEE ME, THEN WITNESSING WHAT I FELT WAS A VERY SERIOUS AND POTENTIALLY DEADLY RUNWAY INCURSION, I DECIDED THE SAFEST THING FOR ME IS TO PARK FOR THE EVENING. AFTER SECURING MY AIRCRAFT I WENT OVER TO TALK WITH THE CARDINAL PILOT, IT WAS OBVIOUS HE WAS VISIBLY SHAKEN UP. I'M A VERY LOW TIME PRIVATE PILOT, AND TRY TO BE VERY ALERT IN THE AIRPORT ENVIRONMENT. I'VE MADE SOME MISTAKES, AND I'M SURE I WILL MAKE MORE MISTAKES. WHEN I WITNESS A PROFESSIONAL PILOT HAVE NO REGARD FOR OTHER AIRCRAFT ON THE GROUND OR IN THE AIR, IT IS DISTURBING TO ME. I FEEL IF IT HAD BEEN MYSELF ON SHORT FINAL WHEN THE CRJ DEPARTED INSTEAD OF A SEASONED PILOT, THE OUTCOME COULD HAVE BEEN CATASTROPHIC.

Synopsis

C177 PLT WAS CONDUCTING TOUCH-AND-GOES AT OAJ, AN UNCONTROLLED ARPT. AN AIR CARRIER REGIONAL JET TOOK THE RWY AND DEPARTED AS THE C177 WAS ESTABLISHED ON SHORT FINAL, CAUSING HIM TO TAKE EVASIVE ACTION.

ACN: 757433

Time / Day

Date : 200710
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 : Experimental
Operating Under FAR Part : Part 91
Flight Phase.Ground : Taxi

Aircraft : 2

Operator.General Aviation : Personal
Make Model Name : Bonanza 35
Operating Under FAR Part : Part 91
Flight Phase.Landing : Roll

Person : 1

Affiliation.Other : Personal
Function.Flight Crew : Single Pilot
Qualification.Pilot : ATP
Experience.Flight Time.Last 90 Days : 5
Experience.Flight Time.Total : 20000
Experience.Flight Time.Type : 100
ASRS Report : 757433

Person : 2

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

Events

Anomaly.Ground Encounters.Other
Anomaly.Other Spatial Deviation
Independent Detector.Other.Flight CrewA : 1
Independent Detector.Other.Flight CrewB : 2
Resolutive Action.None Taken : Anomaly Accepted
Resolutive Action.None Taken : Unable

Assessments

Problem Areas : Aircraft

Problem Areas : Environmental Factor

Problem Areas : Flight Crew Human Performance

Narrative

I WAS OPERATING A B/CKER JUNGSMANN (EXPERIMENTAL ACFT) VMC AND HAD JUST COMPLETED A NORMAL LNDG ON RWY X AND WAS TAXIING TO THE RAMP AREA WHILE STILL ON RWY X HEADING NE WHICH IS THE NORMAL PROC SINCE THIS ARPT DOES NOT HAVE A SEPARATE TXWY. WHILE TAXIING NE, I WAS MAKING S-TURNS FOR IMPROVED VISIBILITY GOING FORWARD WHICH IS THE NORMAL PROC FOR TAXIING THIS ACFT. WHILE STILL PROCEEDING IN MY TAXIING PHASE, A BEECHCRAFT V-TAIL BONANZA FLEW PAST MY L WINGTIP IN THE OPPOSITE DIRECTION IN A LNDG CONFIG ON RWY Y AND MADE A LNDG BEHIND MY ACFT. THIS WAS A NEAR MISS OF ESTIMATED 20 FT HORIZL AND 10 FT VERTICALLY. IT WAS LATER DISCOVERED THAT THE BONANZA HAD PREVIOUSLY DECLARED AN EMER AND PROCEEDED TO LAND ON AN OCCUPIED RWY. PRIOR TO MY LNDG ON RWY X, I HAD COMPLETED MY TFC CLRNC OBSERVATIONS AND THE UNCTLED ARPT AREA WAS CLR OF TFC.

Synopsis

PLT OF ANTIQUE BIPLANE HAS CLOSE ENCOUNTER WITH EMERGENCY CONDITION BE35 LANDING OPPOSITE DIRECTION ON THE SAME RWY AT AN UNCONTROLLED ARPT.

ACN: 757038

Time / Day

Date : 200707

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Aircraft : 1

Operator.General Aviation : Personal

Make Model Name : Any Unknown or Unlisted Aircraft Manufacturer

Operating Under FAR Part : Part 91

Flight Phase.Landing : Roll

Aircraft : 2

Make Model Name : Texan T6 Harvard

Flight Phase.Landing : Roll

Person : 1

Function.Flight Crew : Single Pilot

ASRS Report : 757038

Events

Anomaly.Conflict : Ground Critical

Anomaly.Other Spatial Deviation

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.None Taken : Anomaly Accepted

Consequence.Other : Aircraft Damaged

Assessments

Problem Areas : Airspace Structure

Problem Areas : Flight Crew Human Performance

Narrative

WHILE ON FINAL APCH TO ZZZ RWY 4 I NOTED AN ACFT IN THE AIR SHORT OF RWY 22 IN A L TURN HEADING AWAY FROM THE ARPT. I NOTIFIED THE ACFT BEHIND ME IN THE PATTERN THAT THERE IS ANOTHER ACFT MANEUVERING ON THE OPPOSITE APCHING RWY. I DID NOT KNOW THE MANEUVERING ACFT'S INTENTION BUT HE APPEARED TO BE LEAVING THE AREA. THE FOLLOWING ACFT ACKNOWLEDGED THE XMISSION AND I ANNOUNCED AGAIN THAT I WAS ON SHORT FINAL FOR RWY 4 AT ZZZ. AT 50 FT AGL I NOTED THE OPPOSITE END OF THE RWY AND SAW THE PREVIOUSLY TURNING ACFT HAD COMPLETED A 360 DEG TURN AND WAS DSNDING FROM APPROX 600 FT AGL TO LAND ON RWY 22. I RELAYED ON THE UNICOM 123.075 THAT I WAS IN THE FLARE AND LNDG ON RWY 4 AT ZZZ, HAD OPPOSITE LNDG TFC AND LISTENED FOR AN ACKNOWLEDGEMENT AND INTENTION OF THE OPPOSITE LNDG TFC. I HEARD NO ACKNOWLEDGEMENT.

SINCE I WAS LOW AND IN A LNDG FLARE I CONTINUED THE LNDG WHILE TRYING TO WARN THE OTHER ACFT. AS I TOUCHED DOWN I NOTED THE OPPOSING TFC WAS A LARGE TAIL DRAGGING ACFT IN AN APCH CONFIG THAT PRECLUDED HIM FROM SEEING MY ACFT. WHILE CONTINUING TO WARN THE OTHER ACFT ON THE UNICOM, I LANDED MY ACFT AND BRAKED AS HARD AS I COULD TO MAKE THE FIRST TURNOFF (APPROX 350 FT). THE OPPOSITE ACFT LANDED AND TURNED OFF AT THE MIDDLE OF THE FIELD. DURING THE SHORT LNDG BOTH OF MY TIRES DEFLATED FROM THE HVY BRAKING. THE OTHER ACFT WAS A T6. I MADE UNICOM NOTIFICATIONS 5 MI OUT AND CONTINUED TO MAKE ANNOUNCEMENTS UPON ENTERING THE DOWNWIND, UPON DOWNWIND, BASE, AND FINAL. ACFT HAD BEEN DEPARTING ON RWY 4, THE UNICOM ADVISED TFC WAS USING RWY 4, THE WIND FAVORED RWY 4. I FOLLOWED ANOTHER ACFT DOING AN INST PRACTICE APCH TO RWY 4 AND THE ACFT FOLLOWING ME WAS COMMUNICATING THAT HE WAS ENTERING L TFC DOWNWIND FOR RWY 4. SUBSEQUENT CONVERSATIONS WITH THE REGULARS AT THE ARPT WHILE WAITING FOR MY ACFT TO BE FIXED REVEALED THAT SOME LCL PLTS FLY TO THE RWY NUMBERS (APCH END) AND THEN CONDUCT A 360 DEG TURN AND LAND. THIS IS EXTREMELY NON STANDARD, EVEN IF LNDG ON THE SAME RWY AS FOLLOWING TFC IS -- ESSENTIALLY REVERSES TFC AND FLIES TOWARD FOLLOWING TFC. OTHER TFC IN THE PATTERN HAVE NO WAY TO DETERMINE WHAT AN ACFT FLYING CIRCLES OVER THE END OF A RWY IS DOING AND WATCHING AN ACFT APPARENTLY LNDG REVERSE DIRECTION AND FLY AT YOU CAN BE VERY DISRUPTIVE.

Synopsis

PLT LANDING AT AN UNCONTROLLED ARPT OBSERVED ACFT LNDG OPPOSITE DIRECTION. PLT CONTINUED APCH AND LANDED, EVEN THOUGH OPPOSITE TFC WAS LNDG. HEAVY BRAKING AFTER TOUCHDOWN DEFLATED TIRES.

ACN: 748322

Time / Day

Date : 200708
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : PSF.Airport
State Reference : MA
Altitude.AGL.Single Value : 300

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 : Viking
Flight Phase.Ground : Takeoff Roll

Person : 1

Affiliation.Other : Personal
Function.Flight Crew : Single Pilot
Qualification.Pilot : Private
Experience.Flight Time.Last 90 Days : 12
Experience.Flight Time.Total : 386
Experience.Flight Time.Type : 226
ASRS Report : 748322

Events

Anomaly.Conflict : Ground Critical
Anomaly.Non Adherence : Published Procedure
Anomaly.Other Spatial Deviation
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Executed Go Around
Resolatory Action.Flight Crew : Took Evasive Action
Miss Distance.Horizontal : 0
Miss Distance.Vertical : 200

Assessments

Problem Areas : Airport
Problem Areas : Flight Crew Human Performance

Narrative

I TERMINATED FLT FOLLOWING WITH ALBANY APCH AS WE NEARED THE VILLAGE OF CHESHIRE, MA, AND AFTER LISTENING TO THE ASOS AT PSF, I ANNOUNCED MY POS OVER ONOTA LAKE ON THE PITTSFIELD UNICOM FREQ (122.7) AND DESCRIBED MY INTENTION TO ENTER A R DOWNWIND FOR RWY 32 PITTSFIELD. I FLEW A STANDARD RECTANGULAR PATTERN IN THE PRESCRIBED DIRECTION (R TURNS) AND AT THE PRESCRIBED ALT (2200 FT). I ANNOUNCED MY POS ON EVERY LEG OF THE PATTERN AND I DISTINCTLY REMEMBER ANNOUNCING THAT I WAS ON A 1 MI FINAL FOR RWY 32 PITTSFIELD. THROUGHOUT OUR TRIP AROUND THE PATTERN, WE WERE AWARE OF AN ACFT BEHIND THE HOLD LINE ON THE TXWY LEADING TO THE DEP END OF RWY 32. MY WIFE, A STUDENT PLT, AND I DISCUSSED THE ACFT AND SHE SAID SHE WOULD KEEP AN EYE ON IT -- AS IS CUSTOMARY FOR US IN SUCH SITUATIONS. IT APPEARED THAT THE ACFT IN QUESTION WAS PLANNING TO WAIT THERE UNTIL WE COMPLETED OUR LNDG. THE VIEW OF THE ACFT THROUGHOUT THE FINAL APCH WAS UNOBSTRUCTED. WE HAD STROBES, BEACON, RUNNING LIGHTS, AND LNDG LIGHTS ON. AS WE APCHED, WITHIN APPROX 300 FT OF THE THRESHOLD, THE ACFT SUDDENLY ROLLED ONTO THE RWY AND TURNED INTO TKOF POS. I COULD NOT BE SURE AT THAT POINT IF HE CONTINUED HIS TKOF ROLL, BUT AS I PASSED OVER THE ACFT, I IMMEDIATELY INITIATED A GAR, FLYING JUST TO THE L OF AND PARALLEL TO THE RWY AND CLBING TO PATTERN ALT. I WOULD ESTIMATE THAT I WAS ABOUT 200 FT AGL WHEN I PASSED OVER THE ACFT. NOT WORRYING ABOUT PROPER RADIO TERMINOLOGY AT THAT POINT, I YELLED INTO THE RADIO 'YOU ROLLED OUT RIGHT IN FRONT OF ME --STAY WHERE YOU ARE!' LET ME EMPHASIZE THAT AT NO TIME DID I HEAR ANY RADIO XMISSION ON 122.7 FROM THAT ACFT UP TO THAT POINT. ABOUT THE TIME I REACHED THE DEP END OF THE 3500 FT RWY (RWY 32) AND BEFORE I REACHED PATTERN ALT, I HEARD A RADIO CALL SAYING THE ACFT WAS RIGHT BELOW US. AT THE SAME TIME MY WIFE YELLED OUT THE SAME THING. MY WIFE AND I BOTH REMEMBER HEARING AN UNIDENTED CALL FROM A VOICE SAYING 'ARE YOU ON FREQ? WE ARE RIGHT BELOW YOU.' IT SEEMS REASONABLE TO ASSUME THIS XMISSION CAME FROM THE INTRUDER, BUT I COULD GET NO REPLY TO MY REPEATED RESPONSE. IF THAT CALL CAME FROM THE INTRUDER, IT WAS THE ONLY XMISSION WE EVER HEARD FROM THAT ACFT DURING THE ENTIRE EPISODE. JUST AT THAT MOMENT, THE INTRUDER SUDDENLY APPEARED IN A STEEP R TURN NO MORE THAN 150 FT OFF OUR R WING AND ABOUT 150 FT BELOW US. CLRRLY, HE HAD CONTINUED HIS TKOF ROLL AND, BEING A MUCH FASTER ACFT, HAD OVERTAKEN US. I DID AN EXTENDED 'UPWIND' TRYING TO PUT SOME DISTANCE BTWN THE 2 PLANES. AFTER TURNING DOWNWIND, WE WERE ABLE TO KEEP THE OTHER ACFT IN SIGHT BUT THERE WAS NO RESPONSE TO MY REPEATED RADIO CALLS. AT THAT POINT, I REQUESTED A RADIO CHK FROM PITTSFIELD UNICOM TO CONFIRM THAT MY RADIO WAS STILL XMITTING (IT WAS). THE OTHER ACFT CONTINUED AT PATTERN ALT ON WHAT MIGHT HAVE BEEN A VERY LONG DOWNWIND FOR RWY 32, AND THEN MADE A R TURN. AT THAT POINT I INITIATED A 360 DEG TURN TO THE L UP OVER PITTSFIELD'S LAKES IN ORDER TO ENSURE SEPARATION FROM THE INTRUDING ACFT. I RE-ENTERED THE PATTERN, LANDED UNEVENTFULLY, AND SAW NO MORE OF THE INTRUDING ACFT.

Synopsis

C172 ON SHORT FINAL HAS CLOSE ENCOUNTER WITH A BELLANCA TAKING THE RWY FOR DEPARTURE. NO CTAF/UNICOM CALLS WERE HEARD BY THE REPORTER.

ACN: 746195

Time / Day

Date : 200707
Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.MSL.Single Value : 900

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Operator.General Aviation : Personal
Make Model Name : Cessna 210 Centurion / Turbo Centurion 210C, 210D
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 : 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 : Personal
Function.Flight Crew : Single Pilot
Qualification.Pilot : Commercial
Qualification.Pilot : Instrument
Experience.Flight Time.Last 90 Days : 75
Experience.Flight Time.Total : 1635
Experience.Flight Time.Type : 1063
ASRS Report : 746195

Person : 2

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

Events

Anomaly.Conflict : NMAC
Anomaly.Other Spatial Deviation
Independent Detector.Other.Flight CrewA : 1
Resolutive Action.Flight Crew : Took Evasive Action

Miss Distance.Horizontal : 300
Miss Distance.Vertical : 0

Assessments

Problem Areas : Flight Crew Human Performance

Narrative

I APCHED ZZZ FROM THE SE, SIGNED OFF FLT FOLLOWING WITH WHIDBEY APCH, SWITCHED TO LCL TA FREQ AND SWUNG OUT TO THE W FOR SOME SIGHTSEEING WITH OUT OF TOWN VISITORS. A FEW MINS LATER I ANNOUNCED AT 1200 FT FOR A 45 DEGS FOR DOWNWIND TO RWY XX. ON ANNOUNCING JOINING THE R DOWNWIND, 2 TO 3 OTHER PLANES ANNOUNCED THE SAME (AND ONE OF THOSE STATED THAT HE WAS ENTERING FROM THE E ON A XWIND OVER THE NUMBERS). 1 PLT STATED THAT HE WAS CLBING OUT OF THE PATTERN BECAUSE OF CONFLICTS. I ANNOUNCED THAT I DIDN'T HAVE ANY OF THE OTHERS IN SIGHT AND WAS EXITING THE PATTERN TO THE W TO RE-SET UP. I FLEW OUT TO LANDMARK AND DOWN THE COAST FOR ANOTHER ATTEMPT. AFTER JOINING THE DOWNWIND FOR THE SECOND TIME, I WAS #2 FOR LNDG AND WELL BEHIND #1 WHO I HAD IN SIGHT. #1 PLANE ANNOUNCED THAT HE WAS GOING TO EXTEND HIS DOWNWIND TO GIVE A PLT TRYING TO DEPART RWY YY TIME TO TAKE OFF. THE RWY YY PLT ULTIMATELY DECIDED TO TAXI TO RWY XX INSTEAD. A PIPER ANNOUNCED HIS INTENTIONS TO JOIN R DOWNWIND FOR RWY XX. I EXTENDED MY DOWNWIND AND TURNED R BASE AFTER THE #1 TFC. THE PIPER MADE NO FURTHER ANNOUNCEMENTS, SO I WAS WATCHING FOR HIM. I MADE MULTIPLE ANNOUNCEMENTS REGARDING OUR EXTENDED DOWNWIND AND OUR R BASE CLOSE TO THE N SHORELINE, AND THEN ANNOUNCED A 2 MI FINAL FOR RWY XX AND LOCATED A PIPER CHEROKEE ON CLOSE-IN DOWNWIND. THE PIPER THEN STARTED TO ROLL INTO A R BASE TURN AND THEN ANNOUNCED THAT HE WAS TURNING R BASE. HE TURNED DIRECTLY TOWARDS US. I DECLARED AN EMER SITUATION, STARTED EVASIVE ACTION AND CALLED FOR HIM TO DIVERT. HE WAS SLOW TO DO THAT, TURNED SHARPLY TO HIS L AND NEARLY COLLIDED WITH US AS HE PASSED BEHIND US. WE WENT ON TO LAND AND HE LANDED IMMEDIATELY BEHIND US -- I BELIEVE THAT WE WERE STILL ON THE RWY AS HE TOUCHED DOWN. I HAD 2 ADULT PAX WHO WITNESSED THE INCIDENT. ONE HOLDS COMMERCIAL, SEL, AND INST CERTIFICATES. THE NON-PLT PAX STATED TO ME THAT HE SAW THE PIPER TOUCH DOWN ON THE RWY AS WE WERE TURNING TO EXIT TO THE TXWY. A CONTRIBUTING FACTOR IN THIS EVENT WAS THE DECISION OF A PLT TO DEPART RWY YY AGAINST TFC AND AGAINST THE CALM-WIND ADVISORY RWY XX. THE MAJOR CONTRIBUTING FACTOR WAS THE FAILURE OF THE PIPER PLT TO FLY A STANDARD TFC PATTERN. HE OMITTED THE 45 DEG TO THE R DOWNWIND LEG AND ENTERED A CLOSE IN EXTENDED R DOWNWIND. HE THEN FAILED TO ANNOUNCE R DOWNWIND AND FAILED TO LISTEN AND UNDERSTAND THE FACT THAT 2 ACFT WERE IN THE PATTERN AHEAD OF HIM AND BOTH WERE EXTENDING THEIR DOWNWIND LEGS BECAUSE OF TFC. HE THEN TURNED BASE WITHOUT LOOKING TO HIS L AND SEEING ONCOMING TFC. THE FACT THAT HIS DOWNWIND LEG WAS SO CLOSE TO THE RWY, SHORTENED THE REACTION TIME FOR CORRECTIVE ACTION.

Synopsis

A C210 PILOT APPROACHING FHR EXPERIENCES NMAC WITH A PIPER CHEROKEE.

ACN: 741389

Time / Day

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

Place

Locale Reference.Airport : 115.Airport
State Reference : NY
Altitude.AGL.Single Value : 200

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Controlling Facilities.ARTCC : ZBW.ARTCC
Operator.General Aviation : Personal
Make Model Name : Sail Plane
Operating Under FAR Part : Part 91
Flight Phase.Descent : Approach

Aircraft : 2

Controlling Facilities.ARTCC : ZBW.ARTCC
Operator.General Aviation : Personal
Make Model Name : PA-24 Comanche
Operating Under FAR Part : Part 91
Flight Phase.Descent : Approach
Route In Use.Approach : Visual

Component : 1

Aircraft Component : VHF

Person : 1

Affiliation.Other : Personal
Function.Flight Crew : Single Pilot
Qualification.Pilot : CFI
Qualification.Pilot : Commercial
Qualification.Pilot : Instrument
Experience.Flight Time.Last 90 Days : 25
Experience.Flight Time.Total : 1000
Experience.Flight Time.Type : 15
ASRS Report : 741389

Person : 2

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

Events

Anomaly.Conflict : NMAC
Anomaly.Other Spatial Deviation
Independent Detector.Other.Flight CrewA : 1
Independent Detector.Other.Flight CrewB : 2
Resolatory Action.Flight Crew : Took Precautionary Avoidance Action
Miss Distance.Horizontal : 200
Miss Distance.Vertical : 20

Assessments

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

Narrative

DURING A GLIDER FLT, AREA DEVELOPED INTO -TRSA. RETURNED TO VICINITY OF 115 ARPT AND MADE A NORMAL 45 DEG ENTRY TO THE R MIDFIELD DOWNWIND FOR RWY 12. RPTED JOINING THE 1/2 MI 45 LEG ON CTAF 122.85. MAINTAINED LISTENING WATCH ON 122.85 DURING ENTIRE 20 MIN FLT, NO TRANSIENT TFC HEARD. DURING MY BASE TO FINAL TURN, A COMANCHE WAS OBSERVED TO BE OVER THE DEP END OF RWY 12, WBOUND, CLBING THROUGH 50 FT AGL. TO AVOID OTHER TFC, I CONTINUED THE R TURN AND STEERED THE GLIDER WELL S OF THE LNDG AREA. ONCE THE OTHER ACFT HAD PASSED, I MADE A DIAGONAL APCH AND NORMAL LNDG TO THE 100 FT WIDE GRASS RWY SURFACE S OF THE PAVED RWY 12/30. THE COMANCHE PLT RETURNED TO THE ARPT AND LANDED. HE INDICATED THAT HE HAD MADE A STRAIGHT-IN APCH TO RWY 30, AND HAD MADE 3 MI FINAL AND 1 MI FINAL CALLS ON 122.80 (WHICH WAS THE CTAF AT THIS ARPT SEVERAL YRS AGO). PLT INDICATED HE HAD BEEN ON AN IFR FLT PLAN, AND HAD CANCELED IFR IN ORDER TO LAND AT 115. 115 DOES NOT HAVE AN INST APCH PROC. WHEN ASKED THE DATE OF HIS SECTIONAL CHART, THE COMANCHE PLT INDICATED THAT HE HAD IFR ENRTE CHARTS. 115 DOES NOT APPEAR ON GOVT ENRTE CHARTS. SURFACE WINDS WERE APPROX 130 DEGS AT 10 KTS GUSTING TO 15 KTS. THE COMANCHE PLT INDICATED THAT HE HAD RECENTLY RECEIVED HIS INST RATING. HE SAID HE WAS CONCERNED ABOUT THE -TRSA 5 MI SE OF THE FIELD, AND WANTED TO BEAT THE STORM TO THE ARPT. PERHAPS THE EXTENSIVE HOOD TIME AND STRAIGHT IN APPROACHES CHARACTERISTIC OF INSTRUMENT TRAINING ERODED THE COMANCHE PILOT'S VFR, UNCONTROLLED AIRPORT SKILL SET. IN VIEW OF THE ERRONEOUS FREQUENCY, THE COMANCHE PILOT DID NOT HAVE ALL AVAILABLE INFORMATION CONCERNING HIS FLIGHT. FURTHER, THE WEATHER WAS 3000-5000 BROKEN TO OVERCAST WITH EMBEDDED THUNDERSTORMS. GIVEN THE PILOT'S EQUIPMENT AND LACK OF EXPERIENCE FLYING IFR, THESE CONDITIONS WERE LIKELY IN EXCESS OF HIS CAPABILITIES. THIS ENVIRONMENTAL STRESS POSSIBLY DISTRACTED THE PILOT FROM FOLLOWING ESTABLISHED PROCEDURES AND FROM EXERCISING HIS RESPONSIBILITY TO SEE AND AVOID ALL OTHER TRAFFIC AND TO YIELD THE RIGHT OF WAY TO GLIDER TRAFFIC. NOTE: DUE TO MISCOMMUNICATION WITH THE FAA, THE CTAF FOR 115 HAS BEEN CHANGED AGAIN FROM 122.85 TO 122.90. FREQUENT CHANGES TO CTAF FREQUENCIES ARE ADVERSE TO FLIGHT SAFETY.

Synopsis

SAILPLANE PLT HAS CLOSE ENCOUNTER WITH PA24 ON APCH TO 115.

ACN: 738823

Time / Day

Date : 200705
Local Time Of Day : 1201 To 1800

Place

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

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Operator.General Aviation : Personal
Make Model Name : Cessna 210 Centurion / Turbo Centurion 210C, 210D
Operating Under FAR Part : Part 91
Flight Phase.Ground : Position And Hold
Flight Phase.Ground : Takeoff Roll

Aircraft : 2

Operator.General Aviation : Instructional
Make Model Name : Helicopter
Operating Under FAR Part : Part 91
Flight Phase.Descent : Approach
Flight Phase.Landing : Roll
Route In Use.Approach : Traffic Pattern

Person : 1

Affiliation.Other : Personal
Function.Flight Crew : Single Pilot
Qualification.Pilot : Private
Experience.Flight Time.Last 90 Days : 50
Experience.Flight Time.Total : 800
Experience.Flight Time.Type : 650
ASRS Report : 738823

Events

Anomaly.Conflict : Ground Critical
Anomaly.Non Adherence : Published Procedure
Anomaly.Other Spatial Deviation
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Rejected Takeoff
Resolatory Action.Flight Crew : Took Evasive Action

Assessments

Problem Areas : Airport

Problem Areas : Flight Crew Human Performance

Narrative

WHILE WAITING FOR DEP I WAS WATCHING AND LISTENING AS 2 TRAINING HELIS AND ANOTHER ACFT THAT WERE IN THE PATTERN. THE HELI INVOLVED WAS ON DOWNWIND AND THERE WAS A PIPER WARRIOR ON BASE. AS THE WARRIOR TURNED FINAL, THE HELI ON DOWNWIND CALLED 'MAKING R 360 FOR SPACING.' AFTER THE WARRIOR LANDED, I CALLED 'POS AND HOLD' THINKING THE HELI WAS STILL ON DOWNWIND. I COULD NOT SEE THE HELI, SINCE THEY (THE CHOPPERS THAT ARE THERE NOW) ALWAYS FLY A VERY LOW PATTERN. I HAD HEARD NO OTHER CALLS FROM THE HELI. AS SOON AS I TAXIED ONTO THE RWY (AFTER A CAREFUL LOOK) THE HELI CALLED 'HELI X, ON SHORT FINAL.' THINKING I WAS WELL AHEAD OF HIM STILL, I MADE A DEP CALL. TO MY SURPRISE, THE HELI DSNDED AND LANDED DIRECTLY IN FRONT OF ME. I UNDERSTAND THAT THE LNDG ACFT HAS THE RIGHT OF WAY, AND I MADE A MISTAKE. I WAS FURIOUS, SHAKEN, AND FELT INCREDIBLY SURPRISED THAT THE HELI, WHICH HAD A PROFESSIONAL INSTRUCTOR AND STUDENT ON BOARD, WHICH MUST HAVE SEEN ME AND HEARD MY CALL, ELECTED TO LAND IN MY PATH. HOW I CAN AVOID THIS: 1) WAIT UNTIL I CAN GAIN SIGHT OF THE HELI IN THE PATTERN. 2) CALL THE HELI AND ASK HIS POS. ON ANOTHER NOTE, THESE 2 HELIS MAKE A RATHER ANNOYING HABIT OF TYING UP THE PATTERN. THEY FLY VERY LOW, VERY TIGHT PATTERNS, AND THEY COORDINATE THEIR APCHS, IE, ONE WILL LAND AND REMAIN ON THE RWY UNTIL THE OTHER HELI CALLS FOR A FINAL, THEN WILL DEPART, LEAVING ALMOST NO ROOM FOR A FIXED WING ACFT TO LAND OR DEPART. THEY FLY A VERY TIGHT PATTERN, TURNING A SHORT XWIND, THEN FLY A VERY TIGHT DOWNWIND, THEN TURN A VERY SHORT BASE AND FINAL. I UNDERSTAND THAT PLTS NEED TO TRAIN, BUT I FEEL THAT INCESSANT PATTERN TRAINING BY MULTIPLE HELIS AT THE SAME ARPT CAN LEAD TO FRUSTRATION AND ACCIDENTS.

Synopsis

A C210 TAXIED INTO POSITION AT EYQ AND BEGAN A TKOF ROLL, WHEN A HELICOPTER LANDED IN FRONT OF IT FORCING A REJECTED TKOF.

ACN: 733035

Time / Day

Date : 200703
Day : Tue
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 121
Flight Phase.Ground : Takeoff Roll

Aircraft : 2

Operator.Other : Military
Make Model Name : Sikorsky Helicopter Undifferentiated or Other Model
Operating Under FAR Part : Part 91
Flight Phase.Climbout : Takeoff

Aircraft : 3

Operator.Other : Military
Make Model Name : Sikorsky Helicopter Undifferentiated or Other Model
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 : 100
Experience.Flight Time.Total : 850
Experience.Flight Time.Type : 500
ASRS Report : 733035

Person : 2

Affiliation.Other : Instructional
Function.Instruction : Trainee

Person : 3

Affiliation.Government : Military
Function.Flight Crew : Single Pilot

Person : 4

Affiliation.Government : Military
Function.Flight Crew : Single Pilot

Events

Anomaly.Conflict : NMAC
Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Anomaly.Other Spatial Deviation
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Took Evasive Action
Miss Distance.Horizontal : 200
Miss Distance.Vertical : 100

Assessments

Problem Areas : Airport
Problem Areas : Flight Crew Human Performance

Narrative

WHILE TAXIING FOR AN IFR DEP FROM MHK ARPT, WE WERE LISTENING TO CTAF. 2 UH-60 (BLACKHAWK) HELIS WERE WORKING IN THE VFR PATTERN AT THE ARPT. THEY WERE BOTH GIVING POS RPTS, AND MY STUDENT AND I WERE DOING THE SAME AS WE TAXIED. 1 HELI RPTED FINAL AND WE WATCHED IT LAND AND WE WERE TAXIING ACROSS THE CROSS RWY AT THE ARPT FOR A DEP ON RWY 21. WE HAD RECEIVED OUR IFR CLRNC FROM CTR, AND THERE WERE NO WARNINGS OF TFC FROM THAT CTRLR. THE SECOND UH-60 RPTED FINAL, BUT WE WERE REACHING THE END OF THE RWY AS THEY WERE LNDG, AND THEIR FINAL APCH PUT THEM OUT OF OUR VIEW. WE STOPPED AT THE END OF THE TXWY AND DID OUR BEFORE TKOF CHKLIST. WE VISUALLY SCANNED FINAL AND THE DEP END OF THE RWY ONCE AGAIN BEFORE RPTING THAT OUR ACFT WAS TAKING RWY 21 FOR DEP. BOTH THE STUDENT AND MYSELF SAW THE LIGHTS OF A UH-60 ON CLBOUT. WE HEARD NO RESPONSE AND TAXIED FOR DEP. WE APPLIED FULL PWR AND ACCELERATED. I BEGAN TO SEE A FIGURE AND A RED LIGHT ON THE RWY. AT WHAT APPEARED TO BE THE INTXN OF THE RWY, I SAW ONE OF THE UH-60'S SITTING ON THE RWY. I IMMEDIATELY TOOK CTL OF THE ACFT, ROTATED, LIFTED OFF, AND SIDESTEPED TO OUR R. MY STUDENT NEVER SAW THE HELI. ABOUT THE TIME WE WERE 200 FT TO THE R AND MAYBE 150 FT ABOVE THE HELI, THE PLT RADIOED THAT THEY WOULD SOON BE LIFTING OFF THE RWY. I RESPONDED BY SAYING THAT WE WERE ALREADY TO THEIR R AND ABOVE THEM. MY STUDENT CLAIMS THAT IF HE HAD BEEN ALONE, HE WOULD HAVE HIT THE HELI. I KNOW THAT I NEEDED TO BE A BIT MORE ASSERTIVE WHEN LOOKING FOR TFC, BUT MY BIGGEST COMPLAINT IS THE AMOUNT OF TIME THAT ELAPSED FROM MY CALL OF TAKING THE RWY, TILL WE HEARD A RESPONSE FROM THE COPTER. I MUST HAVE MISTAKEN THE UH-60 ON CLBOUT FOR THE SECOND HELI, OR THE ONE I THOUGHT I WAS FOLLOWING. BOTH ACFT WERE ON TRAINING FLTS, AND THEN

WE WERE OPERATING AT AN ARPT THAT HAS AN OPERATING CTL TWR FROM XA00-X000. BETTER MONITORING OF CTAF BY THE UH-60 AND MORE DILIGENT SCANNING WOULD HAVE IMPROVED THE SITUATION. AN OPERATING CTL TWR WOULD HAVE ALSO PREVENTED THE INCIDENT.

Synopsis

A C172 INSTRUCTOR RPTS AN NMAC WITH A UH-60 AT MHK FOLLOWING CONFUSION ABOUT ONE OF TWO UN-60'S IN THE CTAF PRACTICE LNDG PATTERN.

ACN: 730688

Time / Day

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

Place

Locale Reference.Airport : MCE.Airport
State Reference : CA
Altitude.AGL.Single Value : 200

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Operator.General Aviation : Personal
Make Model Name : SR22
Operating Under FAR Part : Part 91
Flight Phase.Descent : Approach

Aircraft : 2

Operator.General Aviation : Corporate
Make Model Name : Rockwell, Aero Commander single-engine, undifferentiated
Flight Phase.Descent : Approach
Route In Use.Approach : Straight In

Person : 1

Affiliation.Other : Personal
Function.Flight Crew : Single Pilot
Qualification.Pilot : Instrument
Qualification.Pilot : Private
Experience.Flight Time.Last 90 Days : 40
Experience.Flight Time.Total : 580
Experience.Flight Time.Type : 380
ASRS Report : 730688

Person : 2

Affiliation.Company : Corporate
Function.Flight Crew : Single Pilot

Events

Anomaly.Conflict : NMAC
Anomaly.Non Adherence : Published Procedure
Anomaly.Other Spatial Deviation
Independent Detector.Other.Flight CrewA : 2
Resolutive Action.Flight Crew : Took Evasive Action

Assessments

Problem Areas : Airport

Problem Areas : Flight Crew Human Performance

Narrative

WHILE LNDG AT MCE, I WAS DOWNWIND APCHING TURN TO BASE WHEN THE COMMANDER ANNOUNCED 5 MI FINAL STRAIGHT-IN. THERE WERE 2 OTHER CESSNA ACFT IN THE PATTERN DOING TOUCH-AND-GOES. ONE WAS LNDG, ONE TURNING XWIND. AT TIME TO TURN BASE, COMMANDER SAID I'M BREAKING OUT TO GIVE YOU GUYS SOME MORE ROOM. HE WAS APPROX 1 MI OUT. I TURNED BASE THEN FINAL ASSUMING THE COMMANDER WAS GOING UPWIND. THEN THE COMMANDER CALLED OUT THAT I HAD CUT HIM OFF. HE HAD TO TAKE EVASIVE ACTION, WHICH I DID NOT SEE, THEN LANDED BEHIND ME. THE OTHER 2 AIRPLANES, CESSNA'S, LEFT THE PATTERN. I APOLOGIZED TO THE PLT OF THE COMMANDER, AS I TRULY DID NOT INTEND TO CAUSE A CONFLICT. IN HINDSIGHT, I SHOULD HAVE EXTENDED DOWNWIND UNTIL I KNEW FOR SURE WHAT THE COMMANDER WAS GOING TO DO, SO AS NOT TO BE IN HIS WAY. I WOULD NOT HAVE TURNED BASE OR FINAL IF THE COMMANDER HAD NOT SAID 'I WILL BREAK OUT AND GIVE YOU GUYS ROOM.'

Synopsis

SR22 AND COMMANDER EXPERIENCE NMAC ON APCH TO MCE.

ACN: 730332

Time / Day

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

Place

Locale Reference.Airport : MTJ.Airport
State Reference : CO
Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Controlling Facilities.ARTCC : ZDV.ARTCC
Operator.Common Carrier : Air Carrier
Make Model Name : MD-80 Series (DC-9-80) Undifferentiated or Other Model
Operating Under FAR Part : Part 121
Flight Phase.Ground : Takeoff Roll

Aircraft : 2

Controlling Facilities.ARTCC : ZDV.ARTCC
Make Model Name : Small Aircraft, Low Wing, 2 Eng, Retractable Gear
Flight Phase.Landing : Missed Approach

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Oversight : PIC
ASRS Report : 730332

Person : 2

Affiliation.Company : Air Carrier
Function.Flight Crew : First Officer

Person : 3

Function.Flight Crew : Single Pilot

Events

Anomaly.Conflict : Airborne Less Severe
Anomaly.Conflict : Ground Less Severe
Anomaly.Non Adherence : Published Procedure
Anomaly.Other Spatial Deviation
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.None Taken : Anomaly Accepted

Assessments

Problem Areas : Airport

Problem Areas : Flight Crew Human Performance

Narrative

WE WERE DEPARTING MTJ ON A CLR DAY WITH GREAT VISIBILITY. THERE WERE NUMEROUS LIGHT ACFT AND JET ACFT IN THE TFC PATTERN. MY FO WAS MONITORING BOTH CTAF AND ZDV. I WAS ONLY MONITORING CTAF. WE MADE ALL REQUIRED RADIO CALLS. I HAD NOTICED 2 ACFT FLYING APCHS TO RWY 31 AND HEARD 2 ACFT CALL FOR RWY 17. THE 2 FOR RWY 17 WERE A TWIN ENG ACFT CALLED 'EXECUTING MISSED APCH FOR ILS RWY 17,' (NEVER HEARD HIM CALL AGAIN AFTER THE INCIDENT SO I DID NOT GET HIS NUMBERS) AND A B737. WE WERE INSTRUCTED BY ZDV TO HOLD UNTIL WE GOT A VISUAL WITH THE B737. WE HAD PREVIOUSLY ADVISED CTAF (MONTROSE TFC) THAT WE WERE HOLDING SHORT OF RWY 35. THE B737 RPTED OVERHEAD THE ARPT AND HDG W FOR THE VISUAL TO RWY 17, WE TOLD DENVER WE HAD HIM IN SIGHT, DENVER THEN CLRED US TO DEPART. IT HAD BEEN OVER 3 MINS SINCE THE TWIN HAD ANNOUNCED HIS MISSED APCH. WE CLRED THE FINAL, CALLED INTO POS RWY 35 AND CHKED THE B737 AGAIN WHEN IN POS. AS WE STARTED OUR TKOF ROLL (JUST AT BRAKE RELEASE) MY VERY OBSERVANT FO SAID TO STOP AND LOOK AT THE TWIN ON SHORT FINAL. THE ACFT WAS WHITE IN COLOR AGAINST A WHITE SNOW BACKGROUND. THE TWIN EXECUTED A L-HAND (EBOUND) CLBING TURN AT THE APCH END OF RWY 17. AFTER THE ACFT WAS CLR WE FOUND THE B737 AGAIN AND MADE ANOTHER CALL DEPARTING RWY 35. THE TWIN THEN PROCEEDED TO TURN OVER THE TOP OF US SO WE HAD TO CONTINUE TO THE NW TO OUT CLB HIM AND DEPART TO THE E. THE TWIN ACFT NEVER MADE ANY RADIO CALLS TO MONTROSE TFC AFTER THE INITIAL MISSED APCH CALL.

Synopsis

MD80 FLT CREW EXPERIENCES MULTIPLE ENCOUNTERS WITH ANOTHER ACFT WHILE ATTEMPTING DEP FROM UNCONTROLLED MTJ.

ACN: 730268

Time / Day

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

Place

Locale Reference.Airport : JWN.Airport
State Reference : TN
Altitude.AGL.Single Value : 500

Environment

Flight Conditions : VMC
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

Make Model Name : Bonanza 35
Flight Phase.Descent : Approach
Route In Use.Approach : Traffic Pattern

Person : 1

Affiliation.Other : Instructional
Function.Instruction : Instructor
Qualification.Pilot : CFI
Qualification.Pilot : Instrument
Experience.Flight Time.Last 90 Days : 60
Experience.Flight Time.Total : 1600
Experience.Flight Time.Type : 1300
ASRS Report : 730268

Person : 2

Affiliation.Other : Instructional
Function.Instruction : Trainee

Person : 3

Function.Flight Crew : Single Pilot

Events

Anomaly.Conflict : NMAC
Anomaly.Non Adherence : Published Procedure

Anomaly.Other Spatial Deviation
Independent Detector.Other.Flight CrewA : 1
Independent Detector.Other.Flight CrewB : 2
Resolatory Action.Flight Crew : Took Evasive Action
Miss Distance.Horizontal : 50
Miss Distance.Vertical : 50

Assessments

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

Narrative

ME AND MY STUDENT WAS ON A 1 MI FINAL FOR RWY 2 AT THE JOHN C TUNE ARPT AT 500 FT AGL AND V-TAIL BONANZA CUT ME IN FROM A BASE AT ABOUT 50 FT ABOVE FROM US AND LAND FRONT OF US. NEVER TALKED ON A RADIO, NEVER RESPONDED TO OUR CALL. I COULD NOT GET A TAIL NUMBER AND THAT BONANZA IS NOT BASE AT JOHN C TUNE ARPT. THEY JUST LEFT AFTER THAT INCIDENT. IT WAS SO CLOSE THAT SCARED MY STUDENT AND WE HAD TO TURN R TO AVOID THAT ACFT. SINCE WE WERE FLYING A C172, SO I DID NOT SEE THAT BONANZA BECAUSE THEY WERE HIGHER ALT THAN WE WERE AND, OF COURSE, THEY WERE NOT TALKING ON A RADIO SO IT WAS A TOTAL SURPRISE. AS A CFI, I THINK RADIO CALLS SHOULD BE MANDATORY AT ANY CLASS E AND G ARPT. I AM VERY FRUSTRATED ABOUT THE MANY PLTS DOES NOT KNOW ABOUT THE REGS AND A PROCS AT THE NON-CTL ARPT. I AS A CFI HAVE A RESPONSIBILITY TO MAKE A GA SAFE AND I'M DOING MY BEST TO EDUCATE A STUDENT BUT SOME ALREADY A PLT DOES NOT COMPLY WITH A PROC IS VERY DISCOURAGING.

Synopsis

INSTRUCTOR AND STUDENT PLTS ABOARD C172 EXPERIENCE NMAC WITH BE35 ON FINAL APCH TO AN UNCONTROLLED ARPT.

ACN: 729859

Time / Day

Date : 200703
Day : Wed
Local Time Of Day : 0601 To 1200

Place

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

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
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 : Personal
Function.Flight Crew : Single Pilot
Qualification.Pilot : Private
Experience.Flight Time.Last 90 Days : 45
Experience.Flight Time.Total : 1260
Experience.Flight Time.Type : 1260
ASRS Report : 729859

Person : 2

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

Person : 3

Affiliation.Other : Instructional
Function.Instruction : Instructor

Events

Anomaly.Conflict : Airborne Critical
Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Anomaly.Other Spatial Deviation
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Executed Go Around
Resolatory Action.Flight Crew : Took Evasive Action
Consequence.FAA : Reviewed Incident With Flight Crew

Assessments

Problem Areas : Airport
Problem Areas : Flight Crew Human Performance

Narrative

I FLEW INTO ZZZ AND AS I NEARED THE ARPT I OBTAINED WIND INFO FROM THE ASOS, WHICH GAVE THE WIND AS 120 DEGS AT 3 KTS. FLT GUIDE, AND LCL CONVENTION, DEFINE THE 'CALM WIND' (UNDER 6 KTS) RWY AS RWY 32. I SET UP FOR A MIDFIELD DOWNWIND FOR RWY 32. ON DOWNWIND, I SPOTTED ANOTHER ACFT THAT APPEARED TO BE SETTING UP FOR DOWNWIND APCH TO RWY 14. I CALLED ON THE CTAF TO ASCERTAIN HIS INTENT AND GOT NO REPLY. I MONITORED HIS ACFT POS AND HOPED HE WAS GOING TO FLY XWIND FOR RWY 32 AND FOLLOW ME. AS I ENTERED SHORT FINAL, I SAW HIM TURN BASE FOR RWY 14 AND HAD TO BREAK OFF MY APCH, OFFSETTING TO THE R. HE PROCEEDED TO DO A TOUCH-AND-GO, AND STILL HAD MADE NO RADIO CALLS. I WENT AROUND AND FLEW UPWIND, XWIND, DOWNWIND AND BASE TO FINAL FOR RWY 32 AGAIN AND MADE A SHORT APCH TO LNDG. AS I WAS TAXIING DOWN THE RWY TO THE EXIT INTXN, THE OTHER PLT ONCE AGAIN MADE AN APCH TO RWY 14. HE GOT WITHIN 300 FT OR LESS OF THE RWY BEFORE FINALLY SEEING MY ACFT ON THE RWY, AND HE PERFORMED A GAR. HE SUBSEQUENTLY LANDED. I SPOKE WITH HIM AND LEARNED HE WAS A STUDENT PLT OF 16 YRS OF AGE HIS INSTRUCTOR WAS INSIDE THE TERMINAL DURING THE STUDENT'S FLT. I ASKED IF HE HEARD ME ON THE RADIO, OR SAW ME IN THE PATTERN. HE REPLIED IN THE NEGATIVE TO BOTH. HE SAID MAYBE HIS RADIO DIDN'T WORK. I ASKED IF HE KNEW RWY 32 WAS THE CALM WIND RWY. HE DIDN'T SEEM TO KNOW THIS. AT THIS POINT I DEPARTED THE ARPT TO RETURN TO MY HOME FIELD. I SPOKE WITH A FSDO SPECIALIST WHO AGREED THIS WAS A POTENTIALLY HAZARDOUS SIT AND THAT THE STUDENT'S INSTRUCTOR SHOULD HAVE HAD HIM IN A PATTERN FAVORING THE CALM WIND RWY. AND ALTHOUGH THIS CONVENTION (RWY 32 BEING THE CALM WIND RWY) APPEARS IN FLT GUIDE, BUT NOT THE AFD, IT IS STILL A WELL-KNOWN LCL CONVENTION, AND IN THE INTEREST OF SAFETY SHOULD BE FOLLOWED. I THINK SITS SUCH AS THIS ARE QUITE COMMON AT NON-CTLED AIRFIELDS, AND PLTS SHOULD BE AWARE THAT FLYING PATTERNS THAT CONFLICT WITH ACFT FOLLOWING LCL PRACTICE IS POTENTIALLY HAZARDOUS.

Synopsis

A C172 PILOT REPORTS CONFLICT WITH SOLO STUDENT PILOT FLYING AN INCORRECT CTAF VFR PATTERN WITH HIS RADIO INOP, BUT INSTRUCTOR VISUALLY MONITORING.

ACN: 728469

Time / Day

Date : 200702
Day : Wed
Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : PNC.Airport
State Reference : OK
Altitude.AGL.Single Value : 100

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.Descent : Approach
Route In Use.Approach : Traffic Pattern

Aircraft : 2

Make Model Name : Skyhawk 172/Cutlass 172
Flight Phase.Ground : Taxi

Person : 1

Affiliation.Other : Personal
Function.Flight Crew : Single Pilot
Qualification.Pilot : Instrument
Qualification.Pilot : Private
Experience.Flight Time.Last 90 Days : 10
Experience.Flight Time.Total : 1672
Experience.Flight Time.Type : 141
ASRS Report : 728469

Person : 2

Function.Flight Crew : Single Pilot

Events

Anomaly.Conflict : Ground Critical
Anomaly.Non Adherence : Published Procedure
Anomaly.Other Spatial Deviation
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.None Taken : Anomaly Accepted
Miss Distance.Horizontal : 150
Miss Distance.Vertical : 100

Assessments

Problem Areas : Airport

Problem Areas : Flight Crew Human Performance

Narrative

I WAS APCHING THE PNC ARPT FROM THE E AT 5-6 MI DISTANCE, INBOUND FOR LNDG. AT THAT POINT A CESSNA CALLED IN AT 5 MI S, INBOUND. I THEN CALLED IN AND RPTED MY LOCATION AND INTENTIONS TO LAND. AS I WAS XING THE S END OF THE ARPT, HE RPTED ON A MID-FIELD R DOWNWIND FOR RWY 17 (THE APPROPRIATE PATTERN FOR PNC RWY 17). AT THAT POINT I RPTED MY POS AND THAT HE WAS IN SIGHT AND THAT I WOULD FOLLOW HIM IN AND LAND #2 BEHIND HIM. UPON TURNING DOWNWIND, I ONCE AGAIN ANNOUNCED MY POS AND MY INTENTION TO LAND ON THE GRASS ON THE W SIDE OF THE MAIN RWY BTWN IT AND THE MAIN TXWY. I CONTINUED IN THE PATTERN BEHIND THE CESSNA AND SAW HIM LAND AND ROLL OUT NEAR THE APCH END OF THE RWY. I THOUGHT HE WOULD TAKE THE FIRST TURNOFF TO THE MAIN TXWY, BUT INSTEAD HE CONTINUED TO TAXI SLOWLY DOWN THE MAIN RWY AND START TO TURN OFF AT THE SECOND TURNOFF, WHICH ALSO SERVES AS THE N BOUNDARY OF THE GRASS AREA AVAILABLE TO THOSE WHO WISH TO USE IT. AT THIS POINT, I WAS APPROX ONE QUARTER MI FROM AND 200 FT ABOVE MY INTENDED TOUCHDOWN POINT. I RECOGNIZED THAT THEY COULD NOT SEE ME AND THAT THERE WAS A POTENTIAL CONFLICT IN THE MAKING. I ALSO THOUGHT THAT THEY WOULD BE ON THE MAIN TXWY BEFORE I NEEDED TO CROSS THE ACCESS TXWY TO LAND. I MANEUVERED TO THE L BACK OVER TO THE R SIDE OF THE MAIN RWY AND HELD MY ALT AT APPROX 100 FT AGL IN ORDER TO INCREASE THE SEPARATION BTWN OUR 2 ACFT. AFTER XING BEHIND THEM AS THEY WERE TURNING ON TO THE MAIN RWY, I THEN QUICKLY MANEUVERED BACK TO THE R OVER THE GRASS AREA AND SLIPPED MY ACFT IN FOR A NORMAL LNDG ON THE L SIDE OF THE GRASS WELL DOWNFIELD FROM THE NORMAL TOUCHDOWN POINT AND WELL AHEAD OF THE ACFT ON THE TXWY TO MY R. I HAD THE OTHER ACFT IN SIGHT ALL OF THE TIME UNTIL THEY DISAPPEARED BEHIND ME. I ALSO FELT THAT THEY WOULD NOT SEE ME UNTIL I APPEARED IN FRONT OF THEM, EITHER ABOUT TO TOUCH DOWN OR ON ROLLOUT. IN RETROSPECT, I PROBABLY SHOULD HAVE EITHER LANDED ON THE MAIN RWY OR EXECUTED A GAR AND RETURNED TO LAND. AT THE TIME, I FELT THAT THERE WAS NO DANGER OF COLLISION BECAUSE THEY WERE ON THE MAIN TXWY AND I WAS WELL AWAY FROM IT. I HAD TAKEN PRECAUTIONS TO INCREASE THE SEPARATION BTWN US AND COULD SEE THE OTHER ACFT ALL OF THE TIME UNTIL I WAS WELL PAST IT. IN THE FUTURE, I WILL USE MORE DISCRETION AND MAINTAIN MUCH GREATER SEPARATION DISTANCES IN SITUATIONS SIMILAR TO THIS SHOULD ONE ARISE AGAIN.

Synopsis

A PA12 PLT RPTS FLYING OVER A TAXIING C172 AT PNC WHILE ATTEMPTING TO LAND ON A GRASSY PORTION OF THE ARPT.

ACN: 728295

Time / Day

Date : 200702
Day : Thu
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : PAQ.Airport
State Reference : AK

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Operator.General Aviation : Personal
Make Model Name : Cessna Stationair/Turbo Stationair 6
Operating Under FAR Part : Part 91
Flight Phase.Climbout : Takeoff

Aircraft : 2

Make Model Name : Any Unknown or Unlisted Aircraft Manufacturer
Flight Phase.Landing : Roll

Person : 1

Affiliation.Other : Personal
Function.Flight Crew : Single Pilot
Qualification.Pilot : ATP
Experience.Flight Time.Last 90 Days : 60
Experience.Flight Time.Total : 30000
Experience.Flight Time.Type : 25000
ASRS Report : 728295

Person : 2

Function.Flight Crew : Single Pilot

Events

Anomaly.Conflict : NMAC
Anomaly.Non Adherence : FAR
Anomaly.Other Spatial Deviation
Independent Detector.Other.Flight CrewA : 2
Resolatory Action.None Taken : Detected After The Fact

Assessments

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

Narrative

TKOF FROM PALMER ARPT WAS ADVISED ANOTHER ACFT WAS LNDG ON RWY 34. I WAS GOING TO TAKE OFF ON RWY 16. I HAD IN MY MIND THAT HE WAS LNDG ON A CROSS RWY AND WAS DOWN. I MISUNDERSTOOD AND TOOK OFF INTO THE SUN AND THE OTHER PLANE LANDED UNDER ME AS I HEARD ON THE RADIO. MY HEAD WAS UP AND LOCKED.

Synopsis

A C206 PILOT DEPARTING AK1 RWY 16 DID NOT ACKNOWLEDGE AN ACFT LNDG RWY 34 AND TOOK OFF INTO THE SUN OVER THE LANDING TFC.

ACN: 726823

Time / Day

Date : 200702
Day : Sun
Local Time Of Day : 1201 To 1800

Place

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

Environment

Flight Conditions : VMC
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

Aircraft : 2

Operator.General Aviation : Personal
Make Model Name : Robinson R22
Operating Under FAR Part : Part 91
Flight Phase.Descent : Approach

Person : 1

Affiliation.Other : Instructional
Function.Instruction : Instructor
Qualification.Pilot : CFI
Qualification.Pilot : Instrument
Experience.Flight Time.Last 90 Days : 30
Experience.Flight Time.Total : 980
Experience.Flight Time.Type : 500
ASRS Report : 726823

Person : 2

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

Events

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

Miss Distance.Horizontal : 50
Miss Distance.Vertical : 200

Assessments

Problem Areas : Flight Crew Human Performance

Narrative

I WAS INSTRUCTING A PVT PLT STUDENT, REMAINING IN THE CONVENTIONAL L-HAND TFC PATTERN FOR RWY XX. TFC HAD VARIED BTWN RWY YY AND RWY XX THROUGHOUT THE DAY WITH WINDS SOMEWHAT IN BTWN. THE STUDENT WAS MAKING MOST OF THE RADIO CALLS BUT I WAS HELPING OUT AT THE TIME BECAUSE ANOTHER AIRPLANE WAS IN THE PATTERN TO LAND ON RWY YY. WE CLRLY COMMUNICATED WITH THAT PLT AND SEEMED TO HAVE NO PROBS GETTING GOOD RADIO RECEPTION FROM HIM, WE VISUALLY ASCERTAINED EACH OTHERS' WHEREABOUTS, AND WERE NO FACTOR WITH HIM. UPON TURNING BASE FOR THE NEXT LNDG, I NOTICED THE HELI OPERATING TO THE R SIDE OF RWY XX. I HAD HEARD NO RADIO CALLS FROM HIM, AND BECAUSE I KNOW THE FLT SCHOOL THAT OPERATES THIS HELI AND KNOW THAT THEY ARE TYPICALLY VERY GOOD AT COMMUNICATING INTENTIONS WHEN GETTING CLOSE TO FIXED WING TFC, I ASSUMED THAT THEY MUST JUST BE MANEUVERING TO THE SIDE OF THE ARPT BUT WERE NOT INBOUND FOR LNDG. THIS IS A COMMON PRACTICE FOR THEM, AND I HAVE GOTTEN USED TO SEEING THEM OFF TO THE SIDE OF THE RWY. I MADE SURE MY STUDENT MADE A RADIO CALL 'TURNING BASE TO FINAL' JUST TO ENSURE THEY KNEW WE WERE THERE. AFTER A FEW MORE SECONDS, THE HELI SEEMED TO BE CONVERGING WITH US APCHING A FINAL PATH FOR RWY XX. JUST TO BE SAFE, I THEN MADE A RADIO CALL ANNOUNCING SHORT FINAL FOR RWY XX. SINCE THERE WAS NO RESPONSE FROM THE HELI, I ASSUMED THEY KNEW THEY WERE NOT A FACTOR AND I CONTINUED. I SHOULD PROBABLY HAVE MANEUVERED CLR AT THAT POINT SINCE I HAD NO CONFIRMATION OF THEIR INTENTIONS OR THEIR KNOWLEDGE OF MY WHEREABOUTS, BUT WAS STUCK IN MY ASSUMPTION THAT THEY MUST BE PLANNING TO REMAIN CLR. AFTER A FEW SECONDS IT WAS CLR THAT WE WERE OVERTAKING THEM UNDERNEATH, BUT AT THAT POINT A TURN SEEMED LIKE A WORSE CHOICE THAN SIMPLY ACCELERATING OUR DSCNT TO PUT MORE VERT DISTANCE BTWN US. WE FLEW UNDERNEATH THE DSCNTING HELI AND LANDED.

Synopsis

C172 INSTRUCTOR AND STUDENT HAVE AN NMAC ON FINAL APCH.

ACN: 726539

Time / Day

Date : 200701
Day : Sat
Local Time Of Day : 0601 To 1200

Place

State Reference : AL
Altitude.AGL.Single Value : 200

Environment

Light : Daylight

Aircraft : 1

Operator.General Aviation : Personal
Make Model Name : Experimental
Operating Under FAR Part : Part 91
Flight Phase.Descent : Approach
Route In Use.Approach : Visual

Aircraft : 2

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

Person : 1

Affiliation.Other : Personal
Function.Flight Crew : Single Pilot
Qualification.Pilot : Private
Experience.Flight Time.Last 90 Days : 30
Experience.Flight Time.Total : 1700
ASRS Report : 726539

Person : 2

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

Events

Anomaly.Conflict : Ground Critical
Anomaly.Non Adherence : FAR
Anomaly.Other Spatial Deviation
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Executed Go Around
Miss Distance.Horizontal : 200
Miss Distance.Vertical : 100

Assessments

Problem Areas : Airport

Problem Areas : Flight Crew Human Performance

Narrative

MY ACFT WAS ON SHORT FINAL FOR RWY 9 AT JFX, HAVING ANNOUNCED INTENTIONS TO LAND FROM DOWNWIND, BASE AND FINAL. ACFT #2 WAS AT HOLD SHORT LINE (RWY 9) UNTIL ACFT #1 WAS 500 FT AWAY AND 100 FT AGL. ACFT #2 PULLED ON TO ACTIVE RWY (NO ANNOUNCEMENT) AND PROCEEDED TO TAKE OFF. THE FBO AND A THIRD ACFT TRIED IN VAIN TO CONTACT ACFT #2 ON UNICOM. THE FBO ALSO CAUTIONED ACFT #1 THAT THERE WAS CONFLICTING TFC. ACFT #1 OBSERVED AIRPLANE #2 AND EXECUTED AN IMMEDIATE GAR.

Synopsis

RAND KR2S PLT HAS A CONFLICT WITH ANOTHER ACFT AT JFX.

ACN: 726046

Time / Day

Date : 200702
Day : Sat
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : T82.Airport
State Reference : TX
Altitude.AGL.Single Value : 10

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
Flight Phase.Descent : Approach

Aircraft : 2

Operator.General Aviation : Personal
Make Model Name : Any Unknown or Unlisted Aircraft Manufacturer
Operating Under FAR Part : Part 91
Flight Phase.Descent : Approach

Person : 1

Affiliation.Other : Instructional
Function.Instruction : Trainee
Qualification.Pilot : Instrument
Qualification.Pilot : Private
Experience.Flight Time.Total : 550
ASRS Report : 726046

Person : 2

Affiliation.Other : Instructional
Function.Instruction : Instructor

Person : 3

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

Events

Anomaly.Conflict : NMAC
Anomaly.Non Adherence : Published Procedure
Anomaly.Other Spatial Deviation

Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Executed Go Around
Resolatory Action.Flight Crew : Took Evasive Action
Miss Distance.Horizontal : 0
Miss Distance.Vertical : 200

Assessments

Problem Areas : Airport
Problem Areas : Flight Crew Human Performance

Narrative

DURING LNDG PRACTICE AT T82, INSTRUCTOR PERFORMING LNDG, USING UNICOM FREQ TO ANNOUNCE POS IN PATTERN. I WAS CONCENTRATING ON THE END OF THE RWY AS INSTRUCTOR PERFORMED APCH/LNDG. WHEN WE WERE NEAR THE GND STARTING TO FLARE, I LOOKED DOWN THE RWY AND SAW A TWIN-ENG ACFT COMING TOWARD US ON THE RWY. I ALERTED THE INSTRUCTOR WHO THEN ADDED PWR AND INITIATED EVASIVE ACTION. WE HAD NOT HEARD A RADIO CALL FROM THIS TWIN. RWY 14 WAS THE FAVORED RWY PER THE AWOS. OTHER TFC HAD BEEN USING RWY 14, AS WELL. WE BELIEVE THE TWIN HAD JUST LANDED WITHOUT COMMUNICATING AND ON THE WRONG RWY.

Synopsis

C182 ON TRAINING FLT ABORTS LNDG AT UNCTLED T82 WHEN THEY DISCOVER TWIN ROLLING OUT AFTER OPPOSITE DIRECTION LNDG ON THE SAME RWY.

ACN: 725928

Time / Day

Date : 200701
Day : Tue
Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : CGC.Airport
State Reference : FL
Altitude.AGL.Single Value : 1200

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Operator.General Aviation : Personal
Make Model Name : Baron 55/Cochise
Operating Under FAR Part : Part 91
Flight Phase.Descent : Approach
Route In Use.Approach : Visual

Aircraft : 2

Operator.General Aviation : Instructional
Make Model Name : Cessna Single Piston Undifferentiated or Other Model
Operating Under FAR Part : Part 91
Flight Phase.Landing : Touch And Go

Component : 1

Aircraft Component : VHF

Person : 1

Affiliation.Other : Personal
Function.Flight Crew : Single Pilot
Qualification.Pilot : Instrument
Qualification.Pilot : Private
Experience.Flight Time.Last 90 Days : 20
Experience.Flight Time.Total : 975
Experience.Flight Time.Type : 800
ASRS Report : 725928

Person : 2

Affiliation.Other : Instructional
Function.Instruction : Trainee

Person : 3

Affiliation.Other : Instructional
Function.Instruction : Instructor

Events

Anomaly.Aircraft Equipment Problem : Critical
Anomaly.Conflict : Airborne Critical
Anomaly.Non Adherence : Published Procedure
Anomaly.Other Spatial Deviation
Independent Detector.Other.Flight CrewA : 2
Resolatory Action.None Taken : Detected After The Fact
Consequence.Other

Assessments

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

Narrative

I WAS APCHING FROM S CGC FULL STOP LNDG. AT 14 DME MADE FIRST CALL ON UNICOM FOR ADVISORY AND ANNOUNCED INTENTIONS. CESSNA REPLIED 'ON DOWNWIND RWY 9.' I ASKED 'L OR R?' REPLY 'L.' AT 9 MI REPEATED CALL, POS, INTENT, NO REPLY. AT 5 MI REPEATED, NO REPLY. AT 1500 FT 2 MI ANNOUNCED DSNDING INTO L DOWNWIND RWY 9. NO REPLY. AT 1000 FT IN PATTERN I RECEIVED A RADIO CALL THAT I HAD OVERFLOWN CESSNA ESTIMATED 500 FT VERT AND 500 FT HORIZ. SPOKE WITH CESSNA PLT AFTERWARD. HE ADMITTED RADIO PROBS, SAID HE WOULD TAKE PLANE TO SHOP. HE WAS A CFI WITH NEW STUDENT, SAID AFTER HEARING MY FIRST CALL AT 14 DME HAD DECIDED NOT TO LAND FULL STOP BUT DO TOUCH-AND-GO, BUT DID NOT ANNOUNCE SUBSEQUENT DEP, XWIND OR DOWNWIND TURNS. CONVERSATION CORDIAL.

Synopsis

DESPITE MULTIPLE CTAF BROADCASTS, PLT OF BE55 HAS CLOSE ENCOUNTER WITH SINGLE ENGINE CESSNA IN UNCONTROLLED TRAFFIC PATTERN. CESSNA PLT ADMITS RADIO PROBLEMS.

ACN: 725498

Time / Day

Date : 200701

Day : Wed

Place

Locale Reference.Airport : IWA.Airport

State Reference : AZ

Altitude.AGL.Bound Lower : 0

Altitude.AGL.Bound Upper : 1500

Environment

Flight Conditions : VMC

Light : Daylight

Aircraft : 1

Operator.General Aviation : Personal

Make Model Name : Challenger CL604

Operating Under FAR Part : Part 91

Flight Phase.Descent : Approach

Aircraft : 2

Make Model Name : Any Unknown or Unlisted Aircraft Manufacturer

Person : 1

Affiliation.Other : Personal

Function.Flight Crew : Captain

Function.Oversight : PIC

Qualification.Pilot : ATP

Experience.Flight Time.Last 90 Days : 70

Experience.Flight Time.Total : 5500

Experience.Flight Time.Type : 300

ASRS Report : 725498

Person : 2

Affiliation.Other : Personal

Function.Flight Crew : First Officer

Person : 3

Function.Flight Crew : Captain

Function.Oversight : PIC

Events

Anomaly.Conflict : Airborne Less Severe

Anomaly.Non Adherence : FAR

Anomaly.Other Spatial Deviation

Independent Detector.Aircraft Equipment : TCAS

Independent Detector.Other.Flight CrewA : 1
Miss Distance.Horizontal : 500
Miss Distance.Vertical : 0

Assessments

Problem Areas : Airport
Problem Areas : Airspace Structure

Narrative

WE HAVE BEEN OPERATING AT IWA, WILLIAMS GATEWAY, IN THE PATTERN FOR OVER A WEEK. THIS PLACE IS AN ACCIDENT WAITING TO HAPPEN. IT HAS 3 PARALLEL RWYS, ALL IN USE SIMULTANEOUSLY WITH HEAVY TRAINING TFC, BOTH FIXED WING AND ROTARY WING. WE GET SO MANY RA'S AND TA'S (20 OR MORE A DAY), WE ENDED UP GOING TO THE TA ONLY MODE IF TFC WAS HEAVY. TYPICALLY WE HAD 10+ TCAS TARGETS ON THE TCAS DISPLAY AT MINIMUM RANGE AT ALL TIMES. WE HAD A TA NEARLY EVERY APCH AND ONE PLT HAVING TO VISUALLY ACQUIRE IT EVERY TIME. THERE WERE OPPOSITE DIRECTION APCHES GOING ON ALL THE TIME ON ONE RWY. EXTRA 300'S DOING HIGH SPD PASSES OR STEEP PULL UPS AND GO AROUND TURNS ON DEP. THIS IS A FORMER MIL BASE STILL OPERATING LIKE ONE -- IT DOES NOT APPEAR TO MEET FAA STANDARDS FOR PROCS OR SEPARATION. THE FAA NEEDS TO VISIT IWA ANONYMOUSLY AND FLY THE PATTERN AND OBSERVE THE OPERATION.

Synopsis

CL604 PLT ALLEGES THAT THE ARPT TFC PATTERN PROCS AT IWA ARE UNSAFE AND PRUDENT SEPARATION CRITERIA ARE NOT MET.

ACN: 724864

Time / Day

Date : 200701
Day : Mon
Local Time Of Day : 1201 To 1800

Place

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

Environment

Flight Conditions : VMC
Weather Elements : Ice
Light : Daylight

Aircraft : 1

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

Aircraft : 2

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

Person : 1

Function.Flight Crew : Single Pilot
Qualification.Pilot : Instrument
Qualification.Pilot : Private
Experience.Flight Time.Last 90 Days : 27
Experience.Flight Time.Total : 226
Experience.Flight Time.Type : 224
ASRS Report : 724864

Person : 2

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

Events

Anomaly.Conflict : Airborne Less Severe
Anomaly.Non Adherence : FAR
Anomaly.Other Spatial Deviation
Independent Detector.Other.Flight CrewA : 1
Resolutive Action.Flight Crew : Became Reoriented

Resolatory Action.Flight Crew : Took Precautionary Avoidance Action
Miss Distance.Horizontal : 1800
Miss Distance.Vertical : 300

Assessments

Problem Areas : Flight Crew Human Performance

Narrative

I TAXIED TO THE S RUN-UP PAD FOR RWY 34. THERE WERE 2 OTHER AIRPLANES IN THE AREA, BOTH OF WHICH WERE MANEUVERING TO ENTER THE TFC PATTERN AND LAND WITH L TFC ON RWY 16, WHICH THEY ANNOUNCED OVER THE CTAF. AS I TAXIED, I NOTED THE WINDSOCK INDICATED CALM WINDS, BUT IT WAS ORIENTED AS THOUGH THE WINDS HAD BEEN FROM THE N. THIS INDICATION CONFLICTED WITH THE LNDG TFC. HOWEVER, I DID NOT RECOGNIZE IT IMMEDIATELY AND CONTINUED WITH RUN-UP. AFTER COMPLETING RUN-UP, I TUNED AND LISTENED TO THE PIERCE COUNTY THUN FIELD ASOS ON MY #1 RADIO. IT STATED THE WINDS WERE CALM. I THEN TAXIED TO THE RWY HOLD LINE, ANNOUNCED MY INTENTION TO TAKE OFF RWY 16 AND EXECUTED A SHORT-FIELD TKOF, WHEN ACTUALLY, I TOOK OFF FROM RWY 34 DIRECTLY OPPOSING THE LNDG TFC. WHILE IN GND EFFECT, WITH 10 DEGS OF FLAPS, I SAW THE #1 AIRPLANE IN THE PATTERN (C172) TURN FROM BASE TO FINAL AT APPROX 500 FT AGL. NOW AT APPROX 100 FT AGL, I IMMEDIATELY RAISED MY FLAPS AND CLBED TO THE R OF THE RWY CTRLINE AND ENTERED A MODIFIED L TFC PATTERN. THE PLT OF THE ONCOMING ACFT ANNOUNCED THAT HE WOULD GO AROUND AND REMAIN W OF THE RWY. I EXITED THE PATTERN DOWNWIND TO THE S.

Synopsis

C172 PLT DEPARTS THE WRONG RWY AGAINST LNDG TRAFFIC AT PLU.

ACN: 723319

Time / Day

Date : 200701
Day : Sat
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : BVS.Airport
State Reference : WA
Altitude.MSL.Single Value : 1100

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

Make Model Name : Cessna Aircraft Undifferentiated or Other Model
Operating Under FAR Part : Part 91
Flight Phase.Descent : Approach
Route In Use.Approach : Traffic Pattern

Person : 1

Affiliation.Other : Personal
Function.Flight Crew : Single Pilot
Qualification.Pilot : Private
Experience.Flight Time.Last 90 Days : 25
Experience.Flight Time.Total : 378
Experience.Flight Time.Type : 378
ASRS Report : 723319

Person : 2

Function.Flight Crew : Single Pilot

Events

Anomaly.Conflict : NMAC
Anomaly.Other Spatial Deviation
Independent Detector.Other.Flight CrewA : 1
Resolutive Action.Flight Crew : Took Evasive Action
Miss Distance.Horizontal : 0
Miss Distance.Vertical : 100

Assessments

Problem Areas : Airport

Problem Areas : Flight Crew Human Performance

Narrative

I WAS #3 ON L DOWNWIND, RWY 28 AT BVS, ABOUT 3000 FT BEHIND THE CESSNA IN QUESTION. THE CESSNA WAS FOLLOWING ACFT #1 WHO WAS EXECUTING A BASE TO FINAL TURN FOR A LNDG ON RWY 28. DUE TO A R XWIND, THE CESSNA'S TRACK DRIFTED CLOSER AND CLOSER TO THE EXTENDED RWY CTRLINE DRASTICALLY REDUCING THE LENGTH OF THE L BASE LEG. ONCE THE PLT OF THE CESSNA REALIZED THIS, HE BEGAN TO EXECUTE A R 270 DEGS TO THE EXTENDED DOWNWIND IN ORDER TO PROVIDE HIMSELF ENOUGH SPACING FOR A L BASE LEG. AS I WAS FOLLOWING THE CESSNA ON THE DOWNWIND, I WAS EXPECTING HIM TO TURN TOWARD FINAL WITH AN ABBREVIATED OR NO L BASE LEG. I WAS NOT AT ALL PREPARED TO HANDLE THIS UNEXPECTED MANEUVER AND ABOUT 3 SECONDS ELAPSED BEFORE I REACTED. I ATTEMPTED TO RADIO THE CESSNA TO WARN HIM OF MY POS ON THE DOWNWIND. HOWEVER, I WAS NOT ABLE TO COMPLETE THE RADIO CALL AS I HAD TO REACT IMMEDIATELY BY GOING FULL THROTTLE AND EXECUTING AN IMMEDIATE L CLBING TURN IN ORDER TO AVOID THE COLLISION. IT APPEARED THAT THE CESSNA WAS NOT AWARE THAT I WAS BEHIND HIM UNTIL HE SAW ME PASS OVER HIM, CLRING HIM BY ONLY 100 FT.

Synopsis

PIPER 140 PLT HAS AN NMAC IN THE PATTERN AT BVS.

ACN: 722619

Time / Day

Date : 200612
Day : Sat
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : I73.Airport
State Reference : OH
Altitude.AGL.Single Value : 600

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.Climbout : Takeoff

Aircraft : 2

Operator.General Aviation : Personal
Make Model Name : Baron 55/Cochise
Operating Under FAR Part : Part 91
Flight Phase.Descent : Approach

Person : 1

Affiliation.Other : Personal
Function.Flight Crew : Single Pilot
Qualification.Pilot : Private
Experience.Flight Time.Last 90 Days : 25
Experience.Flight Time.Total : 916
Experience.Flight Time.Type : 846
ASRS Report : 722619

Person : 2

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

Person : 3

Function.Other Personnel.Other

Events

Anomaly.Conflict : NMAC
Anomaly.Non Adherence : Published Procedure
Anomaly.Other Spatial Deviation

Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Took Precautionary Avoidance Action
Miss Distance.Horizontal : 300
Miss Distance.Vertical : 100

Assessments

Problem Areas : Aircraft
Problem Areas : Flight Crew Human Performance

Narrative

DURING UPWIND CLB FROM RWY 26 AT 173, I OBSERVED A BEECH BARON PASS AT 4 O'CLOCK POS LOW, APPROX 100 FT BELOW AND WITHIN 300 FT OF MY C172. I IMMEDIATELY XMITTED 'BEECH BARON IN VICINITY OF MORAINE, WHAT ARE YOUR INTENTIONS?' THE PLT RESPONDED, 'I AM ENTERING DOWNWIND FOR LNDG RWY 26.' I THEN ASKED, 'BARON, DID YOU OBSERVE THE CESSNA ON UPWIND?' THE PLT RESPONDED, 'AFFIRMATIVE, HAD YOU IN SIGHT, THOUGHT YOU WERE HIGH.' AT THIS POINT I JUDGED THAT I HAD ENCOUNTERED AN INSANE INDIVIDUAL. THIS PERSON 'ENTERED' A TFC PATTERN OCCUPIED BY 2 C172'S AND A C140, OPERATING A HIGH-PERFORMANCE PISTON TWIN, AT 500 FT AGL, ON A HDG OF, ROUGHLY, 100 DEGS, DIRECTLY OVER THE FIELD. AFTER COMPLETING MY LNDG PRACTICE AND BEING RELATIVELY NEW TO THIS AREA, I SOUGHT THE ADVICE OF A LCL PLT. HE STATED THAT A FACE-TO-FACE CONFRONTATION WITH THE OPERATOR OF THE BARON WOULD BE FRUITLESS AS 'HE PRETTY MUCH JUST DOES WHATEVER HE FEELS LIKE DOING AND A VERBAL CONFRONTATION WOULD LIKELY ESCALATE TO A PHYSICAL ONE.'

Synopsis

PLT OF C172 REPORTS NMAC AT UNCONTROLLED 173.

ACN: 720695

Time / Day

Date : 200612
Day : Mon
Local Time Of Day : 1201 To 1800

Place

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

Environment

Flight Conditions : VMC
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.Common Carrier : Air Taxi
Make Model Name : Beech 1900
Operating Under FAR Part : Part 135
Flight Phase.Descent : Approach
Route In Use.Approach : Traffic Pattern

Person : 1

Affiliation.Other : Personal
Function.Flight Crew : Single Pilot
Qualification.Pilot : Student
Experience.Flight Time.Last 90 Days : 41.9
Experience.Flight Time.Total : 41.9
Experience.Flight Time.Type : 41.9
ASRS Report : 720695

Person : 2

Affiliation.Company : Air Taxi
Function.Flight Crew : Captain
Function.Oversight : PIC

Person : 3

Function.Other Personnel

Events

Anomaly.Conflict : Airborne Less Severe
Anomaly.Non Adherence : Published Procedure
Anomaly.Other Spatial Deviation
Independent Detector.Other.Flight CrewA : 2
Resolatory Action.None Taken : Detected After The Fact

Assessments

Problem Areas : Airport
Problem Areas : Flight Crew Human Performance

Narrative

I WAS INBOUND TO MERCED ARPT (MCE) TO PRACTICE SOLO TKOFS AND LNDGS. I WAS APCHING FROM THE SE. AFTER LISTENING TO THE ASOS, I DETERMINED THE FAVORED RWY WAS RWY 12. MY PLAN TO ENTER THE TFC PATTERN WAS TO OVERFLY THE ARPT AT 2200 FT MSL (1000 FT ABOVE TPA) THEN FLY TO THE SW AWAY FROM THE ARPT AND MANEUVER TO ENTER THE 45 DEG LEG FOR A R DOWNWIND OF RWY 12. ABOUT 5 MI BEFORE OVERFLYING THE FIELD, I ANNOUNCED MYSELF AS A STUDENT PLT AND ANNOUNCED MY INTENTION TO MANEUVER TO ENTER A R 45 DEG ENTRY FOR RWY 12. DIRECTLY OVER THE RWY AT 2200 FT, I AGAIN ANNOUNCED MYSELF AS A STUDENT PLT, ANNOUNCED THAT I WAS OVER THE RWY AND AGAIN ANNOUNCED MY INTENTION TO MANEUVER TO ENTER A R 45 DEG ENTRY FOR RWY 12. I PROCEEDED TO FLY OUTBOUND AWAY FROM THE ARPT TO GIVE MYSELF ROOM TO DSNL TO TPA AND GET TOWARD THE 45 DEG LEG. ABOUT THIS TIME, I HEARD A RADIO CALL FROM A BEECH 1900 AIRLINER ALSO ANNOUNCE INTENTIONS TO ENTER THE PATTERN FOR RWY 12, BUT I DID NOT HAVE IT IN SIGHT. ONCE I WAS ABOUT 3 MI FROM THE ARPT THE BEECH 1900 ASKED ME IF I WAS ON THE DOWNWIND, AND I REPLIED THAT I HAD NOT YET ENTERED THE DOWNWIND. I THEN TURNED L, TOWARD THE 45 DEG LEG FOR R DOWNWIND OF RWY 12. THE CREW OF THE AIRLINER THEN EXPLAINED TO ME THAT I WAS ON THE WRONG DOWNWIND, AND THAT I HAD TO MAKE A 180 DEG TURN TO ENTER R DOWNWIND FOR RWY 12. I SUSPECT THAT THEY MISTOOK MY L TURN TOWARD THE 45 DEG LEG AS A TURN TO ENTER A WIDE L DOWNWIND FOR RWY 30, BUT AT THE TIME I SIMPLY FOLLOWED THEIR INSTRUCTIONS, AND TURNED AROUND TO ENTER A VERY WIDE R DOWNWIND FOR RWY 12. AFTER TURNING AROUND, I SAW THE BEECH 1900 ABOVE ME AT ABOUT MY 10 O'CLOCK POS. I THEN HEARD THE CREW OF THE AIRLINER ANNOUNCE THEIR INTENTIONS TO EXTEND THEIR DOWNWIND TO ALLOW ME TO GO IN FRONT OF THEM. I TURNED BASE, THEN FINAL, AND MADE A TOUCH-AND-GO, ANNOUNCING EACH TURN IN THE TFC PATTERN. APPARENTLY, THE BEECH 1900 HAD TO GO AROUND, BECAUSE AFTER MY TOUCH-AND-GO THE UNICOM INSTRUCTED ME TO EXTEND MY UPWIND AND THAT THEY WOULD CALL MY XWIND TURN. I COMPLIED WITH THEIR INSTRUCTION AND THE CONFLICT APPEARED TO BE RESOLVED. I WAS LATER INFORMED THAT I HAD CAUSED 2 TCAS DEVS OF THE BEECH 1900. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: THE RPTR STATED THAT SOMEONE ON THE GND GAVE HIM THE R 180 DEG TURN INSTRUCTIONS. HE BELIEVES THAT WHOEVER CALLED HIS TURN DID NOT UNDERSTAND HOW HE WAS ATTEMPTING TO ENTER THE TFC PATTERN. THE RPTR DID NOT SEE THE B1900 UNTIL AFTER TURNING ON THE MODIFIED 45 DEG BASE AND HAS NO IDEA HOW CLOSE TOGETHER THEY CAME.

Synopsis

A SOLO C172 STUDENT PLT AT CTAF MCE ENTERED THE VFR PATTERN AS SUGGESTED, BUT WAS DIRECTED TO A NON STANDARD PATTERN CAUSING A B1900 TCAS EVENT.

ACN: 720595

Time / Day

Date : 200612
Day : Sat
Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : MCC.Airport
State Reference : CA
Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Operator.General Aviation : Corporate
Make Model Name : Citation X
Operating Under FAR Part : Part 91
Flight Phase.Climbout : Takeoff
Flight Phase.Ground : Taxi

Aircraft : 2

Make Model Name : Any Unknown or Unlisted Aircraft Manufacturer
Flight Phase.Ground : Taxi

Person : 1

Affiliation.Company : Corporate
Function.Flight Crew : Captain
Function.Oversight : PIC
Qualification.Pilot : ATP
Qualification.Pilot : Commercial
Qualification.Pilot : Instrument
Qualification.Pilot : Multi Engine
Qualification.Pilot : Private
Experience.Flight Time.Last 90 Days : 150
Experience.Flight Time.Total : 20000
Experience.Flight Time.Type : 2500
ASRS Report : 720595

Person : 2

Affiliation.Company : Air Carrier
Function.Flight Crew : First Officer

Person : 3

Events

Anomaly.Conflict : Ground Less Severe
Anomaly.Non Adherence : Published Procedure
Anomaly.Other Spatial Deviation
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.None Taken : Detected After The Fact

Assessments

Problem Areas : Airport
Problem Areas : Flight Crew Human Performance

Narrative

AT MCC, VFR, WITH IFR CLRNC, SHORT TAXI TO RWY 34. SWITCHED FROM CTAF TO NORCAL FOR IFR RELEASE. RELEASED IMMEDIATELY 10 MIN VOID TIME, SWITCHED BACK TO CTAF. ANNOUNCED TAXIING ONTO RWY 34 FOR DEP, CLRED FINAL AND RWY, NO TA'S OR CALLOUTS. WHEN LINED UP FOR DEP, I THOUGHT I SAW SOMETHING ON FAR END OF RWY. IT TURNED OUT TO BE ANOTHER ACFT CLRING THE RWY COMING TOWARD US. AT NO TIME DID I HEAR ANY CALLS FROM THIS OTHER ACFT. WE DEPARTED WHEN RWY WAS CLR. AFTER DEP WE HEARD A DEROGATORY CALL FROM I ASSUME THE TFC. I ADVISED NONE OF HIS CALLS WERE HEARD IF HE MADE ANY. 1) WE WERE OFF CTAF APPROX 1 MIN GETTING IFR RELEASE. 2) ALWAYS ASSIGN SOMEONE TO MONITOR CTAF 100% OF THE TIME. 3) THE FAR END (DEP END) OF RWY 34 AT MCC DIFFICULT TO SEE DUE TO DISTANCE (10000 FT) AND BUILDINGS AT THAT END OF RWY OFF ARPT.

Synopsis

A C750 PLT RPTS DEPARTING CTAF ARPT MCC WHILE ANOTHER ACFT WAS CLRING THE RWY BUT HEARD NO TA CALLS.

ACN: 718934

Time / Day

Date : 200611
Day : Mon
Local Time Of Day : 0001 To 0600

Place

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

Environment

Flight Conditions : Mixed
Light : Night

Aircraft : 1

Make Model Name : Turbo Commander 690C
Operating Under FAR Part : Part 91

Person : 1

Function.Flight Crew : First Officer
Qualification.Pilot : ATP
Qualification.Pilot : CFI
Experience.Flight Time.Last 90 Days : 90
Experience.Flight Time.Total : 4100
ASRS Report : 718934

Person : 2

Function.Flight Crew : Captain
Function.Oversight : PIC

Events

Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Anomaly.Other Spatial Deviation
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.None Taken : Detected After The Fact

Assessments

Problem Areas : Airport
Problem Areas : Flight Crew Human Performance

Narrative

AFTER CLRED FOR A VISUAL APCH TO THE MWH ARPT, WE SET UP FOR A L DOWNWIND FOR RWY 32R (13300+ FT). WINDS FAVORED THIS RWY, AND WERE LIGHT. WE WERE NOT ABLE TO TURN THE LIGHTS ON FOR THE RWY USING THE PCL, THOUGH THE LIGHTS FOR THE XING RWY WERE ON. WHILE ON FINAL WE

CONSIDERED LNDG ON THE XING RWY, BUT NOTICED THAT THERE WAS A FOG BANK ON THE APCH END OF THE RWY, AND CONSIDERING OUR POS, THE MOON ALLOWING PLENTY OF LIGHT, THE 300 FT WIDTH OF THE RWY AND THE FAMILIARITY OF THE RWY, (BOTH OF US WERE EXTREMELY FAMILIAR WITH THIS FIELD), WE OPTED THAT THE SAFEST THING TO DO WAS TO CONTINUE THE LNDG ON THE UNLIGHTED RWY. THE LNDG WAS COMPLETED UNEVENTFULLY. UPON SHUTDOWN I BEGAN TO LOOK FOR THE FIRE STATION PERSONNEL WHO ARE ON THE FIELD TO SEE IF THEY CAN TURN THE LIGHTS UP, AS WE HAD ANOTHER ACFT INBOUND SOON. I WAS UNABLE TO GET ANYONE TO ANSWER THE DOOR, SO I CALLED FLT SVC TO SEE IF THERE WERE ANY NOTAMS THAT WERE UNKNOWN TO US (WE HAD ORIGINALLY RECEIVED A FULL BRIEFING AND DID NOT SEE ANY NOTAMS THAT WOULD AFFECT OUR FLT). THEY SAID THERE WERE NONE, AND ADVISED THAT IF WE FIND ANYTHING OUT WE WERE TO LET THEM KNOW. THE AIRBORNE ACFT QUERIED THE CTR CTLR ABOUT THE LIGHTS AND HE SAID HE DIDN'T HAVE ANY INFO ON ANY CLOSURES OR OUTAGES AT THE ARPT. AFTER QUITE A FEW ATTEMPTS WE WERE ABLE TO TALK TO THE FIRE STATION ATTENDANT WHO NOTIFIED US THAT RWY 32R IS CLOSED WHEN THE TWR IS CLOSED, AND SAID WE SHOULD CHK OUR NOTAMS MORE CLOSELY. AFTER CHKING ONCE AGAIN WE CONFIRMED THERE WERE IN FACT NO NOTAMS THAT AFFECTED A FULL CLOSURE OF RWY 32R THAT EVENING. THERE WAS ONE FOR THE NW 3000 FT OF THE RWY EXCEPT FOR MIL TFC FOR THE FOLLOWING NIGHT. I CALLED FLT SVC AND NOTIFIED THEM OF WHAT I HAD FOUND AND THEY SAID IT IS A PUBLISHED 'AFD NOTAM,' BUT IT DID NOT COME UP UPON A SEARCH FOR RWY 32R DUE TO A MISPRINT (RWYS 14L-32R).

Synopsis

TURBO COMMANDER AC690 LANDS ON A CLOSED RWY AT MWH.

ACN: 718789

Time / Day

Date : 200611
Day : Fri
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : MGJ.Airport
State Reference : NY
Altitude.AGL.Single Value : 1400

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Operator.General Aviation : Personal
Make Model Name : Small Aircraft, Low Wing, 1 Eng, Retractable Gear
Operating Under FAR Part : Part 91
Route In Use.Approach : Traffic Pattern

Aircraft : 2

Operator.General Aviation : Personal
Make Model Name : Cessna Aircraft Undifferentiated or Other Model
Operating Under FAR Part : Part 91
Flight Phase.Descent : Approach
Route In Use.Approach : Traffic Pattern

Aircraft : 3

Operator.General Aviation : Personal
Make Model Name : Cessna Aircraft Undifferentiated or Other Model
Operating Under FAR Part : Part 91
Flight Phase.Descent : Approach
Route In Use.Approach : Traffic Pattern

Person : 1

Affiliation.Other : Personal
Function.Flight Crew : Single Pilot
Qualification.Pilot : Commercial
Qualification.Pilot : Instrument
Qualification.Pilot : Multi Engine
Experience.Flight Time.Last 90 Days : 20
Experience.Flight Time.Total : 4750
Experience.Flight Time.Type : 220
ASRS Report : 718789

Person : 2

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

Person : 3

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

Events

Anomaly.Conflict : NMAC
Anomaly.Other Spatial Deviation
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.None Taken : Anomaly Accepted
Miss Distance.Horizontal : 300
Miss Distance.Vertical : 300

Assessments

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

Narrative

I WAS APCHING MGJ (ORANGE COUNTY ARPT IN MONTGOMERY, NY) FROM THE S FOR LNDG. I WAS MONITORING THE UNICOM FREQ AND WAS AWARE OF A CESSNA (BIRDDOG) IN THE PATTERN (WHICH, FOR THAT ARPT IS A STANDARD L-HAND PATTERN) APPROX 3 MI FROM THE ARPT (WHICH IS UNCTLED). I ANNOUNCED THAT I WAS LNDG. ANOTHER CESSNA (C172 OR C182) RPTED THAT HE WAS ON A R DOWNWIND (NONSTANDARD). BECAUSE OF THIS, I DECIDED TO DO AN UPWIND ENTRY AT PATTERN ALT WITH A L TURN TO DOWNWIND. I ANNOUNCED MY INTENTIONS ON THE UNICOM AND DESCRIBED IN DETAIL ON THE RADIO WHAT I WAS ABOUT TO PERFORM. APPROX 1 MI FROM THE RWY THRESHOLD, I AGAIN CALLED UNICOM, INFORMED BOTH ACFT IN THE PATTERN THAT I HAD THE TFC IN SIGHT. THE CESSNA IN A R PATTERN WAS DSNDING IN A R BASE. I MAINTAINED VISUAL CONTACT AS I PROCEEDED UPWIND. THE CESSNA CAME WITHIN APPROX 300 FT, BOTH VERTICALLY AND HORIZONTALLY FROM MY ACFT AS HE TURNED FROM BASE TO FINAL. AT NO TIME DID HE OR I HAVE TO ALTER COURSE. THE CESSNA PLT ANNOUNCED ON THE UNICOM THAT HE FELT I ACTED IN A RECKLESS MANNER, WHICH I DID NOT. AFTER I LANDED, I WAS APCHED BY THE PLT OF THE BIRDDOG (THE ACFT ON L DOWNWIND), WHO APCHED ME WAVING A BADGE, SAYING THAT HE WAS FROM 'HOMELAND SECURITY.' HE SAID THAT IF THE CESSNA PLT WANTED TO 'PRESS CHARGES,' THAT HE WOULD 'APPEAR IN COURT.' I TRIED TO EXPLAIN TO HIM THAT BECAUSE OF PARALLAX AND HIS RELATIVE POS (OVER 1/4 MI), HIS PERCEPTION OF WHAT OCCURRED WASN'T WHAT HAPPENED IN REALITY. I MAINTAIN THAT I ACTED IN A PRUDENT MANNER, THAT NO FARs WERE BROKEN, AND THAT AT NO TIME WERE ANY OF THE INVOLVED ACFT IN JEOPARDY. IN RETROSPECT, HOWEVER, I COULD HAVE ABANDONED MY APCH.

Synopsis

SIAI MARCHETTI AND CESSNA HAVE NMAC IN UNCTLED TFC PATTERN AT MGJ.

ACN: 718001

Time / Day

Date : 200611
Day : Sun
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : ESN.Airport
State Reference : MD
Altitude.AGL.Single Value : 80

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
Navigation In Use.ILS.Localizer Only : 04
Flight Phase.Landing : Go Around
Route In Use.Approach : Visual

Aircraft : 2

Make Model Name : Any Unknown or Unlisted Aircraft Manufacturer
Operating Under FAR Part : Part 91
Flight Phase.Landing : Go Around
Route In Use.Approach : Visual

Person : 1

Affiliation.Other : Personal
Function.Flight Crew : Single Pilot
Qualification.Pilot : Private
Experience.Flight Time.Last 90 Days : 15
Experience.Flight Time.Total : 85
Experience.Flight Time.Type : 85
ASRS Report : 718001

Person : 2

Function.Flight Crew : Single Pilot

Events

Anomaly.Conflict : Airborne Less Severe
Anomaly.Other Anomaly : Speed Deviation
Anomaly.Other Spatial Deviation
Independent Detector.Other.Flight CrewA : 1

Independent Detector.Other.Flight CrewB : 2
Resolatory Action.Flight Crew : Took Evasive Action

Assessments

Problem Areas : Airport
Problem Areas : Flight Crew Human Performance

Narrative

ENRTE, I DECIDED TO PRACTICE AN ILS APCH AT EASTON. I INTERCEPTED THE VOR APPROX 8 MI OUT, BUT COULD NOT PICK UP THE ILS FOR RWY 4. AFTER FAILING TO PICK UP THE ILS, I ELECTED TO PERFORM A VISUAL APCH AND TOUCH-AND-GO ON RWY 4. THERE WAS ANOTHER ACFT BEHIND ME ALSO PERFORMING THE ILS RWY 4 WITH A LOW APCH. DURING THE APCH THERE WERE MANY CALLS OVER CTAF FROM ARPTS ACROSS THE REGION, INCLUDING CALLS STEPPING ON OTHER CALLS. WHEN I WAS ON SHORT FINAL, JUST BEFORE THE NUMBERS, JUST AS I GOT A VISUAL ON ANOTHER ACFT, HE ALERTED ON CTAF THAT HE WAS ON SHORT FINAL FOR RWY 33. AT THE TIME HE WAS PROBABLY 1500 FT AT MY 2 O'CLOCK POS, MOVING FROM R TO L. I IMMEDIATELY INITIATED A GAR, BANKING TO THE L (APPROX 15 DEG ROLL). I ADDED FORWARD PRESSURE TO COMPENSATE FOR PROP WASH, BUT I WAS AT 30 DEG FLAPS AND THE STALL WARNING DID GO OFF SLIGHTLY. I DO NOT REMEMBER IF I ADDED R RUDDER. THE OTHER ACFT PERFORMED A GAR AND BANKED SLIGHTLY TO THE R OF RWY 33. WE WERE ABEAM EACH OTHER UNTIL I TURNED TO THE L, CLRED A BANK OF TREES, REDUCED FLAPS AND CLBED TO THE S. AFTER PASSING THE OTHER ACFT PERFORMING THE ILS RWY 4 I TURNED BACK TO THE N. I ELECTED TO CONTINUE FLT TO BALTIMORE. I IDENT 2 PROBS: THE INABILITY OF BOTH PLTS TO DETECT THE IMPENDING CONFLICT EARLIER, AND MY CHOICE TO MANEUVER TO THE L RATHER THAN R. THE INITIAL INCIDENT AROSE BECAUSE OF INADEQUATE COM OVER CTAF. I ONLY MADE 2 CALLS DURING MY APCH, PARTLY BECAUSE THE FREQ WAS BUSY. ALTHOUGH I REMEMBER THE CALLS FROM THE PLT IN THE PATTERN FOR RWY 33, I THOUGHT IT WAS FOR A DIFFERENT ARPT. I WAS PREOCCUPIED WITH WHETHER THE ACFT BEHIND ME ON ILS RWY 4 HAD ME IN SIGHT, AND WHY I COULD NOT PICK UP THE ILS. IN ADDITION, I WAS NOT FORCEFUL IN INSTRUCTING MY PAX ABOUT THE STERILE COCKPIT, AND ALTHOUGH I IGNORED THEIR OCCASIONAL COMMENTS, IT DID ADD ANOTHER DISTR. AFTERWARDS THE OTHER PLT STATED OVER CTAF THAT HE THOUGHT I WAS PERFORMING A LOW APCH, NOT A TOUCH AND GO. I BELIEVE HE CONFUSED ME WITH THE OTHER ACFT ON ILS RWY 4, WHICH SAID IT WAS PERFORMING A LOW APCH. WHEN I RECOGNIZED THE POTENTIAL CONFLICT, THE OTHER ACFT WAS AT MY 2 O'CLOCK POS. DURING THE GAR I INSTINCTIVELY BANKED TO THE L. HOWEVER, SINCE IT WAS TRAVELING R TO L, I SHOULD HAVE BANKED TO THE R. THIS WOULD HAVE REDUCED THE AMOUNT OF LOW-ALT MANEUVERING THAT WOULD HAVE BEEN REQUIRED, REDUCING THE CHANCE OF A STALL/SPIN, AS WELL AS AN ENCOUNTER WITH GND OBSTRUCTIONS. INDEED, THE OTHER ACFT WOULD LIKELY HAVE BEEN CLRED OF MY FLT PATH IF I HAD CONTINUED STRAIGHT. MY PLAN TO AVOID SUCH SITUATIONS IN THE FUTURE IS MORE PRACTICE COMMUNICATING AT UNCTLED FIELDS. SINCE MY HOME ARPT IS CTLED, MY EXPERIENCE IS LIMITED IN COMMUNICATING AT UNCTLED FIELDS. I AM ALSO NOT GOING TO DO AN APCH AT AN UNCTLED FIELD OTHER THAN ON THE ACTIVE RWY UNTIL I HAVE FURTHER TRAINING WITH AN INSTRUCTOR.

Synopsis

PRIVATE PLT OF C172 ON VISUAL APCH TO RWY 04 AT ESN HAS MODERATELY
CLOSE ENCOUNTER WITH ACFT ON APCH TO INTERSECTING RWY 33.

ACN: 716334

Time / Day

Date : 200610
Day : Mon
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : MSL.Airport
State Reference : AL
Altitude.MSL.Single Value : 1500

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Operator.General Aviation : Personal
Make Model Name : PA-18/19 Super Cub
Operating Under FAR Part : Part 91
Flight Phase.Other
Route In Use.Approach : Traffic Pattern
Route In Use.Approach : Visual

Aircraft : 2

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

Person : 1

Affiliation.Other : Personal
Function.Flight Crew : Single Pilot
Qualification.Pilot : ATP
Experience.Flight Time.Last 90 Days : 25
Experience.Flight Time.Total : 30000
Experience.Flight Time.Type : 2000
ASRS Report : 716334

Person : 2

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

Events

Anomaly.Conflict : NMAC
Anomaly.Non Adherence : Published Procedure

Anomaly.Other Spatial Deviation
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.None Taken : Detected After The Fact
Miss Distance.Horizontal : 150
Miss Distance.Vertical : 20

Assessments

Problem Areas : Airport
Problem Areas : Flight Crew Human Performance

Narrative

WE WERE PRACTICING XWIND LNDGS ON RWY 36 AT MSL. WE HAD BEEN IN TFC FOR ABOUT 15 MINS MAKING CALLS ON CTAF 123.05. THE C172 APCHED FROM THE W FOR DOWNWIND TO RWY 29. AFTER THE NEAR MISS WE ASKED IF HE HAD HEARD OUR RADIO OR IF HE HAD MADE CALLS HIMSELF. HE SAID THAT HE MUST HAVE BEEN ON THE OTHER COM. I THINK OUR VIEW OF HIM WAS BLOCKED BY OUR WING. WE DID NOT SEE HIM UNTIL HE FLASHED BY IN FRONT OF US. WE ARE NOW MAKING CLRING TURNS ON DOWNWIND!

Synopsis

A PA18 HAD A NEAR MISS WITH C172 AT CTAF ARPT MSL WHILE PRACTICING LNDGS. THE C172 APCHED FROM THE W ON AN INCORRECT FREQ.

ACN: 715404

Time / Day

Date : 200611
Day : Wed
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : S67.Airport
State Reference : ID
Altitude.MSL.Single Value : 3500

Environment

Flight Conditions : VMC
Light : Night

Aircraft : 1

Operator.General Aviation : Personal
Make Model Name : Cessna 210 Centurion / Turbo Centurion 210C, 210D
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 : Small Aircraft, High Wing, 1 Eng, Fixed Gear
Operating Under FAR Part : Part 91
Flight Phase.Descent : Approach
Route In Use.Approach : Traffic Pattern

Component : 1

Aircraft Component : Air/Ground Communication

Person : 1

Affiliation.Other : Personal
Function.Flight Crew : Single Pilot
Qualification.Pilot : Commercial
Experience.Flight Time.Last 90 Days : 150
Experience.Flight Time.Total : 850
Experience.Flight Time.Type : 150
ASRS Report : 175404

Person : 2

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

Events

Anomaly.Conflict : NMAC
Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Anomaly.Other Spatial Deviation
Independent Detector.Other.Flight CrewA : 1
Miss Distance.Horizontal : 200
Miss Distance.Vertical : 50

Assessments

Problem Areas : Flight Crew Human Performance

Narrative

ACFT #1 WAS ENTERING L DOWNWIND LEG FOR RWY 11 AT S67 ARPT. STARTED ANNOUNCING POS, INTENTIONS, ALT MSL ABOUT 12.5 NM N OF FIELD. HEARD NO ONE TALKING ON FREQ. ANNOUNCED AT 10, 7.5, AND 2.5 MI OUT (A HABIT I HAVE). HEARD NO ONE ON FREQ. ANNOUNCED A MID FIELD 45 DEG ENTRY AND NOTICED AN ACFT ON DOWNWIND, ABOUT APCH END OF DOWNWIND. THOUGHT IT STRANGE HE WAS NOT RESPONDING ON FREQ. ANNOUNCED I WOULD ENTER IN BEHIND THAT ACFT. WHILE TURNING FROM MY 45 DEG TO DOWNWIND, WAS ABLE TO SEE CLRLY TO MY L AND NOTICED #2 ACFT NEAR AND ABOVE MY ALT. I HAD CUT THAT ACFT OFF WHEN ENTERING PATTERN. I WONDERED WHY 2 ACFT NOT COMMUNICATING ON FREQ. DOUBLECHKED MY RADIO, FOUND I HAD DIALED IN 122.8. SHOULD HAVE BEEN 122.7. RESET AND ANNOUNCED A GAR. SEEMS THE #2 ACFT MAY NEVER HAVE SEEN ME. I DO NOT KNOW THIS FOR A FACT. LISTENING IN AND TALKING ON 122.7, I NEVER HEARD ANYONE SAY ANYTHING ABOUT IT. COULD BE THEY WERE JUST KIND, OR AS MENTIONED ABOVE, HE NEVER SAW ME.

Synopsis

C210 PLT HAS NMAC DURING ENTRY INTO TFC PATTERN AT S67.

ACN: 715359

Time / Day

Date : 200610
Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : AZ82.Airport
State Reference : AZ
Altitude.AGL.Single Value : 25

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

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

Aircraft : 2

Operator.General Aviation : Personal
Make Model Name : Baron 55/Cochise
Operating Under FAR Part : Part 91
Flight Phase.Climbout : Takeoff

Person : 1

Affiliation.Other : Personal
Function.Flight Crew : Single Pilot
Qualification.Pilot : Commercial
Qualification.Pilot : Instrument
Qualification.Pilot : Multi Engine
Experience.Flight Time.Last 90 Days : 5
Experience.Flight Time.Total : 3500
Experience.Flight Time.Type : 250
ASRS Report : 715359

Person : 2

Affiliation.Other : Personal
Function.Flight Crew : Single Pilot
Qualification.Pilot : Instrument
Qualification.Pilot : Multi Engine
Qualification.Pilot : Private
Experience.Flight Time.Last 90 Days : 25
Experience.Flight Time.Total : 700

Experience.Flight Time.Type : 350
ASRS Report : 714702

Events

Anomaly.Conflict : NMAC
Anomaly.Other Spatial Deviation
Independent Detector.Other.Flight CrewA : 1
Independent Detector.Other.Flight CrewB : 2
Resolatory Action.Flight Crew : Took Evasive Action
Miss Distance.Horizontal : 0
Miss Distance.Vertical : 20

Assessments

Problem Areas : Airport
Problem Areas : Flight Crew Human Performance

Narrative

DURING PREPARATIONS FOR TKOF, I OBSERVED A BARON LAND AT AZ82 ON RWY 21. I TAXIED TO RWY 21 AND RAN UP THE ACFT, AND CALLED FOR DEP, ON UNICOM FREQ. I DID NOT HEAR ANY OTHER ACFT ON THE FREQ. WINDS WERE VIRTUALLY ZERO. AFTER TKOF ON RWY 21, SOMEONE ON THE FREQ SAID I HAD 'ALMOST HIT THEM,' AND ASKED IF I HAD ANNOUNCED MY DEP ON RWY 21. I ANSWERED AFFIRMATIVE. THE LANCAIR 235 I WAS FLYING HAS ZERO FORWARD VISIBILITY AFTER ROTATION AND I LATER LEARNED THAT THE BARON I HAD OBSERVED LAND ON RWY 21 HAD DROPPED OFF PAX AT THE OPPOSITE END OF THE ARPT, ANNOUNCED HIS DEP ON RWY 3, AND I PASSED APPROX 10 FT OVER THE TOP OF THAT ACFT AS HE WAS ON HIS TKOF ROLL. THE RWY AT AZ82 HAS A VERY LARGE HUMP IN THE MIDDLE BLOCKING THE VIEW OF THE OPPOSITE ENDS. BOTH RWYS ARE UPHILL TO THE CTR, AND THE HILL IS HIGH ENOUGH THAT IT HAS BEEN NOTED THAT ACFT ON THE GND ON EITHER END OF THE RWY CANNOT COMMUNICATE VIA RADIO. A THIRD PARTY WHO WITNESSED THE INCIDENT WITH A GND RADIO IN VIEW OF BOTH RWY ENDS HEARD BOTH OF US CALL IN SUCCESSION, DEMONSTRATING THAT WE DID NOT BLOCK EACH OTHER, AND THAT NEITHER HEARD OR ANSWERED THE OTHER. BECAUSE OF THIS KNOWN PROB, RWY 21 HAS BEEN DESIGNATED THE 'CALM WIND' RWY, UNTIL WINDS ARE ABOVE 5 KTS, AND THIS INFO WAS RECORDED WITH THE FAA FOR AZ82 AND HAS BEEN VIEWABLE ON LINE. LCL PLTS ARE CONCERNED BECAUSE OF THIS INCIDENT AND DISCUSSIONS HAVE ALREADY TAKEN PLACE TO REDOUBLE EFFORTS TO INSTALL AN ATIS AT THE ARPT, THAT WILL HAVE REAL TIME INFO ON WINDS, AND WILL REPEAT THE RWY 21 'CALM WIND' DESIGNATION ON THE AUDIBLE NOTAMS. SUPPLEMENTAL INFO FROM ACN 714702: I HAD JUST ARRIVED AT MOGOLLON AIRPARK (AZ82), OVERGAARD, AZ, LNDG ON RWY 21, TO PICK UP A SINGLE PAX. AZ82 IS A PVT ARPT AS PART OF A RESIDENTIAL AIRPARK COMMUNITY. PICK-UP AREA WAS ADJACENT TO DEP END OF RWY 3. WINDS WERE LIGHT AND VARIABLE. PREFERRED RWY FOR WIND UNDER 5 KTS IS RWY 21. UNABLE TO CONFIRM WHETHER WINDS WERE BELOW 5 KTS. RWY HAS 'HUMP' IN THE MIDDLE, OBSTRUCTING LINE-OF-SIGHT VISION OF OPPOSITE END OF RWY, AS WELL AS PREVENTING DIRECT LINE-OF-SIGHT RADIO COMS. PASSIVE 'REPEATER' IS LOCATED AT MID-FIELD, AND I BELIEVED THAT IT WAS EFFECTIVE IN ALLOWING RADIO COMS BTWN ACFT AT OPPOSITE ENDS OF RWY. AS IT TURNED OUT, I WAS WRONG. I BELIEVED THAT IT WAS SAFE TO DEPART RWY 3, WHICH IS A REGULAR OCCURRENCE AT THE ARPT IN CALM OR LIGHT WIND

CONDITIONS, AND MADE SEVERAL RADIO CALLS ANNOUNCING MY INTENTION AND LOCATION. DURING THE TKOF ROLL, JUST BEFORE REACHING ROTATION SPD (80 KIAS) THE PAX AND I OBSERVED A SINGLE ENG ACFT TAKING OFF IN THE OPPOSITE DIRECTION APPARENTLY JUST AFTER ROTATION IN FRONT OF US. I PUSHED FORWARD ON THE YOKE TO REMAIN ON THE GND AND THE OTHER ACFT PASSED OVERHEAD AN ESTIMATED 10-20 FT ABOVE US. IT HAPPENED SO FAST THAT I DID NOT EVEN HAVE TIME TO REACT BEYOND PUSHING ON THE YOKE AND DID NOT HAVE TIME TO PULL BACK ON THE PWR BEFORE THE OTHER ACFT WAS PAST. WE CONTINUED OUR DEP AND TOOK OFF WITHOUT FURTHER INCIDENT. WE MADE RADIO CALLS ON THE CTAF AND SPOKE TO THE OTHER PLT, WHO RPTED THAT HE HAD MADE APPROPRIATE RADIO CALLS FROM THE OPPOSITE END OF THE RWY IN PREPARING TO DEPART FROM RWY 21. HE HAD NOT HEARD OUR RADIO CALLS, JUST AS WE HAD NOT HEARD HIS. THE AIRPARK LEADERSHIP IS AWARE OF THE EVENT, AND IS EXPLORING MEASURES TO PREVENT SIMILAR EVENTS IN THE FUTURE, INCLUDING AN 'ACTIVE' REPEATER TO BE SURE RADIO CALLS ARE HEARD AT BOTH ENDS. FOR THE TIME BEING, I WILL HAVE SOMEONE ON THE GND WITH A HANDHELD TRANSCEIVER AT MIDFIELD TO CONFIRM THAT THE OPPOSITE END OF THE RWY IS CLR.

Synopsis

PLT OF HIGH PERFORMANCE SMA EXPERIENCES NMAC WITH BE50 DEPARTING FROM OPPOSITE END OF RWY AT AN UNCTLED ARPT.

ACN: 715336

Time / Day

Date : 200610
Day : Thu
Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : VYS.Airport
State Reference : IL
Altitude.AGL.Single Value : 0

Environment

Flight Conditions : IMC
Weather Elements : Rain
Light : Daylight

Aircraft : 1

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

Aircraft : 2

Make Model Name : Any Unknown or Unlisted Aircraft Manufacturer
Operating Under FAR Part : Part 91
Navigation In Use.ILS.Other Localizer
Navigation In Use.Other : GPS
Flight Phase.Descent : Approach
Route In Use.Approach : Instrument Non Precision

Person : 1

Affiliation.Other : Personal
Function.Flight Crew : Single Pilot
Qualification.Pilot : Instrument
Qualification.Pilot : Multi Engine
Qualification.Pilot : Private
Experience.Flight Time.Last 90 Days : 40
Experience.Flight Time.Total : 2500
Experience.Flight Time.Type : 1000
ASRS Report : 715336

Person : 2

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

Events

Anomaly.Conflict : Ground Less Severe
Anomaly.Incursion : Runway
Anomaly.Other Spatial Deviation
Independent Detector.Other.Flight CrewA : 1
Independent Detector.Other.Flight CrewB : 2
Resolatory Action.None Taken : Anomaly Accepted

Assessments

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

Narrative

VYS IS MY HOME BASE. IT IS AN UNCTLED ARPT WITH AN AWOS. ONE RWY, 18/36. RWY 36 HAS A PARALLEL TXWY, RWY 18 DOES NOT. I RECEIVED MY WX BRIEFING (DUATS), FILED A FLT PLAN AND GOT MY PLANE READY TO GO. MY PRACTICE IS TO TAXI TO THE ACTIVE BEFORE CALLING FOR A VOID TIME CLRNC SO THAT I TIE UP THE ARPT FOR AS SHORT A TIME AS POSSIBLE. I ANNOUNCED ON THE UNICOM THAT I WAS BACK-TAXIING ON RWY 18. I WAS BACK-TAXIING ON RWY 18 WHEN AN ACFT ANNOUNCED THAT THEY WERE ON A 2 1/2 MI FINAL TO RWY 18. THEY CALLED RIGHT BACK AND ASKED IF I WAS STILL ON THE RWY. I REPLIED THAT I WAS BUT WOULD BE OUT OF THE WAY IN TIME. I WAS OUT OF THE WAY -- BUT BARELY. JUST AS I TURNED IN TO THE HOLDING AREA THEY POPPED OUT OF THE CLOUDS AT ABOUT 100 FT AGL, LESS THAN 1/8 MI AND ABOUT 100 FT W OF THE RWY. HE CORRECTED HIS APCH AND LANDED. THE WHOLE INCIDENT LASTED ABOUT 1 MIN. I MADE A POOR DECISION: 1) I EXPECTED TO SEE THEM LONG BEFORE I DID AS THE AWOS WAS RPTING 600 AND 2. 2) I THOUGHT I HAD MORE TIME TO TAXI BECAUSE THEY SAID THEY WERE 2 1/2 MI OUT. I WAS WRONG ON BOTH COUNTS. TURNING BACK WAS NOT AN OPTION FOR ME AS THAT WOULD HAVE TAKEN LONGER THAN CONTINUING TO THE HOLDING AREA, BUT I COULD HAVE PULLED OFF INTO THE GRASS. I SHOULD NEVER BE IN THAT POS AGAIN BECAUSE FROM NOW ON, AFTER ANNOUNCING THAT I AM GOING TO TAXI ON THE ACTIVE, I WILL STOP AND WAIT FOR A TIME TO SEE IF ANYONE SAYS THEY ARE ON AN APCH. HOWEVER, IF SOMEHOW I AM IN THAT SITUATION AGAIN, I WILL IMMEDIATELY EXIT THE RWY. THERE SHOULD HAVE NOT BEEN ANY IMMINENT THREAT OF AN ACCIDENT AS HE COULD HAVE GONE AROUND. HOWEVER, IT APPEARED THAT HE HAD NO INTENTION OF DOING SO.

Synopsis

DEPARTING AN UNCTLED FIELD IFR, PLT BACK-TAXIES ON THE ONE RWY AND CONFRONTS AN INBOUND IFR ACFT JUST IN TIME TO EXIT INTO RUNUP AREA AHEAD OF THEIR ARR.

ACN: 714949

Time / Day

Date : 200610
Day : Sat
Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : DYL.Airport
State Reference : PA
Altitude.AGL.Single Value : 100

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Operator.General Aviation : Personal
Make Model Name : SR20
Operating Under FAR Part : Part 91
Flight Phase.Landing : Go Around
Flight Phase.Landing : Missed Approach

Aircraft : 2

Make Model Name : Skyhawk 172/Cutlass 172
Operating Under FAR Part : Part 91
Flight Phase.Climbout : Takeoff

Person : 1

Affiliation.Other : Personal
Qualification.Pilot : Commercial
Qualification.Pilot : Instrument
Qualification.Pilot : Multi Engine
Experience.Flight Time.Last 90 Days : 15
Experience.Flight Time.Total : 600
Experience.Flight Time.Type : 550
ASRS Report : 714949

Person : 2

Affiliation.Government : Military
Qualification.Pilot : Private
Experience.Flight Time.Last 90 Days : 18
Experience.Flight Time.Total : 330
Experience.Flight Time.Type : 330
ASRS Report : 715060

Events

Anomaly.Conflict : NMAC
Anomaly.Incursion : Runway
Anomaly.Non Adherence : FAR
Anomaly.Other Spatial Deviation
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Executed Go Around
Resolatory Action.None Taken : Insufficient Time
Miss Distance.Horizontal : 20
Miss Distance.Vertical : 100

Assessments

Problem Areas : Airport
Problem Areas : Flight Crew Human Performance

Narrative

I WAS ON A VERY SHORT FINAL TO LAND ON RWY 23, WHEN I HEARD AN ACFT BROADCAST THAT THEY WERE TAKING THE ACTIVE RWY. I NOTICED THAT THE ACFT HAD NOT PASSED THE HOLD LINE, AND I IMMEDIATELY XMITTED THAT I WAS ON SHORT FINAL. I OBSERVED THAT THE DEPARTING ACFT STILL HAD SUFFICIENT TIME TO STOP AFTER MY XMISSION, AND REMAIN CLR OF THE ACTIVE RWY. INSTEAD OF STOPPING, THE DEPARTING ACFT ACTUALLY SPED UP. WHEN I REALIZED THIS, I IMMEDIATELY EXECUTED A FORCED GAR, SINCE THERE WAS NO POSSIBILITY OF LNDG WITHOUT THE 2 ACFT COLLIDING. I THEN TRIED TO ESTABLISH COMS WITH THE DEPARTING ACFT TO ENSURE THEY KNEW OF MY POS. I RECEIVED NO RESPONSE AFTER SEVERAL ATTEMPTS. THE LACK OF RESPONSE FROM THE ACFT CONTINUED TO COMPROMISE THE SAFETY OF MY PAX AND ME. IN ADDITION, THE GAR HAD FORCED US TO BE IN A DANGEROUS POS WITH OTHER ACFT THAT WERE ENTERING THE PATTERN VIA A XWIND ENTRY, SINCE I WAS AT A HIGHER ALT ABOVE THE RWY THAN NORMAL FOR A DEPARTING ACFT. I FINALLY TOLD THE ACFT THAT I COULD NO LONGER SEE IT BECAUSE IT WAS UNDER MY WING. THIS TIME I RECEIVED A RESPONSE THAT THEY WOULD CONTINUE TO GO STRAIGHT OUT, AND THAT I SHOULD JUST CIRCLE AROUND THEM. THIS RESPONSE CAME WITH A LOT OF ATTITUDE FROM THE OTHER PLT, LIKE THEY WERE DISGUSTED AT ME FOR BOTHERING THEM. SUPPLEMENTAL INFO FROM ACN 715060: I ANNOUNCED OVER THE UNICOM THAT I WAS TAKING THE ACTIVE RWY 23 AND TAXIED ONTO RWY 23 AND BEGAN MY TKOF ROLL. I ANNOUNCED MY L XWIND TURN AND CONTINUED TO CLB ABOVE PATTERN ALT AND EXITED THE PATTERN TO THE SE AND THEN CHANGED HDG TO E TO CONTINUE OUR TRAINING MISSION. I STAYED ON DYL UNICOM FREQ UNTIL REACHING NEW HOPE, PA. AT THIS POINT I SWITCHED OVER TO TTN TWR TO MONITOR AIR TFC TRANSITIONING IN THE AREA OVER NEW HOPE AND LAMBERTVILLE. (NOTE: AFTER WHEELS UP AT DYL, I DID NOT HEAR ANY CONVERSATION OVER THE DYL UNICOM EXCEPT FOR MY ANNOUNCEMENTS.)

Synopsis

CIRRUS SR20 PLT HAS AN NMAC AT DYL.

ACN: 714818

Time / Day

Date : 200610
Day : Sat
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : E16.Airport
State Reference : CA
Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Operator.General Aviation : Personal
Make Model Name : Any Unknown or Unlisted Aircraft Manufacturer
Operating Under FAR Part : Part 91
Flight Phase.Ground : Position And Hold

Aircraft : 2

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 : Personal
Function.Flight Crew : Single Pilot
Qualification.Pilot : CFI
Qualification.Pilot : Commercial
Qualification.Pilot : Instrument
Qualification.Pilot : Multi Engine
Experience.Flight Time.Last 90 Days : 29
Experience.Flight Time.Total : 5500
Experience.Flight Time.Type : 3000
ASRS Report : 714818

Person : 2

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

Events

Anomaly.Conflict : Ground Critical
Anomaly.Incursion : Runway
Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure
Anomaly.Other Spatial Deviation
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Took Evasive Action
Miss Distance.Horizontal : 50
Miss Distance.Vertical : 0

Assessments

Problem Areas : Flight Crew Human Performance

Narrative

TAXIING TO THE TKOF END OF RWY 14, I HEARD A PLANE ANNOUNCE ENTERING DOWNWIND FOR RWY 14. HE MIGHT HAVE BEEN SEVERAL MI OUT OR IN THE DOWNWIND, I DIDN'T HEAR THE WHOLE XMISSION. WHEN I GOT TO THE RUN-UP AREA OF RWY 14 I HELD SO AS TO BE ABLE TO SEE THE APCH END AND LOOKED AND SAW NO ONE EITHER ON BASE OR FINAL. I TAXIED UP TO THE HOLD LINE WHILE ANNOUNCING MY DEP ON RWY 14 FOR A L DOWNWIND DEP. I WAS ON THE HOLD LINE OR JUST CROSSED IT WHEN A PIPER CHEROKEE CROSSED IN FRONT OF ME TOO CLOSE FOR COMFORT. I STOPPED AND HE COMPLETED HIS LNDG. AS HE TAXIED OFF AT THE FAR END OF THE RWY HE XMITTED, 'REMAIN OFF THE RWY UNTIL I AM CLR.' MY ANSWER, 'SURE THING.' WHEN HE WAS CLR I XMITTED 'I LOOKED FOR YOU, I'M SORRY I DIDN'T SEE YOU,' TAXIED ONTO THE RWY AND TOOK OFF. SCARY! IF HE XMITTED HIS POS OTHER THAN THE INITIAL ONE, I NEVER HEARD IT AND WHY I DIDN'T SEE HIM ON FINAL I DON'T KNOW, EXCEPT HE MIGHT HAVE AT THAT INSTANT BEEN SO CLOSE AS TO BE BELOW THE MOUNTAIN HORIZON AND THUS BLENDED INTO IT. ANYWAY, I DIDN'T SEE HIM. I SHOULD HAVE MADE MY ANNOUNCEMENT AND THEN STARTED MY TAXI ONTO THE RWY RATHER THAN BOTH AT THE SAME TIME, AND I WILL IN THE FUTURE. I WAS NOT ALONE AS I THOUGHT I WAS!

Synopsis

A LIGHT SINGLE WAS TAKING THE RWY AT E16 WHEN ANOTHER ACFT LANDED, MISSING HIM BY ABOUT 50 FT.

ACN: 711775

Time / Day

Date : 200609
Day : Fri
Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : LRU.Airport
State Reference : NM
Altitude.AGL.Single Value : 100

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Operator.General Aviation : Personal
Make Model Name : Skylane 182/RG Turbo Skylane/RG
Operating Under FAR Part : Part 91
Flight Phase.Descent : Approach
Flight Phase.Landing : Roll
Route In Use.Approach : Traffic Pattern

Aircraft : 2

Make Model Name : Helicopter
Operating Under FAR Part : Part 91
Flight Phase.Descent : Approach
Route In Use.Approach : Traffic Pattern

Component : 1

Aircraft Component : Air/Ground Communication

Person : 1

Affiliation.Other : Personal
Function.Flight Crew : Single Pilot
Qualification.Pilot : Private
Experience.Flight Time.Last 90 Days : 40
Experience.Flight Time.Total : 1000
Experience.Flight Time.Type : 700
ASRS Report : 711775

Person : 2

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

Person : 3

Affiliation.Other : Personal
Function.Observation : Passenger

Events

Anomaly.Conflict : NMAC
Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Anomaly.Other Spatial Deviation
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Took Evasive Action
Miss Distance.Horizontal : 50
Miss Distance.Vertical : 50

Assessments

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

Narrative

I WAS WBOUND FROM WICHITA FALLS TO LRU. AT ABOUT 10 MI OUT I HEARD A HELI CALL IN 10 MI SE. I THEN CALLED IN AND RPTED 10 MI E ALSO. NO OTHER COM WAS HEARD FROM THE HELI. AT 4 MI I CALLED A L BASE FOR RWY 22. THE UNICOM CAME BACK AND SAID RWY 22 WAS CLOSED, SO I RPTED I WOULD USE RWY 26. I CALLED AGAIN ON FINAL. NO RESPONSE FROM ANYONE. AT ABOUT 50 FT, PWR OFF AND AT ALMOST STALL SPD OVER THE NUMBERS A HELI APPEARED ON MY L, JUST SHORT OF THE TXWY. I ASSUMED HE WAS GOING TO LAND OR TAXI DOWN THE TXWY. SECONDS LATER HE CAME RIGHT OVER THE RWY AND TURNED DOWN IT. I WAS SO CLOSE THAT I HAD ONLY A SECOND TO DECIDE TO EITHER PUSH THE PLANE DOWN ONTO THE RWY AND LAND UNDER HIM OR ATTEMPT TO TURN R WITH NO PWR NO ALT NO AIRSPD AND A FULL LOAD. I DID NOT THINK I COULD MAKE SUCH A RADICAL MANEUVER WITHOUT STALLING, SO I WENT UNDER THE HELI. I ALSO YELLED MY INTENTIONS OVER THE RADIO AS SOON AS I KNEW I WAS GOING UNDER HIM. I CONTACTED THE PERSON ON THE RADIO AFTERWARDS AND THEY VERIFIED THAT THERE WAS NO COM FROM THE HELI AFTER THE 10 MI CALL. BUT THEY DID HEAR ME AND HAD TALKED TO ME IN THE PATTERN. I THEN TALKED TO THE NURSE ON BOARD THE HELI AND SHE INFORMED ME THAT THEY HAD BEEN HAVING PROBS WITH THE RADIO ALL MORNING, ALTHOUGH THE PLT WOULD NOT ADMIT IT. I BELIEVE SOMEONE HAD BAD RADIOS. I CHKED MINE OUT EVERY WAY I COULD, BUT FOUND NOTHING. MY PLANE IS A 1998 WITH APPROX 1000 HRS ON IT, WHICH MAKES IT EVEN MORE UNLIKELY TO HAVE A PROB. I ALSO CHKED THE FAR'S AND IF I AM READING THEM RIGHT 91-126 B2, 91-127 A, AND 91-129 F2 ALL STATE THAT HELI'S MUST AVOID THE FLOW OF FIXED WING ACFT AT UNCTLED ARPTS. ALSO 91-119 D MAY APPLY. THIS RPT WAS ALSO GIVEN VIA PHONE TO ZAB AT THE TIME OF THE INCIDENT.

Synopsis

A C182 PLT APCHING LRU HAD NEAR MISS WITH A HELI THAT WAS NOT RPTING POSITIONS ON CTAF.

ACN: 711374

Time / Day

Date : 200609
Day : Mon
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : MMV.Airport
State Reference : OR
Altitude.AGL.Single Value : 200

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.Descent : Approach
Route In Use.Approach : Visual

Aircraft : 2

Make Model Name : Gulfstream I (Large Turboprop)
Flight Phase.Climbout : Takeoff
Flight Phase.Ground : Takeoff Roll

Person : 1

Function.Flight Crew : Single Pilot
Qualification.Pilot : Private
Experience.Flight Time.Last 90 Days : 16.3
Experience.Flight Time.Total : 183.5
Experience.Flight Time.Type : 10
ASRS Report : 711374

Person : 2

Function.Flight Crew : Captain
Function.Oversight : PIC

Person : 3

Function.Other Personnel.Other

Events

Anomaly.Other Spatial Deviation
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Took Evasive Action

Assessments

Problem Areas : Airport

Problem Areas : Flight Crew Human Performance

Narrative

THE WX WAS UNUSUALLY CLR AND PLEASANT (SEVERE CLR). WINDS WERE LIGHT AND VARIABLE. ON A SHORT (34 NM) VFR FLT FROM VUO (PEARSON AIRFIELD, VANCOUVER, WA) TO MMV (MCMINNVILLE, OR), I MONITORED THE MMV ASOS AND LEARNED THAT THE WIND WAS 040 DEGS AT 3 KTS AND CHOSE RWY 4 FOR MY INTENDED LNDG. APCHING MMV AT ABOUT 15 MI OUT, I COULD SEE THE FIELD CLRLY. THERE WAS NO VISIBLE USE OF THE RWYS OR TXWYS. I MONITORED THE CTAF AND HEARD XMISSIONS FROM VUO (30+ NM AWAY) AND CVO (CORVALLIS, OR, 40+ NM AWAY), AS WELL AS FROM MMV (ALL 3 ARPTS USE THE SAME CTAF FREQ). SOME XMISSIONS WERE 'STEPPED ON,' SINCE THERE SEEMED TO BE MANY ACFT IN THE AREA, PROBABLY BECAUSE OF THE EXCELLENT WX. FROM MMV, I HEARD A HELI ANNOUNCE 'ILS APCH (GARBLED) FAR END OF RWY 22' AND ASSUMED THERE WOULD BE NO CONFLICT. I HEARD A SEPARATE 'STEPPED ON' XMISSION ABOUT AN ILS APCH (LOCATION AND RWY UNKNOWN) AND ASSUMED IT WAS THE HELI AGAIN. I ANNOUNCED MY INTENTIONS ON MMV CTAF ON 45 DEGS TO DOWNWIND, ON DOWNWIND, ON BASE, AND ON FINAL. DURING THAT TIME, I HEARD SOME GARBLED AND 'STEPPED ON' XMISSIONS (SOURCES UNKNOWN). THE HELI AT MMV XMITTED 'I HAVE YOU IN SIGHT, I'M RIGHT ABOVE YOU.' I ASSUMED THAT HE WAS ACKNOWLEDGING ME. WHILE ON SHORT FINAL (APPROX 200 FT AGL), I OBSERVED A GULFSTREAM TURBOPROP HEADED TOWARD ME ON RWY 22. IT DEPARTED MMV IN A STEEP CLBING TURN TO THE L. A GAR ON MY PART WAS UNWISE AT THAT POINT, AND I PROCEEDED TO LAND AND PARK IN THE TIE-DOWN AREA NEAR THE DEP END OF RWY 22. A MAN DROVE UP IN AN ARPT SVC CART AND ASKED IF HE COULD BE OF HELP. I TOLD HIM THAT I WAS ONLY STAYING ABOUT 5 MINS. HE THEN ADVISED ME THAT ON CALM-WIND DAYS, RWY 22 IS THE DEFAULT RWY AT MMV (NOTE: THERE WAS NO INDICATION OF THIS IN THE ARPT DIRECTORY WHEN I CHKED IT PRIOR TO COMMENCING MY FLT NOR WHEN I RECHKED IT AFTER RETURNING TO VUO. NEITHER IS THERE ANY INDICATION OF THIS IN THE AOPA 'MEMBERS COMMENTS' SECTION OF THEIR ON-LINE ARPT DIRECTORY). WHILE PARKED FOR ABOUT 10 MINS, THERE WAS ONE LCL TAXI AND DEP FROM MMV AND NO VISUAL EVIDENCE OF EITHER THE HELI OR THE GULFSTREAM. I RESTARTED, MONITORED MMV CTAF, AND HEARD NO XMISSIONS EXCEPT SOMEONE ON '5 MI FINAL TO MCMINNVILLE.' I ANNOUNCED MY INTENTIONS, AND DEPARTED MMV ON RWY 22. AS SOON AS I REACHED ABOUT 300 FT AGL, I BEGAN TO HEAR XMISSIONS FROM CVO AND VUO AGAIN, INCLUDING 'STEPPED ON' XMISSIONS. THE REMAINDER OF THE FLT WAS UNEVENTFUL. FACTORS AND CORRECTIVE ACTION: 1) THE UNUSUAL WX MAY HAVE CONTRIBUTED TO THE RECEPTION OF THE XMISSIONS OVER LONGER DISTANCES, 2) NEVERTHELESS, THE USE OF THE SAME CTAF FREQ AT MULTIPLE ARPTS WITHIN RECEPTION RANGE SHOULD BE CHANGED, TO AVOID 'STEPPED ON' XMISSIONS, 3) THE ARPT DIRECTORY SHOULD PUBLISH RWY 22 AS THE DEFAULT RWY FOR CALM-WIND CONDITIONS AT MMV, 4) ARRIVING PLTS SHOULD BROADCAST A BLIND REQUEST FOR RWY/TA'S, SUCH AS 'ANY MCMINNVILLE TFC, PLEASE ADVISE RWY IN USE' OR WORDS TO THAT EFFECT, RATHER THAN MAKING AN ASSUMPTION BASED ONLY ON AN AUTOMATED WX ANNOUNCEMENT, 5) PLTS SHOULD VERIFY BY EXCHANGED XMISSIONS THAT SOMEONE ANNOUNCING USE OF THE OPPOSITE END OF A RWY (EVEN JUST A HELI) IS IN FACT, NOT A CONFLICT, AND 6) TFC IN THE PATTERN SHOULD CLRLY ANNOUNCE A WARNING

WHEN A POTENTIAL CONFLICT IS SUSPECTED, SUCH AS 'MCMINNVILLE TFC, BE ADVISED RWY 22 IS IN USE, DO NOT USE RWY 4' OR WORDS TO THAT EFFECT.

Synopsis

A C150 PLT APCHED CTAF MMV RWY 4 VFR NOT KNOWING THE DEFAULT CALM WIND RWY WAS RWY 22. PLT AVOIDED A GULFSTREAM DEPARTING OPPOSITE DIRECTION RWY 22.

ACN: 711257

Time / Day

Date : 200609
Day : Sun
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.AGL.Bound Lower : 0
Altitude.AGL.Bound Upper : 75

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Operator.General Aviation : Personal
Make Model Name : Robinson R44
Operating Under FAR Part : Part 91
Flight Phase.Ground.Other

Person : 1

Affiliation.Other : Personal
Function.Flight Crew : Single Pilot
Qualification.Pilot : CFI
Qualification.Pilot : Commercial
Qualification.Pilot : Instrument
Qualification.Pilot : Multi Engine
Experience.Flight Time.Last 90 Days : 30
Experience.Flight Time.Total : 4000
Experience.Flight Time.Type : 300
ASRS Report : 711257

Events

Anomaly.Conflict : Ground Less Severe
Anomaly.Ground Encounters.Other
Anomaly.Other Spatial Deviation
Anomaly.Other Spatial Deviation
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Took Evasive Action

Assessments

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

Narrative

I WAS IN A NORMAL (APPROX 3 FT AGL) HOVER-TAXI FROM THE PARKING AREA TO THE ACTIVE RWY. A PEDESTRIAN EMERGED FROM A BLIND SPOT AT MY 11 O'CLOCK POS, AND TO AVOID THEM, I RAISED THE HELI TO A 50-75 FT HOVER AND SIMULTANEOUSLY DIVERTED THE TAXI PATH IN A 2 O'CLOCK DIRECTION. IN DIVERTING, I OVERFLEW SOME PARKED ACFT. ONE OF THEM (A CONVENTIONAL GEAR ACFT) WAS APPARENTLY NEITHER TIED DOWN NOR CHOCKED, AND ITS PARKING BRAKE WAS NOT SET. IT CONSEQUENTLY WXVATED DUE TO MY DOWNWASH. NO DAMAGE WAS DONE. DURING FUTURE VISITS TO ZZZ (AND OTHER ARPTS) I WILL LOOK FOR TAXI PATHS THAT ARE WELL CLR OF ACFT AND POSSIBLE BLIND SPOTS.

Synopsis

AN R44 PLT HOVER-TAXIING CLBED AND DIVERTED AWAY FROM PEDESTRIAN TFC. IN THE PROCESS HE OVERFLEW AN ACFT NOT TIED DOWN.

ACN: 709479

Time / Day

Date : 200609
Day : Sat
Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : O22.Airport
State Reference : CA
Altitude.MSL.Single Value : 3100

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
Navigation In Use.Other : Pilotage
Flight Phase.Descent : Approach
Route In Use.Approach : Traffic Pattern

Aircraft : 2

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

Person : 1

Affiliation.Other : Personal
Function.Flight Crew : Single Pilot
Qualification.Pilot : CFI
Qualification.Pilot : Commercial
Qualification.Pilot : Instrument
Qualification.Pilot : Multi Engine
Experience.Flight Time.Last 90 Days : 30
Experience.Flight Time.Total : 2020
Experience.Flight Time.Type : 1000
ASRS Report : 709479

Person : 2

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

Events

Anomaly.Conflict : NMAC
Anomaly.Other Spatial Deviation
Independent Detector.Other.Flight CrewA : 1
Independent Detector.Other.Flight CrewB : 2
Resolatory Action.Flight Crew : Exited Adverse Environment
Resolatory Action.Flight Crew : Took Precautionary Avoidance Action
Miss Distance.Horizontal : 75
Miss Distance.Vertical : 150

Assessments

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

Narrative

DURING A VFR FLT TO COLUMBIA (O22), FIRE FIGHTING AIR TANKERS WERE OPERATING. I WAS APCHING FROM THE SE. I COULD HEAR 2 TANKERS APCHING FROM MY 6 O'CLOCK POS AND OVERTAKING ME AT MY ALT. THE FIRST PASSED ME AND I FOUND MYSELF SANDWICHED BTWN THE FIRST ONE AND SECOND ONE. AS THE SECOND WAS APCHING FROM MY 6 O'CLOCK POS I ROCKED MY WINGS AND HE ACKNOWLEDGED ON THE RADIO THAT HE WAS 6 MI SE OF O22 PREPARING TO ENTER THE PATTERN ON A XWIND ENTRY FOR RWY 35 AND HAD THE CESSNA ROCKING THE WINGS IN SIGHT. BESIDES MYSELF, 3 OTHER VFR ACFT WERE APCHING O22 FOR LNDG. IN ORDER OF APCH: THE FIRST WAS A STATIONAIR, THE SECOND WAS A RAND, I WAS THE THIRD, AND THE FOURTH WAS A SKYLANE RPTING 20 MI OUT. ALL THE CIVILIAN ACFT WERE MANEUVERING TO ENTER THE PATTERN ON THE 45 DEG ENTRY POS OVER A BRIDGE TO ENTER R TFC FOR RWY 17. THE AIR TANKERS WERE ENTERING ON THE XWIND LEG TO FLY L TFC FOR RWY 35. THE RAND PLT RPTED THAT HE WAS BREAKING OUT OF THE PATTERN AND RETURNING TO THE 45 DEG ENTRY POINT TO ALLOW THE FIRST TANKER TO LAND. HE REQUESTED THE TANKER PLT GIVE HIM A CALL ON THE RADIO AFTER HE HAD LANDED AND THEN HE WOULD LAND. HE SOUNDED PROFESSIONAL ON THE RADIO, BUT MILDLY FLUSTERED. AS THE SECOND TANKER PLT APCHED, HE SCOLDED THE STATIONAIR AND RAND PLTS BECAUSE THEY WERE BLOCKING EACH OTHER'S XMISSIONS BY XMITTING SIMULTANEOUSLY. HE THOUGHT THIS WAS CREATING AN UNSAFE ENVIRONMENT. AT THIS POINT I AM AT THE 45 DEG ENTRY POINT. I HAVE THE STATIONAIR IN SIGHT. HE IS NOW #1 FOR RWY 17. HE IS ABOUT TO TURN FROM BASE TO FINAL FOR RWY 17. THE RAND PLT RPTS HE IS BREAKING OUT OF THE PATTERN A SECOND TIME AND RETURNING TO THE 45 DEG ENTRY POINT. THAT WOULD PUT ME #2 BEHIND THE STATIONAIR, AS I WAS ENTERING THE R DOWNWIND LEG AT 3100 FT MSL AT THE 45 DEG POINT. COLUMBIA ARPT ALSO HAS A GRASS RWY INTERSECTING RWY 17/35. IT IS RWY 29. ULTRALIGHTS AND OTHER ACFT USE THIS STRIP AND FLY A SLIGHTLY LOWER L-HAND TFC PATTERN. WHILE I WAS ON THE DOWNWIND LEG, I SAW WHAT LOOKED LIKE AN ULTRALIGHT ACFT. IT WAS BELOW ME AND TO THE L PARALLELING ME. IT WAS FLYING VERY SLOWLY, ABOUT 60 KTS. FOR AN INSTANT I THOUGHT IT WAS AN ULTRALIGHT WORKING THE GRASS RWY. I DIDN'T KNOW WHAT TYPE OF ACFT A RAND IS, BUT I DIDN'T EXPECT TO SEE AN ACFT ON THE DOWNWIND. AT THIS POINT, IF I BREAK OUT OF THE PATTERN WITH A L TURN, I'LL BE TURNING BLIND TOWARD THE 45 DEG ENTRY POINT (I'M IN A HIGH WING) WHERE THE SKYLANE WILL BE AND I'LL LOSE SIGHT OF THE TANKER. I WAS QUICKLY OVERTAKING THE RAND WITH A 60 KT OVERTAKE. MY INSTANT

DECISION: I THOUGHT THE SAFEST THING TO DO WOULD BE TO CONTINUE, OVERTAKING THE SLOWER ACFT TO THE R. THE PLT OF THE RAND BERATED ME ON THE RADIO: 'I DON'T LIKE YOU FLYING OVER ME LIKE THAT.' I SAID I WAS, 'SORRY, I THOUGHT YOU WERE AN ULTRALIGHT MAKING FOR THE GRASS STRIP.' I DIDN'T KNOW WHY HE HADN'T BROKEN OUT AS HE RPTED. NO OTHER EXCHANGES WERE MADE. AS I THOUGHT ABOUT IT, THAT ACFT COULDN'T BE USING THE GRASS RWY BECAUSE OF ITS POS ON THE DOWNWIND FOR RWY 17. I HAVE DISCUSSED THIS SITUATION WITH OTHER PLTS AND THE ONLY OTHER WAY TO HANDLE THIS SITUATION WOULD HAVE BEEN TO CLB UP OUT OF THE PATTERN. BASICALLY, THERE WERE 6 ACFT MANEUVERING TO LAND IN OPPOSITE DIRECTIONS ON THE SAME RWY. ALL THE CIVILIAN PLTS WERE GIVING WAY TO THE TANKERS. I BELIEVE ALL INVOLVED WERE TRYING TO OPERATE SAFELY. I WAS NOT TRYING TO GAIN AN ADVANTAGE TO LAND BEFORE ANYONE ELSE. I BELIEVE THE ROOT OF THE PROB WAS THE UNFAMILIARITY OF THE RAND PLT WITH THE OPS AT COLUMBIA ARPT. I USED TO BE AN INSTRUCTOR THERE. HE RPTED BREAKING OUT OF THE PATTERN TWICE, WHICH ADDED A LEVEL OF CONFUSION TO THE REST OF THE PLTS. WHAT IS HE DOING AND WHERE IS HE? TIME SPENT ON THE RADIO EXPLAINING HIS ACTIONS LED TO THE FRUSTRATION OF THE SECOND TANKER PLT BY VENTING OVER TO HIS XMISSION SCOLDING THE PLTS. A CONTRIBUTING FACTOR: I WASN'T FAMILIAR WITH THE RAND TYPE OF ACFT. I DIDN'T KNOW WHAT IT LOOKS LIKE, ITS PERFORMANCE, ETC. I COULD HAVE SPOKEN UP ON THE RADIO BUT I WANTED TO KEEP MY XMISSIONS BRIEF BECAUSE THERE WERE ALREADY TOO MANY PEOPLE TALKING.

Synopsis

MULTIPLE ACFT ATTEMPTING TO LAND AT UNCTLED O22 USING BOTH DIRECTIONS OF RWY 17/35 HAVE PREDICTABLE TFC PROBS. RPTR'S C172 AND HOMEBUILT ACFT HAVE UNACCEPTABLY CLOSE ENCOUNTER.

ACN: 709012

Time / Day

Date : 200609

Day : Mon

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.AGL.Single Value : 600

Environment

Flight Conditions : VMC

Light : Daylight

Aircraft : 1

Make Model Name : Jet Ranger/Kiowa/206

Operating Under FAR Part.Other

Navigation In Use.Other : Pilotage

Route In Use.Arrival : VFR

Aircraft : 2

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

Component : 1

Aircraft Component : Communication Systems

Person : 1

Function.Flight Crew : Single Pilot

Qualification.Pilot : ATP

Qualification.Pilot : CFI

Qualification.Pilot : Commercial

Qualification.Pilot : Instrument

Qualification.Pilot : Multi Engine

Experience.Flight Time.Last 90 Days : 100

Experience.Flight Time.Total : 15000

Experience.Flight Time.Type : 200

ASRS Report : 709012

Person : 2

Function.Flight Crew : Single Pilot

Events

Anomaly.Aircraft Equipment Problem : Less Severe

Anomaly.Conflict : Airborne Critical

Anomaly.Non Adherence : Published Procedure

Anomaly.Other Spatial Deviation

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

Assessments

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

Narrative

I WAS RETURNING FROM AN AERIAL APPLICATION FLT. I APCHED THE ARPT FROM THE SE ON A HDG OF 310 DEGS. I WAS N OF THE RWY EXTENDED CTRLINE AND WAS PLANNING TO LAND ON THE RAMP. APPROX 1/2 MI FROM THE DEP END OF RWY AND AT 600 FT, I OBSERVED A PIPER AT THE SAME ALT AND APPROX 300 FT TO MY L. SINCE WE WERE ABEAM AND IN OPPOSITE HDGS NO EVASIVE ACTIONS WERE TAKEN. I HAD MADE SEVERAL POS CALLS OF MY INTENTIONS TO LAND ON THE RAMP AND HAD HEARD NO RADIO TFC ON THE CTAF. I IMMEDIATELY CHKED MY RADIO PANEL AND THE RADIO WAS SET TO THE CORRECT FREQ. I CONTINUED TO LAND ON THE RAMP AND ON FURTHER CHKING I FOUND MY HEADSET WAS PLUGGED INTO THE COMPANY'S BUSINESS BAND RADIO AND I WAS NOT MONITORING THE CTAF AS I HAD THOUGHT. I HAD FORGOTTEN TO SWITCH THE PLUG TO THE CORRECT RADIO. THE FACT THAT THE PLUG IS ABOVE AND BEHIND THE HEAD DOES NOT LEND IT TO AN EASY VISUAL INSPECTION. PLUS THE LACK OF SIDE TONE WHEN I XMITTED HADN'T RAISED ANY FLAGS, AS THE COMPANY RADIO WHICH I USE WHILE SPRAYING DOESN'T HAVE ANY SIDE TONE. I WAS NOT EXPECTING ANY OTHER TFC AS I HAD WORKED AROUND THE ARPT ON SEVERAL OCCASIONS WITHIN THE PRECEDING 2 MONTHS AND HAD NEVER SEEN ANY OTHER ACFT. I HAD BECOME COMPLACENT WORKING IN A LOW TFC ENVIRONMENT FOR THE PAST 3 MONTHS.

Synopsis

B06 AND PA28 HAVE CLOSE ENCOUNTER. HELI PLT WAS XMITTING INTENTIONS ON WRONG XMITTER.

ACN: 707399

Time / Day

Date : 200608
Day : Fri
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

Operator.General Aviation : Instructional
Make Model Name : Robinson R22
Operating Under FAR Part : Part 91
Navigation In Use.Other : Pilotage
Flight Phase.Climbout : Initial
Route In Use.Approach : Traffic Pattern

Aircraft : 2

Make Model Name : Beechcraft Single Piston Undifferentiated or Other Model
Flight Phase.Climbout : Initial
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 : 100
Experience.Flight Time.Total : 525
Experience.Flight Time.Type : 225
ASRS Report : 707399

Person : 2

Affiliation.Other : Instructional
Function.Instruction : Trainee

Person : 3

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

Events

Anomaly.Conflict : NMAC
Anomaly.Non Adherence : FAR
Anomaly.Other Spatial Deviation
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.None Taken : Insufficient Time
Miss Distance.Horizontal : 500
Miss Distance.Vertical : 0

Assessments

Problem Areas : Airport
Problem Areas : Flight Crew Human Performance

Narrative

WE WERE DEPARTING ON A L XWIND LEG. WE HEARD AN AIRPLANE SELF-ANNOUNCE ON THE CTAF A L DOWNWIND DEP. THE AIRPLANE TURNED AN EARLY L XWIND, PASSING AT OUR ALT AT LESS THAN 500 FT TO OUR R, THEN BANKED HARD L ACROSS OUR FLT PATH AT OUR ALT, AT LESS THAN 500 FT DISTANCE. THEY THEN BEGAN A CLB ON THE DOWNWIND. WE WERE ON AN INSTRUCTIONAL FLT, AND HAD BEEN IN THE TFC PATTERN FOR SEVERAL LNDGS. CTAF CALLS WERE BEING MADE, AND OUR NAV AND POS ANTI-COLLISION LIGHT WERE ON.

Synopsis

ROBINSON R22 FLT CREW HAS AN NMAC WITH BONANZA WHILE DEP ZZZ.

ACN: 707138

Time / Day

Date : 200608
Day : Tue
Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : S69.Airport
State Reference : MT

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
Route In Use.Approach : Traffic Pattern
Route In Use.Approach : Visual

Person : 1

Affiliation.Other : Personal
Function.Flight Crew : Single Pilot
Qualification.Pilot : Private
Experience.Flight Time.Last 90 Days : 32
Experience.Flight Time.Total : 10232
Experience.Flight Time.Type : 900
ASRS Report : 707138

Person : 2

Affiliation.Other : Personal
Function.Observation : Passenger

Person : 3

Affiliation.Other : Contracted Service
Function.Observation : Observer

Events

Anomaly.Non Adherence : FAR
Anomaly.Other Spatial Deviation
Resolatory Action.None Taken : Detected After The Fact

Assessments

Problem Areas : Airport
Problem Areas : Flight Crew Human Performance

Narrative

WITH ME FLYING, MY WIFE AND I LANDED AT OUR HOME ARPT (S69) LINCOLN, MT, AFTER THE UNITED STATES FOREST SVC DECLARED IT CLOSED FOR A FIRE ON A DISTANT RIDGE. THE CIRCUMSTANCE IS THAT THE ARPT HAD BEEN RECENTLY RE-OPENED AFTER ALMOST 1 YR OF BEING CLOSED. ON THE INBOUND FLT INTO LINCOLN AT 10 MI OUT, I DIALED IN THE FREQ 122.9 AND ANNOUNCED MY INTENTIONS TO LAND. THE RADIO WAS SILENT. AS I APCHED THE ARPT, I ANNOUNCED I WAS INBOUND FOR L TFC RWY 22. AT THIS POINT A VOICE SAID, 'THE LINCOLN ARPT IS CLOSED.' I ASKED FOR AN EXPLANATION. I WAS TOLD THAT THERE WAS A FIRE IN THE VICINITY AND ACFT WERE USING THE ARPT AS A BASE TO FIGHT IT. THE VOICE ON THE RADIO ASKED WHY I WANTED TO LAND AND I TOLD HIM THAT MY HANGAR AND MY CAR WERE HERE. HE GAVE ME PERMISSION TO LAND IF I STAYED CLR OF THE HELI TIED DOWN ON A PAD NEAR THE FAR END OF THE RWY. IT WAS THE ONLY ACFT ANYWHERE TO BE SEEN. ONCE I LANDED, HE DROVE DOWN AND TALKED WITH ME. I DID NOT GET HIS NAME. I ASKED HIM IF SINCE THE ARPT WAS NEWLY OPENED AND THERE WAS NO ELECTRICITY RECONNECTED YET, COULD WE TAKE OUR CAR HOME, GET A FEW THINGS, THEN RETURN AND REMOVE OUR PLANE FROM THE ARPT. HE SAID I COULD DO THAT. WE WERE GONE ABOUT 1 1/2 HRS. WE BOARDED THE PLANE, TAXIED OUT AND DID OUR RUN-UP. MY WIFE, WHO WAS NOW FLYING, ANNOUNCED THAT WE WERE DEPARTING RWY 22. A VOICE ON THE RADIO SAID, 'THE LINCOLN ARPT IS CLOSED.' MY WIFE EXPLAINED WE HAD BEEN TOLD WE COULD DEPART. THERE WAS NO RESPONSE ON THE RADIO, SO WE DEPARTED.

Synopsis

C172 PLT DEPARTED A CLOSED ARPT.

ACN: 706112

Time / Day

Date : 200608
Day : Sat
Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : BHB.Airport
State Reference : ME

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

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

Aircraft : 2

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

Person : 1

Affiliation.Other : Personal
Function.Flight Crew : Single Pilot
Qualification.Pilot : Instrument
Qualification.Pilot : Private
Experience.Flight Time.Last 90 Days : 40
Experience.Flight Time.Total : 560
Experience.Flight Time.Type : 400
ASRS Report : 706112

Person : 2

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

Events

Anomaly.Conflict : Ground Less Severe
Anomaly.Incursion : Runway
Anomaly.Non Adherence : FAR
Anomaly.Other Spatial Deviation

Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Took Precautionary Avoidance Action

Assessments

Problem Areas : Airport
Problem Areas : Flight Crew Human Performance

Narrative

I WAS FIRST IN LINE TO DEPART BAR HARBOR ARPT (BHB). THE CIRCUIT WAS BUSY WITH ARRS. THERE WERE 2 PLANES ON FINAL. THE FIRST A CESSNA STATIONAIR ON SHORT FINAL AND A LEARJET ON 4 MI FINAL. AS THE STATIONAIR TOUCHED DOWN I CALLED THE LEAR AND TOLD HIM I WOULD DEPART RWY 4 BEFORE HIM WITH A ROLLING START IF THE LNDG ACFT (THE CESSNA STATIONAIR) CLRED THE RWY IN TIME. JUST AFTER THAT THE STATIONAIR CALLED 'BAR HARBOR, STATIONAIR CLR OF THE ACTIVE.' HE HAD DONE A SHORT FIELD APCH AND HAD PULLED OFF AT THE FIRST TXWY. I VISUALLY CHKED FOR TFC AND THE LEAR CALLED 4 MI FINAL. I ALSO CHKED THE STATIONAIR AND HE WAS ON THE TXWY EXIT FROM THE RWY. I CALLED AS FOLLOWED 'BAR HARBOR TFC CIRRUS ENTERING AND ROLLING RWY 4 BAR HARBOR.' I PWRED UP ON THE TURN TO MAKE A QUICK DEP. AS I WAS STRAIGHTENING UP ON THE RWY ROLLING AT REASONABLE SPD, A C172 CALLED THAT HE WAS XING RWY 4 BAR HARBOR. HE WAS MOVING WHEN HE CALLED. I SIMULTANEOUSLY CALLED TO TELL HIM TO 'HOLD -- CIRRUS ROLLING ON RWY 4' AND PULLED THE PWR MOMENTARILY BUT HE WAS MOVING QUICKLY AND WHEN HE WAS CLR I PWRED UP AGAIN AND CONTINUED TKOF ROLL AND TOOK OFF UNEVENTFULLY. AS I WAS ROLLING SOMEONE ON THE RADIO SAID THERE HAD BEEN '3 PLANES ON THE RWY' AND 'SMART MOVE CIRRUS' SARCASTICALLY. I REPLIED 'HE CALLED CLR' AS I THOUGHT HE WAS REFERRING TO THE STATIONAIR WHO WAS NOT MOVING FURTHER OFF THE CROSS TXWY/RWY EXIT AND MAY NOT HAVE BEEN COMPLETELY OVER THE HOLD SHORT LINE (EXITING) EVEN THOUGH HE HAD CALLED CLEAR. THE OTHER PLANE HE WAS REFERRING TO WOULD HAVE BEEN THE 172 WHO CROSSED WHILE I WAS ROLLING. IN MY OPINION THE MOST DANGEROUS ACTION WAS THE 172 CROSSING AFTER I HAD CALLED AND INFORMED EVERYONE THAT I WAS ENTERING AND ROLLING RWY 4 AND WAS OBVIOUSLY MOVING AT SPD IN THE TURN. SINCE HE MOVED RAPIDLY ACROSS THE RWY THERE WAS NO CONFLICT BUT IF HE HAD ACCIDENTALLY STOPPED ON THE RWY FOR SOME REASON I WOULD HAVE HAD TO ABORT THE TKOF WITH HARD BRAKING.

Synopsis

CIRRUS SR22 PLT DURING TKOF ROLL HAS ANOTHER ACFT EXECUTE A RWY INCURSION AT BHB.

ACN: 705734

Time / Day

Date : 200608
Day : Tue
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : LDJ.Airport
State Reference : NJ
Altitude.AGL.Single Value : 300

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Operator.General Aviation : Personal
Make Model Name : Navion Aircraft Corp Undifferentiated or Other Model
Operating Under FAR Part : Part 91
Navigation In Use.Other : Pilotage
Flight Phase.Climbout : Initial
Route In Use.Departure : VFR

Aircraft : 2

Make Model Name : Helicopter
Navigation In Use.Other : Pilotage
Flight Phase.Climbout : Initial

Person : 1

Affiliation.Other : Personal
Function.Flight Crew : Single Pilot
Qualification.Pilot : Private
Experience.Flight Time.Last 90 Days : 35
Experience.Flight Time.Total : 960
Experience.Flight Time.Type : 300
ASRS Report : 705734

Person : 2

Function.Oversight : PIC

Events

Anomaly.Conflict : NMAC
Anomaly.Non Adherence : Required Legal Separation
Anomaly.Other Spatial Deviation
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.None Taken : Detected After The Fact

Miss Distance.Horizontal : 50

Miss Distance.Vertical : 200

Assessments

Problem Areas : Flight Crew Human Performance

Narrative

AT LINDEN, NJ, THERE IS BUSY HELI TFC. DURING PREFLT OF MY FIXED WING ACFT, I NOTICED THAT HELIS TAKE OFF FROM THE RAMP, THEN FLY AT LOW LEVEL TO THE MID POINT OF THE RWY, AND THEN TURN TO THE RWY DIRECTION AND CLB OUT. FIXED WING ACFT TAXI TO THE END OF THE RWY, WHERE A FENCE OBSCURES THE VIEW OF HELIS ON THE RAMP. I CALLED 'LINDEN TFC NAVION TAKING THE ACTIVE 27 LINDEN,' THEN LINED UP AND TOOK OFF. I DO NOT RECALL HEARING A RESPONSE (NOT EXPECTED ON UNICOM, UNLESS THERE IS A CONFLICT). I SAW NO TFC IN FRONT OF ME ON THE RWY, AND DO NOT RECALL HEARING ANOTHER CALL FOR SOMEBODY TAKING OFF. AT APPROX 300 FT, APPROX AS I CROSSED THE ARPT FENCE, I SAW THE CHOPPER UNDER MY L WING. SOMEBODY CALLED ON THE RADIO TO ASK IF I WAS ON FREQ TO WHICH I REPLIED 'YES.'

Synopsis

NAVION PLT HAS AN NMAC WITH HELI TFC AT LDJ.

ACN: 704927

Time / Day

Date : 200607
Day : Sat
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : 103.Airport
State Reference : CA
Altitude.AGL.Single Value : 2000

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

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

Person : 1

Affiliation.Other : Instructional
Function.Instruction : Instructor
Qualification.Pilot : Commercial
Qualification.Pilot : Instrument
Qualification.Pilot : Multi Engine
Experience.Flight Time.Last 90 Days : 40
Experience.Flight Time.Total : 355
Experience.Flight Time.Type : 40
ASRS Report : 704927

Person : 2

Affiliation.Other : Instructional
Function.Instruction : Trainee

Person : 3

Events

Anomaly.Conflict : Airborne Critical
Anomaly.Inflight Encounter : Skydivers
Anomaly.Non Adherence : Published Procedure
Anomaly.Other Spatial Deviation
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.None Taken : Insufficient Time

Assessments

Problem Areas : Airport

Problem Areas : Flight Crew Human Performance

Narrative

AS WE APCHED THE ARPT, I SAW IT BEFORE MY STUDENT. I WAS ASKING HIM QUESTIONS, PROMPTING HIM TO FIND THE ARPT BY HIMSELF. WHEN HE FINALLY DID REALIZE OUR PROX TO THE ARPT, I TOLD HIM, 'WE'D BETTER MAKE A RADIO CALL, YOU SEE WE'RE ONLY ABOUT 5 MI FROM THE ARPT, LET'S START DSNDING TOO.' HE MADE OUR FIRST RADIO CALL AT THAT POINT, ABOUT 5 MI OUT. 'LODI TFC, CESSNA XXXX IS 5 MI SE 4500 FT DSNDING, REQUEST ARPT ADVISORY, LODI.' NO ONE RESPONDED, SO WE CONTINUED TOWARD THE ARPT, AND BEGAN A STEEPER-THAN-NORMAL DSCNT SO WE COULD OVERFLY THE AIRFIELD 1000 FT ABOVE TFC PATTERN ALT, IN ORDER TO VIEW THE WINDSOCK. AS WE APCHED THE ARPT (APPROX 1 MI), I NOTICED A DHC6 TWIN OTTER VERY CLOSE TO OUR AIRPLANE, AT OUR 3 O'CLOCK POS FLYING TOWARD US. I TOOK THE CTLS FROM MY STUDENT, AND PUSHED THE NOSE DOWN TO QUICKLY DSND OUT OF THE FLT PATH OF THE AIRPLANE. I IMMEDIATELY MADE A RADIO CALL 'CESSNA XXXX WE HAVE THE TWIN OTTER IN SIGHT, ABOUT 1 MI S OF THE ARPT, DO YOU SEE US?' NO RESPONSE CAME, AND WE CONTINUED FOR ANOTHER 20 SECONDS OR SO, AT WHICH TIME WE WERE OVER THE ARPT AND WE SAW A PARACHUTE AT OUR 2 O'CLOCK POS ONLY A FEW HUNDRED YARDS AWAY. I IMMEDIATELY LOOKED ABOVE US AND ALL AROUND US FOR OTHER PARACHUTES, BUT DID NOT SEE ANY. A VOICE CAME OVER THE RADIO (THE FIRST WE HAD HEARD ON THE FREQ) AND SAID 'THE C150 OVER LODI, YOU JUST FLEW THROUGH AN ACTIVE DROP ZONE!' I SAID 'YEAH, WE JUST REALIZED THAT, I'M REALLY SORRY, WE'RE GONNA GET OUT OF HERE!' THE REPLY CAME 'IT SHOULD BE CLR ABOUT 1 MI E OF THE ARPT.' INSTEAD, WE CONTINUED TO OUR NEXT ARPT OF INTENDED LNDG, WHICH WAS NEARBY.

Synopsis

C152 INSTRUCTOR AND STUDENT ENCOUNTER SKYDIVERS WHILE ENTERING THE TFC PATTERN AT 103.

ACN: 704604

Time / Day

Date : 200607

Day : Tue

Place

Locale Reference.Airport : LIH.Airport

State Reference : HI

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Light : Dusk

Aircraft : 1

Operator.Common Carrier : Air Carrier

Make Model Name : B757-200

Operating Under FAR Part : Part 121

Flight Phase.Ground : Taxi

Person : 1

Affiliation.Company : Air Carrier

Function.Flight Crew : First Officer

ASRS Report : 704604

Person : 2

Affiliation.Company : Air Carrier

Function.Flight Crew : Captain

Function.Oversight : PIC

Person : 3

Affiliation.Company : Air Carrier

Function.Flight Crew : Captain

Function.Oversight : PIC

Events

Anomaly.Conflict : Ground Less Severe

Anomaly.Non Adherence : Published Procedure

Anomaly.Other Spatial Deviation

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.None Taken : Unable

Assessments

Problem Areas : Airport

Problem Areas : Flight Crew Human Performance

Narrative

I WAS THE FO ON FLT XX DEPARTING LIH. WHILE TAXIING OUT TO RWY 3 FOR TKOF I HAD MADE THE APPROPRIATE CALLS ON THE ADVISORY FREQ (THE TWR WAS CLOSED) STATING THAT WE WERE TAXIING FROM THE GATE TO THE DEP END OF RWY 3. AS WE MADE THE R TURN ONTO TXWY A (AT TXWY K) I AGAIN MADE A CALL ON CTAF STATING THAT WE WERE #1 FOR DEP ON RWY 3. I THEN SWITCHED RADIOS TO ZHN TO LET THEM KNOW THAT WE WERE #1 FOR DEP OFF OF RWY 3 AT LIH. IMMEDIATELY UPON DOING SO, I HEARD ACR FLT XY AT THE OTHER END OF THE FIELD STATE ON CTAF (I WAS MONITORING BOTH FREQS FOR SITUATIONAL AWARENESS) THAT THEY WERE GOING TO BACK-TAXI ON RWY 3 FOR DEP. I IMMEDIATELY RESPONDED ON CTAF THAT OUR FLT XX WAS ALREADY AT THE END OF RWY 3 AND WAS #1 FOR DEP. THE CALL WENT UNHEEDED AND WE OBSERVED ACR FLT XY BACK-TAXI DOWN THE RWY AT A FAIRLY HIGH RATE OF SPD AND CUT US OFF AS #1 FOR DEP. AS A RESULT, SOME CONFUSION ENSUED WITH ZHN AS TO WHOM WAS ACTUALLY DEPARTING. ACR FLT XY CUT IN FRONT OF US AND ENTERED THE RWY ENVIRONMENT AT THE OPPOSITE END OF THE FIELD AFTER I HAD MADE THE CALL ON THE CTAF AND AFTER I HAD MADE THE CALL TO ZHN THAT WE WERE #1 FOR DEP. I CAN'T BE SURE THAT THIS WAS AN INTENTIONAL ACT BUT IT SURE SEEMED THAT WAY AND IT DEFINITELY CREATED AN UNSAFE CONDITION. I HAVE BEEN OPERATING OUT OF UNCTLED FIELDS FOR OVER 20 YRS AND HAVE NEVER ENCOUNTERED THIS 'AGGRESSIVENESS' FROM AN ACR BEFORE.

Synopsis

A B757-200 PLT RPTS THAT DURING LIH CTAF OPS AN ACR ACFT DISREGARDED THE RPTR'S POS AND HOLD STATUS AND BACK-TAXIED AT A HIGH RATE OF SPD FROM THE OPPOSITE END OF THE RWY, CUTTING THEM OFF.

ACN: 704594

Time / Day

Date : 200607
Day : Mon
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : DAW.Airport
State Reference : NH
Altitude.AGL.Single Value : 100

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Operator.General Aviation : Personal
Make Model Name : J3 Cub
Operating Under FAR Part : Part 91
Navigation In Use.Other : Pilotage
Flight Phase.Descent : Approach
Route In Use.Approach : Traffic Pattern

Aircraft : 2

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

Component : 1

Aircraft Component : Air/Ground Communication

Person : 1

Affiliation.Other : Personal
Function.Flight Crew : Single Pilot
Qualification.Pilot : ATP
Qualification.Pilot : CFI
Qualification.Pilot : Flight Engineer
Experience.Flight Time.Last 90 Days : 200
Experience.Flight Time.Total : 15000
Experience.Flight Time.Type : 100
ASRS Report : 704594

Person : 2

Function.Flight Crew : Single Pilot

Events

Anomaly.Conflict : NMAC
Anomaly.Other Spatial Deviation
Independent Detector.Other.Flight CrewA : 1
Independent Detector.Other.Flight CrewB : 2
Resolatory Action.Flight Crew : Exited Adverse Environment
Resolatory Action.Flight Crew : Took Evasive Action
Miss Distance.Horizontal : 100
Miss Distance.Vertical : 10

Assessments

Problem Areas : Airport
Problem Areas : Flight Crew Human Performance

Narrative

I WAS DOING TOUCH-AND-GO WHEEL LNDGS FROM PWR-OFF APCHS TO THE RWY. I NORMALLY HAVE A HANDHELD VHF RADIO, BUT THIS DAY IT WAS LEFT BEHIND TO CHARGE THE BATTERY. THE PIPER J3 CUB DOES NOT HAVE AN ELECTRICAL SYS. RWY 33 HAS A R TFC PATTERN. ON MY SECOND CIRCUIT AROUND THE PATTERN ON SHORT FINAL, I HEARD THE PWR UP OF ANOTHER ACFT ENG. (THE DOORS AND WINDOWS OF THE CUB WERE OPEN AND MY ENG WAS AT IDLE, VERY EASY TO HEAR OUTSIDE THE ACFT). AS I TURNED AND LOOKED TO MY L ABOUT 45 DEGS BEHIND MY L SHOULDER I SAW A C172 TURNING TO THE L AND GOING AROUND. HE WAS VERY CLOSE. I TURNED R AND WENT AROUND. I WAS AT 100 FT AGL AND 65 MPH. HE WAS ABOUT THE SAME ALT, BUT FASTER, AND PASSED ME AS HE FLEW DOWN THE L SIDE OF THE RWY. I FLEW DOWN THE R SIDE. I STAYED IN THE TFC PATTERN, HE MADE A L TURN OUT TO THE W AND I DID NOT SEE HIM RETURN TO THE ARPT. I HAD SEARCHED THE TFC PATTERN FOR TFC BUT DID NOT SEE ANY OTHER ACFT EXCEPT FOR A CESSNA WAITING TO TAKE OFF. I NEVER SAW THE CONFLICT ACFT UNTIL I HEARD HIS ENG PWR UP. I ASSUME HE EITHER MADE A STRAIGHT-IN OR L DOWNWIND PATTERN. I CANNOT EXPLAIN WHY I DID NOT SEE HIM AS I WAS EXTRA VIGILANT (SINCE I DID NOT HAVE A RADIO). I ASSUME HE DID NOT SEE ME EITHER AND I BELIEVE THERE WERE AT LEAST 2 PEOPLE IN THE OTHER ACFT. I WOULD RECOMMEND PLTS FLY THE PUBLISHED VFR PATTERNS FOR UNCTLED ARPTS, SOMETIMES IT BECOMES A FREE FOR ALL AT THESE ARPTS. IF EVERYONE FLIES THE SAME PATTERN, IT WOULD HELP IN SEEING TFC. I CAN ONLY ASSUME HE DID NOT FLY THE PUBLISHED PATTERN SINCE NO ONE ON THE GND SAW HIM EITHER -- INCLUDING AN FAA MAINT MAN WHO WAS WORKING ON THE VASI.

Synopsis

A J3 PLT AT DAW EXPERIENCED NEAR MISS WITH A C172. THE J3 PLT DID NOT HAVE A RADIO AT THIS CTAF ARPT AND DID NOT SIGHT THE ACFT VISUALLY UNTIL AFTER A GAR.

ACN: 702873

Time / Day

Date : 200607
Day : Sat
Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : OLD.Airport
State Reference : ME
Altitude.MSL.Single Value : 400

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

Operator.General Aviation : Personal
Make Model Name : Any Unknown or Unlisted Aircraft Manufacturer
Operating Under FAR Part : Part 91
Flight Phase.Climbout : Takeoff

Person : 1

Affiliation.Other : Personal
Function.Flight Crew : Single Pilot
Qualification.Pilot : CFI
Qualification.Pilot : Commercial
Qualification.Pilot : Instrument
Experience.Flight Time.Last 90 Days : 100
Experience.Flight Time.Total : 26000
Experience.Flight Time.Type : 17000
ASRS Report : 702873

Person : 2

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

Events

Anomaly.Conflict : NMAC
Anomaly.Non Adherence : Required Legal Separation
Anomaly.Other Spatial Deviation
Independent Detector.Other.Flight CrewA : 1

Resolatory Action.None Taken : Detected After The Fact
Miss Distance.Horizontal : 20
Miss Distance.Vertical : 0

Assessments

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

Narrative

WHILE PRACTICING TKOFS AND LNDGS IN THE TFC PATTERN ON RWY 30 AT OLD, ME, AN NMAC OCCURRED. THERE WAS ANOTHER SOLO STUDENT IN THE PATTERN. RADIO CALLS WERE MADE AT EACH LEG BY BOTH ACFT. WHEN ROLLING FROM BASE TO FINAL, A FLOAT PLANE FLEW ACROSS OUR FLT PATH AT OUR ALT. WE IMMEDIATELY FELT THE WAKE OF ITS PATH. THE FLOAT PLANE EVIDENTLY WAS CLBING OUT FROM THE RIVER (PENOBSCOT).

Synopsis

C172 PLT HAS AN NMAC AT OLD, ME.

ACN: 702868

Time / Day

Date : 200606
Day : Thu
Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : PVG.Airport
State Reference : VA
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

Aircraft : 2

Operator.General Aviation : Instructional
Make Model Name : Robinson R22
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 : 100
Experience.Flight Time.Total : 2600
Experience.Flight Time.Type : 900
ASRS Report : 702868

Person : 2

Affiliation.Other : Instructional
Function.Instruction : Trainee

Person : 3

Affiliation.Other : Instructional
Function.Flight Crew : Single Pilot
Function.Oversight : PIC

Events

Anomaly.Conflict : Ground Critical
Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Anomaly.Other Spatial Deviation
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Took Evasive Action
Consequence.Other
Miss Distance.Horizontal : 100

Assessments

Problem Areas : Airport
Problem Areas : Flight Crew Human Performance

Narrative

MY STUDENT AND I WERE PRACTICING LNDGS ON RWY 28 AT PVG. AS THE NOSE OF THE PIPER ARCHER WAS JUST TOUCHING DOWN, I NOTICED THE SKIDS OF HELI ON MY WINDSHIELD. THE HELI WAS DSNding QUICKLY IN A NOSE HIGH ATTITUDE. I TOOK CTL OF THE AIRPLANE, AND APPLIED MAXIMUM BRAKING, AS I KEYED THE PTT SHOUTING, 'HELI WHAT ARE YOU DOING? GO GO GO GO.' THE HELI HESITANTLY HOVERED FORWARD, NOT UP, NOT SIDEWAYS, ONLY FORWARD. WHEN I FINALLY GOT THE ACFT PARALLEL WITH THE CTRLINE, AFTER BRAKING PULLED THE PLANE SEVERELY TO THE L, I CAME TO REST WITHIN 100 FT OF THE HOVERING HELI. WE WERE DOING STANDARD TFC PATTERNS, AND I WAS CTLING THE RADIO, MAKING EACH CALL AS WE TURNED TO THE APPROPRIATE LEG. THERE WERE THREE HELIS ON THE R SIDE (N) OF THE RWY. NOT ALL OF THEM WERE USING THE RWY TO PRACTICE LNDGS AND THE LAST CALL I HEARD WAS A HELI ON R DOWNWIND. I SAW NO TFC ON BASE OR FINAL. I ASSUME WITH THE NOSE HIGH PITCH, THAT THE HELI WAS HIGH AND TIGHT ON AN AUTOROTATION MANEUVER TO A VERY ACTIVE RWY. THERE WAS ALSO ONE OTHER PLANE IN THE L PATTERN, AND TWO HOLDING SHORT FOR DEP. AFTER THE NEAR MISS, WE TAXIED TO THE HANGAR TO INSPECT THE BRAKES AND NEWLY BALD R TIRE. THE HELI CONTINUED FLYING, STATING ON THE CTAF THEY WERE ON A CHKRIDE AND WOULD BE DOWN LATER IF ANYONE NEEDED TO TALK. WE TALKED AND HE APOLOGIZED STATING, 'WE NEVER SAW YOU.' WITH ALL THE TRAINING, STUDENTS, AND UNFAMILIAR PLTS, THESE R AND L CONVERGING PATTERNS POSE A DEADLY THREAT. THIS IS A HIGH TFC ARPT AND AN ACCIDENT IS INEVITABLE! HOPEFULLY, MY EXTREMELY UNNERVED STUDENT WILL CONTINUE TO FLY. LATER I WAS INFORMED THIS WAS A CFI CHKRIDE -- A PASSING CHKRIDE. I AM STILL TRYING TO UNDERSTAND A PASSING CHKRIDE BREAKING MULTIPLE FARS.

Synopsis

A PA28 INSTRUCTOR AND STUDENT PRACTICING LNDGS AT PVG EXPERIENCED A NEAR MISS WITH AN R22 HELI INSTRUCTOR AND A STUDENT.

ACN: 696782

Time / Day

Date : 200605
Day : Mon
Local Time Of Day : 1801 To 2400

Place

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

Environment

Flight Conditions : VMC

Aircraft : 1

Operator.General Aviation : Instructional
Make Model Name : PA-28 Cherokee Arrow IV
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 : Small Aircraft, Low Wing, 1 Eng, Fixed Gear
Operating Under FAR Part : Part 91
Flight Phase.Descent : Approach

Aircraft : 3

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 : Instructional
Function.Instruction : Instructor
Qualification.Pilot : Commercial
Experience.Flight Time.Last 90 Days : 25
Experience.Flight Time.Total : 410
Experience.Flight Time.Type : 35
ASRS Report : 696782

Person : 2

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

Person : 3

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

Person : 4

Affiliation.Government : FAA
Function.Controller : Approach

Events

Anomaly.Conflict : Airborne Critical
Anomaly.Conflict : NMAC
Anomaly.Non Adherence : FAR
Anomaly.Other Spatial Deviation
Independent Detector.Other.Flight CrewA : 1
Independent Detector.Other.Flight CrewB : 2
Resolatory Action.Flight Crew : Executed Go Around
Resolatory Action.Flight Crew : Exited Adverse Environment
Resolatory Action.Flight Crew : Took Evasive Action
Resolatory Action.Flight Crew : Took Precautionary Avoidance Action
Miss Distance.Horizontal : 600
Miss Distance.Vertical : 0

Assessments

Problem Areas : ATC Human Performance
Problem Areas : Chart Or Publication
Problem Areas : FAA
Problem Areas : Flight Crew Human Performance

Narrative

WE WERE ENTERING THE DC ADIZ TO RETURN TO JYO. HAVING PICKED UP OUR CODE, WE WERE 21 NM W OF AML, BUT HAD NOT HEARD THAT OUR 'CODE WAS OBSERVED.' SO WE DECIDED TO LET THE CTLR KNOW THAT WE HAD THE ARPT IN SIGHT ALREADY (WHICH WAS A BIT UNUSUAL IN DC, BUT THE VISIBILITY WAS FAIRLY GOOD). THE CTLR ADVISED US CODE OBSERVED AND THAT WE HAD TFC TO OUR R RETURNING TO JYO AS WELL, BUT IN ANOTHER CTLR'S SECTOR. AT THIS POINT, CHANGE TO ADVISORY WAS APPROVED, WHICH IS AGAIN, HIGHLY UNUSUAL, BUT GREAT ACTUALLY. IT WOULD MAKE THE EVENTS THAT UNFOLDED MUCH CLEARER. WE SWITCHED TO ADVISORY AND FOLLOWED A 20 MILE EXTENDED 45 FOR THE ARPT, LOOKING FOR THE CESSNA 172 TO OUR R. WE WOULD NEVER ACTUALLY SEE THE AIRPLANE UNTIL IT TURNED BASE FOR RWY 17. THE CESSNA CALLED 10 NM W OF THE FIELD ON CTAF AND WE RPTED IN BEHIND AT 11. THE WINDS WERE OUT OF THE S AT 3, AND BOTH AIRPLANES WERE ESTABLISHED (AS RPTED) ON A RECOMMENDED 45 ENTRY TO MIDFIELD DOWNWIND FOR RWY 35. THE CESSNA REQUESTED INTENTIONS FOR LNDG AND WE ADVISED THAT WE WOULD FOLLOW THE LEAD OF THE CESSNA. THE CESSNA INDICATED A PREFERENCE TO USE RWY 35 AND WE ACKNOWLEDGED THAT WAS FINE. AT ABOUT 8 MILES OUT, ANOTHER ACFT, A DIAMOND, ANNOUNCED THEY WERE 6 MILES NNE OF THE FIELD AND REQUESTED AN ARPT ADVISORY. DESPITE THE PREVIOUS COMMUNICATIONS ON THE CTAF, THE FBO COUNTER PERSON ADVISED THE DIAMOND THAT THEY WERE RECOMMENDING RWY 17 AN NO INFO ON OTHER ACFT OPERATIONS WAS PROVIDED. IT TURNS OUT THAT THE FBO HAS

BEEN ADVISED BY THE TOWN AND POSSIBLY TSA TO RECOMMEND RWY 17 FOR CALM WIND OPERATIONS. THIS IS NOT PUBLISHED IN THE AFD. WITH HIGH FREQUENCY OF TRAINING OPERATIONS TO THE W, RWY 17 IS PROBLEMATIC. THE DIAMOND ANNOUNCED INTENTIONS TO JOIN THE UPWIND FOR RWY 17. WE THEN ANNOUNCED A 4 MILE 45 TO JOIN THE UPWIND, AND THE CESSNA ADVISED THAT IT WOULD BE JOINING THE UPWIND FOR A CIRCUIT TO DOWNWIND TO RWY 17. THE PREVIOUS PLANS WERE OUT THE WINDOW. WHAT HAPPENED NEXT IS VERY CONFUSING. THE DIAMOND RPTED JOINING THE UPWIND, AND THEN SO DID THE CESSNA. I DON'T BELIEVE THAT EITHER ACFT KNEW THE POSITION OF THE OTHER AND THE DUSKY CONDITIONS MADE SPOTTING ACFT VERY DIFFICULT. THE DIAMOND PLT THEN ANNOUNCED THAT HE WAS QUITE DISTURBED THAT ANOTHER ACFT WAS JOINING THE UPWIND AT THE SAME TIME HE WAS AND ANNOUNCED THAT HE WAS, 'GETTING OUT OF THERE.' THE CESSNA RPTED A FEW SECONDS LATER TURNING XWIND FOR RWY 17. AT THIS POINT WE WERE 1.5 NM FROM THE FIELD AND I ANNOUNCED OUR POSITION AND INTENTIONS TO JOIN THE UPWIND FOR RWY 17. AT THIS POINT, I SAW THE DIAMOND HEADING RIGHT FOR US XING THE THRESHOLD HEADING SW. I BANKED THE AIRPLANE TO THE R FOR TWO REASONS, FIRST TO TURN AWAY AND SECOND TO INCREASE OUR VISIBLE PROFILE. THE DIAMOND WIDENED OUT AND TURNED TO THE R ALSO TO FOLLOW US ON DOWNWIND. THE REST OF THE PATTERN OPERATIONS WERE NORMAL. CONTRIBUTING FACTORS TO CONFUSED PATTERN OPERATIONS AND NMAC: 1) LATE CALL BY THE DIAMOND. THIS IS TYPICAL IN THE ADIZ AS CTRLRS DON'T TYPICALLY RELEASE AIRPLANES TO CTAF BEFORE PLTS RPT FIELD IN SIGHT -- AND EVEN THEN ATC WILL HOLD COMS UNTIL THE ACFT IS CLOSER TO THE FIELD. 2) NON-RECOMMENDED PATTERN ENTRY BY THE DIAMOND -- A STRAIGHT IN LNDG WOULD HAVE BEEN A BETTER CHOICE THAN CROSSING THE BASE LEG OF THE PATTERN TO JOIN THE UPWIND. 3) FAILURE BY THE DIAMOND PLT TO GIVE WAY INITIALLY TO ACFT TO THE RIGHT OF ITS POSITION ESTABLISHED FOR LNDG -- HE SEEMED TO RELY MORE ON WHO BROADCASTED FIRST FROM HIS PERSPECTIVE THAN VISUAL CUES. 4) FAILURE OF THE PLTS ON THE 45 TO ASSERT PREVIOUS INTENTIONS TO LAND ON RWY 35. 5) LOW SHELF ON THE CLASS B AIRSPACE PREVENTS OVERFLYING THE ARPT FROM THE W. 6) THE DUSKY GREY MURK DIDN'T INHIBIT GND VISIBILITY, BUT MADE SIGHTING ACFT VERY DIFFICULT. 7) INCOMPLETE ARPT ADVISORY DID NOT ACCOUNT FOR ACFT ALREADY MANEUVERING TO LAND. 8) UNPUBLISHED RECOMMENDATION ON ARPT PATTERN OPERATIONS. IN SUMMARY, THIS RPT IS BEING FILED BECAUSE THERE IS A SIGNIFICANT SAFETY OF FLT ISSUE HERE. IT IS MY CONCLUSION THAT -- WHILE HOPING FOR THE BEST -- THERE WILL BE A MIDAIR COLLISION AT THIS ARPT IN THE NEAR FUTURE UNLESS CORRECTIVE ACTIONS ARE IMPLEMENTED TO ELIMINATE AS MANY OF THE CONTRIBUTING FACTORS LISTED AS ABOVE AS POSSIBLE. FRANKLY, THE CONTROVERSY REGARDING THE PATTERN OPERATIONS AT THIS ARPT HAVE BEEN RAGING FOR LONGER THAN THE PAST 5 YEARS THAT I KNOW OF, AND NOTHING EXCEPT FOR HAND-WRINGING AND EXPRESSIONS OF HOPE AGAINST HOPE HAVE BEEN DONE TO IMPROVE THE SAFETY OF PATTERN OPERATIONS. THE IMPLEMENTATION OF THE DC ADIZ HAS BECOME AN ADDITIONAL FACTOR.

Synopsis

A PA28 PLT AT CTAF JYO DESCRIBES A TFC CONFLICT THAT HE EXPERIENCED AND SUGGESTS POSSIBLE MITIGATING PROCS.

ACN: 689532

Time / Day

Date : 200603
Day : Sun
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : HDN.Airport
State Reference : CO
Altitude.MSL.Single Value : 9200

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Operator.Common Carrier : Air Carrier
Make Model Name : Medium Large Transport, Low Wing, 2 Turbojet Eng
Operating Under FAR Part : Part 121
Flight Phase.Descent : Approach
Route In Use.Approach : Visual

Aircraft : 2

Operator.General Aviation : Corporate
Make Model Name : Light Transport, Low Wing, 2 Turbojet Eng
Operating Under FAR Part : Part 91
Flight Phase.Descent : Approach
Route In Use.Approach : Visual

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Oversight : PIC
Qualification.Pilot : ATP
Qualification.Pilot : Flight Engineer
Qualification.Pilot : Multi Engine
Qualification.Technician : Airframe
Qualification.Technician : Powerplant
Experience.Flight Time.Last 90 Days : 200
Experience.Flight Time.Total : 20000
Experience.Flight Time.Type : 6000
ASRS Report : 689532

Person : 2

Affiliation.Company : Air Carrier
Function.Flight Crew : First Officer

Person : 3

Affiliation.Company : Corporate
Function.Flight Crew : Captain
Function.Oversight : PIC

Events

Anomaly.Conflict : Airborne Less Severe
Anomaly.Non Adherence : Published Procedure
Anomaly.Other Spatial Deviation
Independent Detector.Other.Flight CrewA : 1
Independent Detector.Other.Flight CrewB : 2
Resolatory Action.Flight Crew : Took Precautionary Avoidance Action

Assessments

Problem Areas : Airport
Problem Areas : Flight Crew Human Performance

Narrative

APCHING HAYDEN/STEAMBOAT SPRINGS ARPT, WE ADVISED HDN UNICOM OF OUR R DOWNWIND TO RWY 10 AS WE CROSSED OVER THE FIELD TO THE SW TO ALLOW AN AIRLINER TO DEPART, WE HEARD ACFT Y REPORT 25 SW OF HDN ON UNICOM. AT 8 MILES AND 9200 FT, WE TURNED BACK TOWARD THE ARPT FOR A VISUAL APCH TO RWY 10, WITH THE CLBING AIRLINER IN SIGHT AND NOT A FACTOR WE ALSO HAD A VISUAL ON THE RWY AT 7 MILES AND RPTED TURNING FINAL, AT THIS TIME MY FO NOTICED ACFT Y DSNDRG FROM BEHIND US AND TO THE R AT A HIGH RATE OF DSCNT, AT FIRST I BELIEVED HE WOULD TURN R TO ENTER A R DOWNWIND BEHIND US, INSTEAD HE ANNOUNCED HE WAS TURNING A 6 MILE FINAL FOR RWY 10, EVEN WITH HIS DIVE FOR THE RWY AT OUR 145 KTS WE WERE QUICKLY CLOSING IN ON ACFT Y. I ELECTED TO DO A 360 DEG TURN TO ALLOW SEPARATION (THEN CONTINUE TO A NEAR THE GND GO AROUND DUE TO ACFT ON THE RWY). THE WX WAS CLEAR AND GOOD VISIBILITY 10 MILES PLUS WITH LIGHT WINDS. WE MADE THE VISUAL APCH TO LNDG WITH NO FURTHER INCIDENT. WE NOTICED ACFT Y UNLOADING THEIR PAX ON THE RAMP. I ADVISED OUR GND PERSONNEL THAT WE HAD TO TOUR THE COUNTRYSIDE WHILE ACFT Y CUT IN FRONT OF US ON LNDG. THEY ADVISED ME THEY HEARD THE WHOLE THING ON THE RADIO. I THEN QUESTIONED THEM IF IT WAS COMMON FOR ACFT TO JUMP IN FRONT OF OTHER ACFT LIKE THAT. THEIR RESPONSE IS THAT IT DOES HAPPEN OFTEN AND THEY WISHED SOMEONE WOULD DO SOMETHING ABOUT IT. THE VOLUME OF TFC IN HDN THIS TIME OF YEAR WITH THE LARGE MIX OF CORPORATE, AIRLINE, AND GA IS BECOMING A PROBLEM. I DO NOT KNOW IF ACFT Y SAW US OR NOT OR TO PLEASE HIS BOSS HE JUST RUSHED AHEAD TO BEAT US TO THE RWY, AT ANY RATE, SOMEONE NEEDS TO TAKE A CLOSER LOOK AT HDN ARPT TO SEE IF AN OPERATIONAL TWR IS NEEDED DURING THE WINTER SEASON. HAD EITHER OF OUR PATHS BEEN A LITTLE L OR R, WE WOULD HAVE NEVER SEEN HIM HIGH AND BEHIND US AND UNABLE TO ADJUST OUR FLT PATH. NOT A GOOD THING. HDN HAS A GOOD ARPT AND FACILITIES. A SEASONAL TWR WOULD HELP KEEP IT THAT WAY. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: THE RPTR INDICATED THAT THE TFC SITUATION IS EXTREME AT THE FIELD DURING THE SKI SEASON. HE HAS OPERATED INTO THE ARPT FOR SEVERAL YEARS AND INDICATED THAT WITH THE ADVENT OF THE FRACTIONAL AND CHARTER ACFT, THE TFC APPEARS TO HAVE INCREASED TEN FOLD. HE IS EMPLOYED BY A PART 121 CARRIER AND WAS CONCERNED THAT THE MIX OF GA, CORPORATE, AND

COMMERCIAL ACFT WITHOUT A TWR COULD POSSIBLY LEAD TO AN INCIDENT. HIS DISCUSSION WITH THE CARRIER'S GND PERSONNEL AFTER LNDG INDICATED THAT THESE TYPES OF INCIDENTS ARE VERY COMMON AND OCCUR DAILY. HIS SUGGESTION WAS FOR A SEASONAL TWR TO PROVIDE SOME SORT OF CTL. DURING HIS DEP FOLLOWING THE INBOUND INCIDENT, HE RELATED THAT HE WAS #4 FOR TKOF BEHIND SEVERAL CORPORATE AND GA ACFT. ALL COMS WERE ON A UNICOM FREQ BETWEEN THE ACFT AND THAT IT WAS COMPLETELY 'SELF CTLED.' THERE WERE SEVERAL ACFT WAITING BEHIND HIS ACFT, TO INCLUDE ANOTHER AIR CARRIER.

Synopsis

MLG PIC REPORTED A TFC CONFLICT AT HDN ARPT AND HAD TO TAKE EVASIVE ACTION TO AVOID A GA ACFT ON APCH TO THE SAME RWY. THERE WERE LIMITED COMS ON THE UNICOM FREQ FROM THE GA ACFT.

ACN: 680908

Time / Day

Date : 200512
Day : Fri
Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : PWK.Airport
State Reference : IL

Environment

Flight Conditions : VMC
Light : Night

Aircraft : 1

Operator.General Aviation : Corporate
Make Model Name : Sovereign
Operating Under FAR Part : Part 91
Flight Phase.Climbout : Takeoff
Flight Phase.Ground : Takeoff Roll

Aircraft : 2

Make Model Name : Conquest I/Conquest II
Flight Phase.Ground : Taxi

Person : 1

Affiliation.Company : Corporate
Function.Flight Crew : First Officer
Qualification.Pilot : ATP
Qualification.Pilot : CFI
Experience.Flight Time.Last 90 Days : 100
Experience.Flight Time.Total : 17800
Experience.Flight Time.Type : 200
ASRS Report : 680908

Person : 2

Affiliation.Company : Corporate
Function.Flight Crew : Captain
Function.Oversight : PIC

Person : 3

Function.Oversight : PIC

Events

Anomaly.Conflict : Ground Critical
Anomaly.Incursion : Runway
Anomaly.Other Spatial Deviation

Independent Detector.Other.Flight CrewA : 2
Independent Detector.Other.Flight CrewB : 3
Resolatory Action.None Taken : Detected After The Fact

Assessments

Problem Areas : Airport
Problem Areas : Flight Crew Human Performance

Narrative

OUR FLT WAS DEPARTING PWK ARPT FOR CLE ARPT AT XA45. I WAS PERFORMING THE DUTIES OF PF. THE TWR HAD CLOSED 45 MINS EARLIER AND CLRNCS WERE HANDLED BY ORD DEP CTL THROUGH A REMOTE FREQ. WX WAS GOOD AT PWK WITH WINDS ABOUT 10 KTS DIRECTLY ACROSS RWY 16/34. WE HAD RECEIVED OUR IFR CLRNC AND TAXIED TO RWY 34 AS THIS RWY WOULD RESULT IN LESS MANEUVERING FOR AN EBOUND DEP THROUGH CHICAGO AIRSPACE. WE WERE MONITORING CTAF AND A CONQUEST RPTED A L BASE FOR RWY 16. WE OBSERVED THE ACFT ON BASE AND SINCE WE HAD NOT RECEIVED A 'RELEASE' FROM DEP CTL, WE HELD SHORT OF RWY 34. WE WATCHED THE ACFT LAND AND ABOUT THE TIME HE WAS TOUCHING DOWN, DEP CTL NOTIFIED US THAT WHEN HE LANDED WE WOULD BE RELEASED. WE TOLD THE CTLR WE HAD THE ACFT IN SIGHT AND THAT HE WAS LNDG RWY 16 AT THAT MOMENT. FROM OUR POS AT THE HOLD SHORT BARS AT THE OPPOSITE END OF THE RWY, WE CONTINUED TO WATCH THE ACFT'S ROLLOUT AND IT APPEARED THAT HE WAS CLRING THE RWY AS HIS LNDG LIGHTS TURNED TOWARDS US AND WE ASSUMED HE WAS CLRING THE RWY ONTO THE PARALLEL TXWY. BOTH OF US COMMENTED, 'OK, HE'S CLRING THE RWY.' DEP CTL RELEASED US AND WE TAXIED INTO POS. THE PNF SAYS HE ANNOUNCED OUR TKOF ON CTAF ALTHOUGH I CANNOT REMEMBER WHETHER HE DID OR NOT. I LOOKED DOWN THE RWY AND IT APPEARED CLR TO ME. TKOF WAS NORMAL WITH PROPER CALLOUTS. AS I ROTATED THE ACFT, THE PNF SAID, 'IS THAT AN AIRPLANE ON THE RWY?' WE WERE JUST AIRBORNE AT THAT POINT AND JUST AHEAD TO THE LEFT OF OUR ACFT WAS ANOTHER AIRPLANE EXITING THE RWY ONTO A TXWY. AS WE RETRACTED THE GEAR, WE HEARD THE OTHER PLT SAY, 'DIDN'T YOU SEE US?' THE PNF RESPONDED THAT WE HAD NOT SEEN THEM AND THAT THEY SHOULD HAVE BROADCAST THEIR POS ON THE RWY OVER CTAF. THE OTHER PLT RESPONDED, 'WELL ACTUALLY WE DID' WHICH NEITHER OF US REMEMBER HEARING. LOOKING BACK ON THE INCIDENT, IF THE AIRPLANE IN QUESTION WAS INDEED THE CONQUEST THAT HAD JUST LANDED, THEN HE EITHER CLRED THE RWY, TAXIED N ON THE PARALLEL TXWY, AND RE-ENTERED THE RWY TO CROSS TO THE W SIDE OF THE ARPT OR HE MADE A 180 DEG TURN ON THE RWY AND BACK-TAXIED TO THE TXWY TO EXIT THE RWY. EITHER SCENARIO WOULD EXPLAIN WHY OUR OBSERVATION OF HIS LNDG LIGHTS INDICATED HE WAS CLRING THE RWY. BOTH THE PNF AND MYSELF WERE SURE THE RWY WAS CLR WHEN WE STARTED OUR TKOF ROLL. WE BOTH LOOKED DOWN THE RWY AND DID NOT OBSERVE ANYONE ELSE ON OR APCHING THE RWY. WE WERE POSITIVE THE RWY WAS CLR. IT IS POSSIBLE THE OTHER ACFT IN QUESTION HAD TURNED OFF HIS LNDG LIGHTS, WHICH MADE HIM LESS VISIBLE. IF THIS WAS THE CASE AND HE HAD MADE THE 180 DEG TURN, THEN ONLY HIS TAIL NAV LIGHT AND BEACON WOULD HAVE BEEN VISIBLE. IN ANY EVENT, WE BOTH THOUGHT HE HAD CLRED THE RWY. IN RETROSPECT, IT WOULD HAVE BEEN PRUDENT FOR US TO SPEAK DIRECTLY TO THE OTHER PLT ON CTAF ABOUT HIS POS AND INTENTIONS. IT'S POSSIBLE THAT HE DID NOT EVEN KNOW WE WERE THERE WAITING FOR TKOF AS WE WERE HOLDING ON THE FAR END OF THE RWY

WITH ONLY OUR NAV LIGHTS AND ROTATING BEACON. UNCTLED ARPTS LATE AT NIGHT POSE ADDITIONAL RISKS THAT CALL FOR PLTS TO PAY CLOSE ATTN TO TFC AND NOT ASSUME ANYTHING. A LONGER TKOF ROLL OR AN ABORT MIGHT HAVE CHANGED THE OUTCOME OF THIS OP.

Synopsis

FLT CREW OF CE680 TAKE OFF AT NIGHT FROM UNCTLED FIELD AND OBSERVE PREVIOUS LNDG ACFT JUST EXITING THE RWY AFTER THEY BECOME AIRBORNE.