

ASRS Database Report Set

Checklist Incidents

Report Set Description.....A sampling of reports from all aviation arenas referencing checklist issues (design, procedures, distraction, etc.).

Update Number.....14.0

Date of UpdateSeptember 24, 2008

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

Number of New Records in Report Set50

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: 763934 (1 of 50)

Synopsis

A CRJ200 FLAPS FAILED AT 30 DEGREES DURING FLAP SELECTION FOR LNDG. A GAR WAS EXECUTED AND AN EMER DECLARED. AFTER THE QRH WAS CONSULTED A NORMAL LNDG FOLLOWED.

ACN: 763797 (2 of 50)

Synopsis

B757-200 SUFFERS LOSS OF RIGHT ENGINE DRIVEN HYDRAULIC PUMP AND RETURNS TO DEP ARPT.

ACN: 761629 (3 of 50)

Synopsis

AN EMB145 CREW REJECTED A TKOF WHEN THEY DISCOVERED AN ENG HAD NOT BEEN STARTED AS THRUST WAS ADVANCED ON THE TKOF ROLL.

ACN: 760781 (4 of 50)

Synopsis

A B737 CREW REPORTS THAT AFTER DECLARING AN EMER AND DIVERTING TO A FOREIGN ARPT THEY DISCOVERED THEY MISAPPLIED AN ENG COWL ANTI-ICE VALVE CHECKLIST.

ACN: 760585 (5 of 50)

Synopsis

A B737-300 PILOT REPORTS AN APU AUTO SHUTDOWN WITH A FIRE INDICATION DURING TAXI OUT. THEY DID NOT HAVE THE FA'S PREP FOR POSSIBLE EVACUATION. ACFT RETURNED TO GATE AFTER CFR INSPECTION.

ACN: 760527 (6 of 50)

Synopsis

AN EMB135 PILOT REPORTS STARTING THE TKOF ROLL WITH AN ENG NOT STARTED BECAUSE ATC DISTRACTED THEM WITH TAXI INSTRUCTIONS AND COM INFO REQUESTS.

ACN: 758974 (7 of 50)

Synopsis

A CL65 'FLAPS FAIL' CAUTION LIGHT ILLUMINATED DURING A TOWER DIRECTED GO AROUND FOR WINDSHEAR. AN EMER WAS DECLARED FOLLOWED BY NORMAL LNDG.

ACN: 757962 (8 of 50)

Synopsis

CRJ200 FAILED TO PRESSURIZE AFTER TKOF. FLT CREW RETURNED TO DEP ARPT.

ACN: 757507 (9 of 50)

Synopsis

B737 FLT CREW INSTRUCTED TO FOLLOW ACR Y TO RWY 24C AT CLE STOPS AT WEST SIDE RWY 24L HOLD BAR AS DOES ACR Y, PASSING RWY 24C HOLD BAR.

ACN: 756457 (10 of 50)

Synopsis

A B747-400 CREW REPORTS RUNNING AN INCORRECT IRREGULAR CHKLIST WHILE FATIGUED BECAUSE BOTH CHKLISTS APPEARED ON THE SAME PAGE WITH SIMILAR NAMES.

ACN: 755585 (11 of 50)

Synopsis

WHILE WORKING A TE FLAP ASYMMETRY CHECKLIST A B767 CREW FAILED TO CONTACT THE TOWER FOR A LANDING CLRNC.

ACN: 755545 (12 of 50)

Synopsis

CAPTAIN OF ACR ACFT REPORTS THAT THE CHECKLIST FOR A BLEED OVERPRESSURE EICAS MSG IS NOT ANNOTATED IN AN APPROPRIATE LOCATION AND MUST BE SOUGHT OUT BY PAGE TO PAGE REVIEW OF AN ENTIRE CHAPTER.

ACN: 752149 (13 of 50)

Synopsis

MD90 CAPTAIN RETURNS TO ARPT DUE TO AN OIL STRAINER CLOGGED MESSAGE. LATER DISCOVERS CHECKLIST FOR THE WRONG MODEL ACFT WAS EMPLOYED.

ACN: 751191 (14 of 50)

Synopsis

C172 PRIVATE PLT, ENROUTE FOR HIS COMMERCIAL CHECK RIDE, LANDS WITH GEAR UP.

ACN: 751087 (15 of 50)

Synopsis

OPERATING WITH #1 PACK DEFERRED, SECOND PACK FAILS ENROUTE RESULTING IN LOSS OF PRESSURE AND SMOKE IN CABIN.

ACN: 750987 (16 of 50)

Synopsis

B767-300 CABIN FILLS WITH SMOKE ON TAXI IN TO GATE. INCIDENT FOLLOWED AN AFT CARGO COMPARTMENT OVERHEAT ENROUTE.

ACN: 749101 (17 of 50)

Synopsis

DC10 RETURNS TO GATE DUE TO NOXIOUS FUMES ON FLT DECK.

ACN: 748764 (18 of 50)

Synopsis

MD88 FLT CREW DECLARES EMER AND LANDS WHEN UNEXPLAINED HOT AIR AND BURNING ODORS EMANATE FROM THE AIR CONDITIONING SYS.

ACN: 748352 (19 of 50)

Synopsis

TAKING OFF ON RWY 30 AT TCY, PLT OF PA38 HAS CLOSE ENCOUNTER WITH A CESSNA DEPARTING ON RWY 07. CITES FAILURE TO TURN ON COM RADIO PRIOR TO DEP.

ACN: 747725 (20 of 50)

Synopsis

A CE560XL PLT COMMENTS THAT SPI'S TXWY 'E' SIGNAGE DOES NOT INDICATE TERMINATION AT THE ACR RAMP AND AN INCURSION RESULTED FROM POOR TAXI INSTRUCTIONS.

ACN: 747450 (21 of 50)

Synopsis

LEFT ENGINE ON DC9-50 FLAMES OUT DURING DESCENT IN ARPT AREA. EMERGENCY DECLARED AND UNEVENTFUL LNDG FOLLOWS.

ACN: 747081 (22 of 50)

Synopsis

B767 CAPTAIN REPORTS THAT HIS ACR NO LONGER PLACES CHECKLISTS ON ACFT, INSTEAD THEY ARE ISSUED TO EACH PILOT AND ARE BEING MISPLACED DUE TO OLD HABIT PATTERNS.

ACN: 745235 (23 of 50)

Synopsis

DA42 INADVERTENTLY PENETRATED CLASS B AIRSPACE DURING INSTRUCTIONAL FLT.

ACN: 743801 (24 of 50)

Synopsis

FLAP/SLAT ANNUNCIATOR, CLIMBING THROUGH FL380, RESULTS IN EMERGENCY LANDING AT DESTINATION FOR FAIRCHILD METRO FLT CREW.

ACN: 742960 (25 of 50)

Synopsis

A B767-300 FLAP CTRL CB FAILED CAUSING A LEADING EDGE SLAT ASYMMETRY EICAS, A FLAP POSITION ANOMALY AND A BURNING SMELL. AN EMER WAS DECLARED WITH A DIVERSION.

ACN: 742959 (26 of 50)

Synopsis

AN MD80 FO'S RUDDER PEDALS MOVED FULL FWD AT TKOF INITIATION. THE TKOF WAS REJECTED, AND THE RUDDERS ADJUSTED FOLLOWED BY A NORMAL TKOF.

ACN: 741857 (27 of 50)

Synopsis

#3 ENGINE OF DC87 FLAMES OUT AT CRUISE DUE TO FUEL BOOST PUMPS NOT ON.

ACN: 741838 (28 of 50)

Synopsis

C210 LANDS WITH GEAR NOT EXTENDED.

ACN: 740107 (29 of 50)

Synopsis

AT72 DIVERTS DUE TO PARTIAL POWER LOSS ON LEFT ENGINE.

ACN: 739935 (30 of 50)

Synopsis

B777-200 EXPERIENCES RIGHT ENGINE POWER LOSS. DIVERTS AFTER CONSULTATION WITH MAINTENANCE.

ACN: 739805 (31 of 50)

Synopsis

B737-500 EXPERIENCES 'A' SYSTEM HYDRAULIC LEAK.

ACN: 739075 (32 of 50)

Synopsis

PLT'S FAILURE TO SELECT THE PA32'S FULLEST TANK FOR TKOF RESULTS IN NEAR FUEL STARVATION ON CLIMB OUT.

ACN: 730479 (33 of 50)

Synopsis

FLT CREW OF BAE3100 EXPERIENCE LOSS OF #2 HYDRAULIC SYSTEM SHORTLY AFTER TKOF. DECLARE EMERGENCY AND LAND UNEVENTFULLY.

ACN: 720472 (34 of 50)

Synopsis

A B767 ON A NIGHT VFR APCH DSNDED LOW ENOUGH TO ACTIVATE THE EGPWS FOLLOWED BY AN ATC LOW ALT ALERT.

ACN: 716216 (35 of 50)

Synopsis

AFTER FAILING TO PLACE THE GEAR LEVER IN THE OFF POS AFTER RETRACTION, FLT CREW OF B737-300 DO SO AT FL220 AND INADVERTENTLY EXTEND THE GEAR. ALTDEVS ENSUE WHEN SPD ADJUSTMENTS ARE MADE TO ALLOW GEAR CYCLING.

ACN: 712350 (36 of 50)

Synopsis

H25A FLT CREW HAS ALTDEV ON TEB SID DUE TO DME NOT DISPLAYED.

ACN: 708908 (37 of 50)

Synopsis

BEECH BONANZA SUFFERS NOSE GEAR COLLAPSE ON LNDG.

ACN: 700973 (38 of 50)

Synopsis

MD11 RETURNS TO DEP ARPT WHEN CTR GEAR FAILS TO RETRACT.

ACN: 698702 (39 of 50)

Synopsis

B737-300 FLT CREW DURING PUSHBACK/TAXI HAS MULTIPLE MALFUNCTIONS, RECEIVES A TKOF WARNING, RESETS FLAPS AND CONTINUES THE FLT.

ACN: 697523 (40 of 50)

Synopsis

FLT CREW OF B737 MOMENTARILY OVER-BOOST 1 ENG DURING RECOVERY FROM WINDSHEAR AFTER TKOF FROM PSP.

ACN: 697477 (41 of 50)

Synopsis

DISTR BY TFC AND CTAF CALLS, AC11 PLT LANDS WITH GEAR UP AT UNCTLED ARPT.

ACN: 696277 (42 of 50)

Synopsis

B747-400 FLT CREW SUFFERS SEVERE ENG DAMAGE TO #3 ENG. SECURE ENG, DUMP FUEL AND RETURN TO DEP ARPT.

ACN: 695865 (43 of 50)

Synopsis

FLT CREW OF B727 ENCOUNTER LOSS OF SYS 'A' HYD FLUID. ABANDON APCH TO RUN CHKLISTS AND SUBSEQUENTLY LAND SAFELY.

ACN: 695448 (44 of 50)

Synopsis

A319 FLT CREW HAS NUMEROUS INTERRUPTIONS AND DELAYS PRIOR TO PUSHBACK. DURING TAXI THE FLT CREW DISCOVERS THAT ACFT WAS NOT FUELED.

ACN: 694546 (45 of 50)

Synopsis

B757 EXPERIENCES CABIN SMOKE AND FUMES. DIVERTS TO NEAREST SUITABLE ARPT.

ACN: 694053 (46 of 50)

Synopsis

A MOONEY 20R ON TKOF CLB WAS UNABLE TO RETRACT THE LNDG GEAR. HAD UNSAFE LIGHTS AND GEAR BYPASS LIGHTS. CHKLST DISCOVERED EMER GEAR HANDLE WAS UNLATCHED. HANDLE RESET AND GEAR OP NORMAL.

ACN: 693692 (47 of 50)

Synopsis

CRJ FLT CREW EXPERIENCED NON RESPONSIVE AND OVERTEMPED #2 ENG DURING LEVELOFF FROM DSCNT. PERFORM QRH PROCS, SHUT DOWN ENG, AND CONTINUE TO NEARBY DEST.

ACN: 692891 (48 of 50)

Synopsis

B737-300 RETURNS TO DEP STATION AFTER ENCOUNTERING AN APPARENT FUEL LEAK.

ACN: 692742 (49 of 50)

Synopsis

DHC8 FLT CREW TAKE OFF WITH BOTH ACFT PACKS IN THE OFF POS.

ACN: 692662 (50 of 50)

Synopsis

B737-700 FLT CREW SUSPECTS DAMAGE TO L4 AND R4 WINDOWS AS A RESULT OF IMPROPER CHKLST PROCS.

Report Narratives

ACN: 763934

Time / Day

Date : 200711
Local Time Of Day : 1801 To 2400

Place

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

Environment

Flight Conditions : VMC
Light : Night

Aircraft : 1

Controlling Facilities.Tower : ZZZ.Tower
Operator.Common Carrier : Air Carrier
Make Model Name : Regional Jet 200 ER&LR
Operating Under FAR Part : Part 121
Flight Phase.Descent : Approach
Route In Use.Approach : Visual

Component : 1

Aircraft Component : Flap/Slat Control System

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : First Officer
Experience.Flight Time.Last 90 Days : 45
Experience.Flight Time.Total : 850
Experience.Flight Time.Type : 120
ASRS Report : 763934

Person : 2

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Oversight : PIC
Experience.Flight Time.Last 90 Days : 90
Experience.Flight Time.Total : 6500
Experience.Flight Time.Type : 4500
ASRS Report : 763932

Events

Anomaly.Aircraft Equipment Problem : Less Severe
Independent Detector.Other.Flight CrewA : 1
Independent Detector.Other.Flight CrewB : 2
Resolatory Action.Flight Crew : Declared Emergency

Resolatory Action.Flight Crew : Executed Go Around
Resolatory Action.Flight Crew : Landed In Emergency Condition
Consequence.Other

Assessments

Problem Areas : Aircraft

Narrative

WHILE ON A VISUAL APPROACH TO ZZZ I CALLED FOR FLAPS 30 AND WHEN THE CAPTAIN SELECTED THE FLAP SETTING, THE FLAPS MOVED TO 30 DEGREES AND WHEN THEY GOT THERE, WE RECEIVED A FLAPS FAIL MESSAGE. IMMEDIATELY WE WENT AROUND, INFORMING ATC THAT WE WOULD NEED SOME TIME TO WORK OUT OUR PROBLEM. AS I FLEW THE PLANE AND HANDLED THE RADIOS, THE CAPTAIN RAN THE FLAPS FAIL QRH PROCEDURE. HE ALSO INFORMED THE FLT ATTENDANT AS TO WHY WE HAD GONE AROUND. THE CAPTAIN CALCULATED THE APPROPRIATE NUMBERS AND CONFIRMED WITH DISPATCH THAT THE NUMBERS WERE SAFE AND CORRECT. THE CAPTAIN TALKED TO MAINT AND AGREED THAT IT WAS SAFE TO CONTINUE TO LAND. BY THIS POINT, WE HAD DECLARED AN EMERGENCY WITH ATC. ONCE EVERYONE HAD BEEN CONTACTED AND ALL THE NUMBERS CROSSCHECKED WE COMMENCED ANOTHER VISUAL APPROACH AND HAD AN UNEVENTFUL LANDING. ONCE WE WERE CLEAR OF THE RUNWAY WE INFORMED ATC THAT WE NO LONGER NEEDED ASSISTANCE AND TAXIED TO THE GATE. THE CAPTAIN HAD ME LEAVE THE FLAPS IN THE FLAP 30 POSITION INSTEAD OF RETRACTING THEM. ONCE WE GOT TO THE GATE THE PASSENGERS DEPLANED AND THANKED US FOR THE GOOD FLIGHT AND LANDING AND DID NOT SEEM SCARED. THE CAPTAIN AND I ASKED THE FA HOW SHE WAS DOING AND SHE INDICATED THAT EVERYONE HAD BEEN CALM AND SHE WAS FINE HERSELF. WE LEFT THE PLANE WITH MAINT PERSONNEL THAT ARRIVED AND WENT TO THE HOTEL.

Synopsis

A CRJ200 FLAPS FAILED AT 30 DEGREES DURING FLAP SELECTION FOR LNDG. A GAR WAS EXECUTED AND AN EMER DECLARED. AFTER THE QRH WAS CONSULTED A NORMAL LNDG FOLLOWED.

ACN: 763797

Time / Day

Date : 200711
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.MSL.Single Value : 35000

Environment

Flight Conditions : VMC
Light : Dusk

Aircraft : 1

Controlling Facilities.ARTCC : ZZZ.ARTCC
Operator.Common Carrier : Air Carrier
Make Model Name : B757-200
Operating Under FAR Part : Part 121
Flight Phase.Cruise : Level

Component : 1

Aircraft Component : Hydraulic System Pump

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Oversight : PIC
Qualification.Pilot : ATP
ASRS Report : 763797

Person : 2

Affiliation.Company : Air Carrier
Function.Flight Crew : First Officer
ASRS Report : 764331

Events

Anomaly.Aircraft Equipment Problem : Less Severe
Independent Detector.Aircraft Equipment.Other Aircraft Equipment : EICAS
Independent Detector.Other.Flight CrewA : 1
Independent Detector.Other.Flight CrewB : 2
Resolatory Action.Flight Crew : Diverted To Another Airport
Resolatory Action.Flight Crew : Overcame Equipment Problem

Assessments

Problem Areas : Aircraft

Narrative

APPROX 45 MINS AFTER DEPARTING AT FL350, THE R ENG HYD PUMP LIGHT ILLUMINATED WITH THE ASSOCIATED R HYD ENG PUMP EICAS MESSAGE. PERFORMED THE QRH PROC AND TURNED OFF THE AFFECTED PUMP SWITCH. NO LOSS OF SYSTEM QUANTITY OR PRESSURE OCCURRED. DECIDED TO RETURN TO DEP ARPT. LANDED AND MADE AN ACFT CHANGE. SUPPLEMENTAL INFO FROM ACN 764331: DID NOT DECLARE EMER, WE DID NOT NEED PRIORITY HANDLING AND ALL HYD SYSTEMS WERE NORMAL DUE TO THE BACK-UP ELEC PUMP. WE ALSO NEEDED TO REDUCE OUR LNDG WEIGHT TO AVOID OVERWT LNDG.

Synopsis

B757-200 SUFFERS LOSS OF RIGHT ENGINE DRIVEN HYDRAULIC PUMP AND RETURNS TO DEP ARPT.

ACN: 761629

Time / Day

Date : 200711
Local Time Of Day : 1801 To 2400

Place

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

Environment

Light : Daylight

Aircraft : 1

Controlling Facilities.Tower : ZZZ.Tower
Operator.Common Carrier : Air Carrier
Make Model Name : EMB ERJ 145 ER&LR
Operating Under FAR Part : Part 121
Flight Phase.Ground : Takeoff Roll

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : First Officer
Qualification.Pilot : Commercial
ASRS Report : 761629

Person : 2

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Oversight : PIC
ASRS Report : 761477

Events

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

Assessments

Problem Areas : Flight Crew Human Performance

Narrative

UPON ATTEMPTING TO SET TKOF THRUST, IT WAS IDENTED THAT THE #1 ENG HAD NOT BEEN STARTED. AN ABORTED TKOF WAS IMMEDIATELY EXECUTED, BEFORE ACFT STARTED ROLLING. NOTIFIED ATC OF ABORT AND RECEIVED INSTRUCTIONS TO CLR RWY, FOLLOWED BY OFFER OF ASSISTANCE. ASSISTANCE

WAS DECLINED AND RECEIVED INSTRUCTIONS TO REJOIN LINE FOR TKOF. THIS EVENT MOST LIKELY OCCURRED BECAUSE OF COMPLACENCY AND DISTR IN THE COCKPIT. DURING TAXI OUT, THE FINAL ENG START FLOW AND CHKLISTS WEREN'T ACCOMPLISHED. OUR FIRST ENG START CAME A BIT OUT OF SEQUENCE, AFTER THE PUSH CREW HAD DISCONNECTED AND LEFT. PERHAPS WE SENSED BOTH ENGS HAD BEEN STARTED AS THE FIRST ENG START SEQUENCE BEGAN WHEN A NORMAL SECOND ENG START OCCURS, IF TAXIING ON 2 ENGS. WHILE IN LINE FOR TKOF, SOME NON ESSENTIAL CONVERSATION TOOK PLACE, CREATING DISTR FROM COMPLETING PRETKOF DUTIES. SUPPLEMENTAL INFO FROM ACN 761477: TAXIED INTO POSITION ON RUNWAY WITH NUMBER 1 ENGINE NOT STARTED. WE REALIZED NUMBER 1 WAS NOT STARTED AS WE TAXIED INTO POSITION AND REQUESTED CLEARANCE TO EXIT THE RUNWAY. THE ENGINE WAS STARTED AFTER EXITING THE RUNWAY AND THE REST OF THE FLIGHT PROCEEDED NORMALLY. FOLLOW SOP STRICTLY AND PAY CLOSE ATTENTION TO ALL CHECKLIST ITEMS.

Synopsis

AN EMB145 CREW REJECTED A TKOF WHEN THEY DISCOVERED AN ENG HAD NOT BEEN STARTED AS THRUST WAS ADVANCED ON THE TKOF ROLL.

ACN: 760781

Time / Day

Date : 200711
Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : ZZZZ.Airport
State Reference : FO
Altitude.MSL.Single Value : 40000

Environment

Flight Conditions : VMC
Light : Night

Aircraft : 1

Controlling Facilities.ARTCC : ZZZZ.ARTCC
Operator.Common Carrier : Air Carrier
Make Model Name : B737 Undifferentiated or Other Model
Operating Under FAR Part : Part 121
Navigation In Use.Other : FMS or FMC
Flight Phase.Cruise : Level
Route In Use.Enroute : Direct

Component : 1

Aircraft Component : Pneumatic Control Valves

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : First Officer
Experience.Flight Time.Last 90 Days : 150
Experience.Flight Time.Type : 5000
ASRS Report : 760781

Person : 2

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Oversight : PIC
Experience.Flight Time.Last 90 Days : 250
Experience.Flight Time.Type : 4500
ASRS Report : 760780

Events

Anomaly.Aircraft Equipment Problem : Less Severe
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.Flight CrewA : 1
Independent Detector.Other.Flight CrewB : 2
Resolatory Action.Flight Crew : Declared Emergency

Resolatory Action.Flight Crew : Landed In Emergency Condition
Consequence.Other

Assessments

Problem Areas : Aircraft

Problem Areas : Flight Crew Human Performance

Narrative

THIS WAS DAY 3 OF A 19:19 SCHEDULED TRIP. DUE TO MECHANICAL DELAYS ON DAY 2 WE ARRIVED IN ZZZ2 AT XA27 LCL, APPROX 2 HRS LATE. WE FLEW 7:43 AND WERE SCHEDULED FOR OVER 7 HRS ON DAY OF EVENT. WE ARRIVED IN OUR HOTEL ROOMS APPROX XB30 AM. SLEPT FITFULLY DUE TO ARRIVING ACFT, BARKING DOGS AND NOISY HOUSEKEEPERS AND WERE AWAKENED REPEATEDLY BTWN XG00 AM AND XI00 AM. IN CRUISE AT FL400 ENRTE FROM ZZZZ1-ZZZZ2 DURING A DARK NIGHT, THE #2 ENG COWL VALVE OPEN LIGHT ILLUMINATED WITH THE RESPECTED SWITCH IN THE OFF POS. THE CAPT PULLED THE QRH WHILE THE FO SIMULTANEOUSLY ACARS DISPATCH TO COME UP ON FREQ. DURING THE DIAGNOSIS OF THE PROB, WE EVALUATED THE ENG COWL VALVE OPEN/TAI INDICATION AND THE ENG COWL ANTI-ICE CHKLIST TITLES. SINCE THERE WAS NO TAI INDICATION ON THE INST PANEL ASSOCIATED WITH THE LIGHT ON THE OVERHEAD WE THOUGHT WE MAY HAVE A BLEED AIR LEAK OR DUCT OVERPRESSURE AND USED THE ENG COWL ANTI-ICE CHKLIST. THIS CHKLIST SAYS TO DISENGAGE THE AUTOTHROTTLE AND RETARD THE THRUST LEVER UNTIL THE COWL ANTI-ICE LIGHT EXTINGUISHES. WE RECEIVED CLRNC TO DSND, BEGAN A DSCNT, AND FOLLOWED THE ENG COWL ANTI-ICE CHKLIST. WHILE DSNDING, WE CHKD COMMERCIAL RADIO AND FOUND A MESSAGE THAT DISPATCH COULD NOT CALL US AND FOR US TO CALL THEM. WE MADE 2 ATTEMPTS TO CALL DISPATCH, BUT BOTH CALLS FAILED. EACH CALLING ATTEMPT TOOK IN EXCESS OF A MIN. WE LOOKED UP COMMERCIAL RADIO AND QUICKLY REACHED THEM. THEY PATCHED US TO DISPATCH (SEVERAL MINS). CAPT EXPLAINED SITUATION TO DISPATCH/MAINT. INFORMED THEM WE REDUCED PWR ON AN ENG AND QUERIED THEM AS TO THEIR TAKE ON THE SITUATION. DISPATCH SAID THEY WOULD GET MAINT ON THE LINE. FOR THE NEXT SEVERAL MINS WE HEARD BACKGND NOISE. WE HEARD THE DISPATCHER ASK FOR MAINT TO SPEAK WITH US. WE HEARD MAINT ASK HOW TO USE THE RADIO. DURING THIS TIME THEY WOULD PERIODICALLY CALL US, BUT COULD NOT HEAR OUR REPLIES. WE SENT 2 COMMERCIAL RADIO MESSAGES. ONE TELLING THEM WE COULD HEAR THEM AND THE SECOND TELLING THEM ABOUT A POSSIBLE HOT MIKE. WE THEN HEARD DISPATCH CALL COMMERCIAL RADIO AND ASK IF WE WERE STILL THERE. COMMERCIAL RADIO ASKED FOR A SELCAL NUMBER AND THEN WE WERE SELCALED. HOWEVER, WE COULD NOT ESTABLISH COMS. AFTER A WHILE THE RADIO WAS SILENT. WE ATTEMPTED TO REESTABLISH WITH COMMERCIAL RADIO BUT WERE UNSUCCESSFUL. WE ATTEMPTED TO CALL VIA DTMF 2 ADDITIONAL TIMES, BUT WERE UNSUCCESSFUL. AT THIS POINT WE WERE UNABLE TO CONTACT THE COMPANY. WHAT WE BELIEVED TO BE THE COWL ANTI-ICE LIGHT (ENG COWL VALVE OPEN LIGHT) HAD NOT EXTINGUISHED PER STEP 2 OF THE COWL ANTI-ICE LIGHT CHKLIST. AT THAT MOMENT WE DISCUSSED OUR SITUATION AND AGREED WE HAD A BLEED AIR LEAK/OVERPRESSURE CONDITION. THE CHKLIST ENDS WITHOUT GUIDANCE WHETHER TO CONTINUE OR TERMINATE THE FLT. WE FELT THE SAFEST COURSE OF ACTION WAS TO DIVERT TO THE NEAREST SUITABLE ARPT. (WE WERE APPROX 100 MI N OF VOR. WE WERE ENTERING AN AREA OF SEVERAL HUNDRED MI THAT DID NOT HAVE A SUITABLE

ARPT. WE DISCOUNTED ZZZZ3 AND ZZZZ4 DUE TO DISTANCE AND HAVING TO TRAVEL OVER WATER TO GET THERE. WE FELT ZZZZ5 WAS THE BEST CHOICE.) WE DECLARED AN EMER WITH CTR AND STATED OUR INTENTIONS TO DIVERT TO ZZZZ5. WE RECEIVED A CLRNC, PROGRAMMED THE RTE, AND COMMERCIAL RADIO OUR INTENTIONS TO DIVERT TO THE COMPANY. CAPT BRIEFED THE FLT ATTENDANTS AND PAX. WE CHKED PERFORMANCE DATA. WE REVIEWED THE 1 ENG INOP DSCNT, APCH, AND LNDG CHKLIST. WE APPLIED THE APPROPRIATE ELEMENTS SINCE BOTH ENGS CONTINUED TO OPERATE ALTHOUGH ONE AT IDLE THRUST. WE BRIEFED AND REVIEWED THE CHARTS. NEITHER ONE OF US HAD EVER BEEN TO ZZZZ5. IT WAS A DARK NIGHT WITH HIGH TERRAIN CONSIDERATION. WE ELECTED TO FLY THE VOR/DME APCH. APCHING VOR WE WENT TO COMMERCIAL RADIO TO SEND A MESSAGE OF OUR ETA. WE OBSERVED A MESSAGE ASKING US TO COME UP ON FREQ. ABOUT THE SAME TIME WE HEARD DISPATCH TRYING TO CALL US ON FREQ. THE DISPATCHER ASKED IF WE WOULD CONTINUE TO ZZZZ1 BECAUSE THEY HAVE MAINT THERE. WE INFORMED THEM WE WERE PREPARING TO LAND IN ZZZZ5. THE ACFT WAS CONFIGURED TO LAND AT FLAPS 15 DEGS MAX BRAKE. APCH AND LNDG WERE UNEVENTFUL. AFTER LNDG WHEN SPEAKING WITH THE FODO, WE DISCOVERED WE HAD ACCOMPLISHED THE ENG COWL ANTI-ICE CHKLIST IN ERROR. SEVERAL HRS PASSED. MAINT ARRIVED AND APPLIED MEL XX-X. WE THEN DEPARTED TO ZZZZ2 AND ARRIVED UNEVENTFULLY. WE SHOULD HAVE TAKEN MORE TIME TO CAREFULLY DIAGNOSE AND DISCUSS THE SITUATION BEFORE DETERMINING A COURSE OF ACTION. THE LACK OF AVAILABLE SUPPORT DUE TO COM PROBS VIA COMPANY RADIO AND COMMERCIAL RADIO HAMPERED OUR ATTEMPTS TO PROPERLY EVAL AND MANAGE THE PROB WHILE OPERATING THE ACFT SAFELY. THE RESOURCES WE ARE ASSURED EXIST PER THE FOM WERE NOT AVAILABLE TO US. OUR FOCUS WAS ON RESOLVING THE SITUATION AND THEN TERMINATING THE FLT SUCCESSFULLY. OUR WORKLOAD WAS VERY HIGH IN PART DUE TO THE INABILITY TO COMMUNICATE. IMPROPER DIAGNOSIS OF MECHANICAL ISSUE.

Synopsis

A B737 CREW REPORTS THAT AFTER DECLARING AN EMER AND DIVERTING TO A FOREIGN ARPT THEY DISCOVERED THEY MISAPPLIED AN ENG COWL ANTI-ICE VALVE CHECKLIST.

ACN: 760585

Time / Day

Date : 200711

Place

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

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Controlling Facilities.Tower : ZZZ.Tower
Operator.Common Carrier : Air Carrier
Make Model Name : B737-300
Operating Under FAR Part : Part 121
Flight Phase.Ground : Holding

Component : 1

Aircraft Component : Indicating and Warning - APU

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Oversight : PIC
Experience.Flight Time.Last 90 Days : 137
Experience.Flight Time.Type : 2100
ASRS Report : 760585

Events

Anomaly.Aircraft Equipment Problem : Less Severe
Anomaly.Non Adherence : Company Policies
Anomaly.Other Anomaly
Independent Detector.Aircraft Equipment.Other Aircraft Equipment : APU Fire Warning
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Aircraft : Equipment Problem Dissipated
Resolatory Action.Other
Consequence.Other

Assessments

Problem Areas : Aircraft
Problem Areas : Flight Crew Human Performance

Narrative

TAXIING OUT WE RECEIVED FIRST AN APU FAULT/DETENT FAILURE WARNING, AND THEN WE RECEIVED AN APU FIRE LIGHT WITH A MASTER WARNING LIGHT AND FIRE HORN. WE PULLED THE HANDLE AND DISCHARGED THE BOTTLE, RAN THE CHKLIST, ASKED ACFT BEHIND US TO CONFIRM NO FIRE, DECLARED AN EMER AND CALLED FOR TRUCKS, INFORMED FLT ATTENDANTS AND PAX. WE TOLD THE FLT ATTENDANTS THAT WE THOUGHT IT WAS JUST AN INDICATION PROB BUT WE DID NOT TELL THEM TO BE PREPARED TO EVAC OR TAKE ANY FURTHER ACTION. I BELIEVED THAT IT WAS JUST AN INDICATION, BUT SHOULD HAVE GONE FURTHER TO PREPARE THE FLT ATTENDANTS. FIRE TRUCKS CONFIRMED NO SIGN OF FIRE SO WE PROCEEDED BACK TO THE GATE. TAKE MORE TIME TO ENSURE THAT ALL THE CREW IS PROPERLY PREPARED FOR THE INDICATIONS WE HAVE.

Synopsis

A B737-300 PILOT REPORTS AN APU AUTO SHUTDOWN WITH A FIRE INDICATION DURING TAXI OUT. THEY DID NOT HAVE THE FA'S PREP FOR POSSIBLE EVACUATION. ACFT RETURNED TO GATE AFTER CFR INSPECTION.

ACN: 760527

Time / Day

Date : 200710
Local Time Of Day : 0601 To 1200

Place

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

Environment

Flight Conditions : VMC

Aircraft : 1

Controlling Facilities.Tower : ZZZ.Tower
Operator.Common Carrier : Air Carrier
Make Model Name : EMB ERJ 135 ER&LR
Operating Under FAR Part : Part 121
Flight Phase.Ground : Takeoff Roll

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : First Officer
Qualification.Pilot : ATP
Qualification.Pilot : CFI
Qualification.Pilot : Multi Engine
Experience.Flight Time.Last 90 Days : 130
Experience.Flight Time.Total : 16600
Experience.Flight Time.Type : 2400
ASRS Report : 760527

Events

Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Became Reoriented
Resolatory Action.Flight Crew : Regained Aircraft Control

Assessments

Problem Areas : Flight Crew Human Performance

Situations

Narrative

TAXI OUT WITH NEW CONSTRUCTION SINCE MY LAST FLT. GND CTL ADVISED 'TAXI-SLOW' FOR UNKNOWN REASON. WE DID. APCHING ACTIVE DEP RWY, ADVISED TO SWITCH TO TWR. ENTERING RWY WE WERE ASKED TO 'TAXI-FAST.'

APPEARED WE WOULD BE RELEASED SHORTLY. OUR CUE TO STARTING #2. (SE TAXI, NORMAL TO MINIMIZE EXCESSIVE FUEL BURN -- A DELAY PRONE ARPT FOR US.) FOLLOWING REQUEST TO 'TAXI-FAST' LCL CTLR ASKED US TO COME UP ON 122.75. HE HAD INFO FOR US. THE NIGHT BEFORE WE HAD BEEN DELAYED 1 HR DUE TO A RWY CONFIG AT OUR DEST THAT SHUTS DOWN DEPS FROM AN ONGOING FRUSTRATING EXPERIENCE FOR US. THIS CTLR IS SYMPATHETIC AND HAS TRIED TO HELP OUR CAUSE. HE WAS ON DUTY THE NIGHT PRIOR DURING OUR DELAY. HE WANTED OUR PHONE NUMBER FOR CONTACTING US LATER WITH FURTHER INFO. SO, WE ARE SE TAXIING ON ACTIVE (BACK TAXIING DUE TO CONSTRUCTION). PLT MONITORING (CAPT IN R SEAT) IS OFF FREQ AND I BECAME CONCERNED WE WERE OFF TWR FREQ DUE TO HIS SWITCHING HIS COM TO OTHER RADIO CONFIG. I COULD NOT SEE ACTIVE FREQ. WE RESOLVED THAT ISSUE. HE CAME BACK ON TWR FREQ, TWR CLRED US FOR TKOF REACHING RWY END. A CONFUSING, RUSHED SITUATION WITH MANY DISTR. WE COMPLETED CHKLIST, I TURNED AROUND AND BEGAN ADVANCING PWR. IMMEDIATELY I WAS AWARE SOMETHING NOT RIGHT. ACFT SLUGGISH, PULLING TO R. PLT MONITORING (CAPT, R SEAT) NOTED #2 ENG NOT RUNNING. WE SLOWED -- A LITTLE PROGRESS (100-200 FT) ADVISED TWR WE NEEDED TO RESET EQUIP TURNED AROUND, STARTED #2 ENG AND REACHING RWY GND ONCE AGAIN, WE COMPLETED CHKLIST AGAIN AND TOOK OFF UNEVENTFULLY. AN EMBARRASSING SCENE. I HAVE HEARD RUMORS OF OTHERS IN SAME SITUATION, BUT HAVE NEVER EXPERIENCED THIS BEFORE MYSELF. OUR ACFT HAS NO ANNUNCIATOR/EICAS LIGHTS IF ENG IS SHUT DOWN NORMALLY OR IS NOT STARTED IN THIS SE TAXI CONFIG. WE MODIFIED OUR CHKLIST THE NEXT DAY TO ADD A CONFIRMATION OF 2ND ENG STARTED TO LINE UP CHKLIST.

Synopsis

AN EMB135 PILOT REPORTS STARTING THE TKOF ROLL WITH AN ENG NOT STARTED BECAUSE ATC DISTRACTED THEM WITH TAXI INSTRUCTIONS AND COM INFO REQUESTS.

ACN: 758974

Time / Day

Date : 200710
Local Time Of Day : 1201 To 1800

Place

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

Environment

Flight Conditions : VMC
Weather Elements : Windshear
Light : Daylight

Aircraft : 1

Controlling Facilities.TRACON : ZZZ.TRACON
Operator.Common Carrier : Air Carrier
Make Model Name : Regional Jet CL65, Undifferentiated or Other Model
Operating Under FAR Part : Part 121
Flight Phase.Landing : Go Around

Component : 1

Aircraft Component : Flap Control (Trailing & Leading Edge)

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Oversight : PIC
Qualification.Pilot : ATP
Qualification.Pilot : CFI
Qualification.Pilot : Multi Engine
ASRS Report : 758974

Events

Anomaly.Aircraft Equipment Problem : Less Severe
Anomaly.Inflight Encounter : Turbulence
Independent Detector.Aircraft Equipment.Other Aircraft Equipment : Flaps Fail Annunciator
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Controller : Issued New Clearance
Resolatory Action.Flight Crew : Declared Emergency
Resolatory Action.Flight Crew : Executed Go Around
Resolatory Action.Flight Crew : Landed In Emergency Condition

Assessments

Problem Areas : Aircraft
Problem Areas : Environmental Factor

Narrative

FLYING INTO ZZZ CLRED FOR APCH XXL. DSNDING VIA ILS. TWR TOLD US TO GO AROUND (DUE TO WINDSHEAR ON ANOTHER RWY AND SEQUENCING ISSUES DUE TO THAT OTHER RWY). WE INITIATED GAR. DURING FLAP RETRACTION, WE RECEIVED A FLAPS FAIL CAUTION MESSAGE. WE CONTINUED PER COMPANY MANUAL AND FOLLOWED APPLICABLE PROCS. DECLARED AN EMER AND RETURNED TO LAND XXR. FO ADVISED/NOTIFIED FLT ATTENDANT. NO BRACE WAS REQUIRED. LANDED WITHOUT INCIDENT. FIRE TRUCKS WERE STANDING BY FOR OUR LNDG.

Synopsis

A CL65 'FLAPS FAIL' CAUTION LIGHT ILLUMINATED DURING A TOWER DIRECTED GO AROUND FOR WINDSHEAR. AN EMER WAS DECLARED FOLLOWED BY NORMAL LNDG.

ACN: 757962

Time / Day

Date : 200710
Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : LGA.Airport
State Reference : NY
Altitude.MSL.Single Value : 10000

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Controlling Facilities.TRACON : N90.TRACON
Operator.Common Carrier : Air Carrier
Make Model Name : Regional Jet 200 ER&LR
Operating Under FAR Part : Part 121
Flight Phase.Climbout : Intermediate Altitude
Route In Use.Departure.SID : N/A

Component : 1

Aircraft Component : Pressurization Control System

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Oversight : PIC
Experience.Flight Time.Last 90 Days : 150
Experience.Flight Time.Total : 5400
Experience.Flight Time.Type : 3560
ASRS Report : 757962

Person : 2

Affiliation.Company : Air Carrier
Function.Flight Crew : First Officer
Experience.Flight Time.Last 90 Days : 246
Experience.Flight Time.Total : 4900
Experience.Flight Time.Type : 950
ASRS Report : 757961

Events

Anomaly.Aircraft Equipment Problem : Critical
Anomaly.Other Anomaly.Other
Independent Detector.Other.Flight CrewA : 1
Independent Detector.Other.Flight CrewB : 2

Resolatory Action.Flight Crew : Landed As Precaution
Resolatory Action.Other

Assessments

Problem Areas : Aircraft

Narrative

CLBING OUT OF LGA, NOTICED ACFT PRESSURIZATION PROBS. (EXCESSIVE PAIN IN EARS, LOOKED OVER AND SAW THE CABIN PRESSURE WAS CLBING RAPIDLY AND EXCESSIVELY. THEN CABIN CEASED TO CLB ANYMORE). COORDINATED WITH ATC TO LEVEL AT A SAFE ALT OF 10000 FT AND VECTORED IN TERMINAL AREA TO PROB SOLVE. I CONTACTED DISPATCH AND MAINT CTL TO WORK THROUGH THE ABNORMAL PRESSURIZATION PROB SINCE THERE WERE NO MESSAGES OR SPECIFIC QRH PROCS FOR THE CONDITION. I CONTACTED MAINT CTL SO THEY COULD HELP PROB SOLVE WITH US AND DIRECT A COURSE OF ACTION. ALL THEY ASKED WAS: DO YOU HAVE ANY MESSAGES OR DOOR OPEN INDICATIONS? NONE WERE INDICATED. I ASKED FOR THEIR RECOMMENDATIONS/THOUGHTS AND THEY DIRECTED ME TO PERFORM THE QRH. I TOLD THEM GIVEN THE CIRCUMSTANCES THERE WASN'T A CLR QRH PROC TO PERFORM. THE CLOSEST PROC WAS 'UNPRESSURIZED FLT WITH PACKS ON.' THEY DIRECTED ME TO PERFORM THE UNPRESSURIZED FLT WITH PACKS ON QRH PROC. I ASKED THEM SEVERAL TIMES TO MAKE SURE THAT IS ABSOLUTELY WHAT THEY WANTED US TO DO. THEY SAID 'PERFORM THE QRH.' I DID AS DIRECTED BY MAINT CTL SPECIALISTS. I CONTACTED MAINT CTL TO PROB SOLVE AND FEEL THEY LED US DOWN AN INCORRECT PATH BY INSISTING I PERFORM THE QRH PROC WITHOUT EVER TRYING TO PROB SOLVE OR DIAGNOSE THE PROB. THIS ULTIMATELY RESULTED IN THE CABIN CLBING EXCESSIVELY AND HAVING TO INITIATE A DSCNT AND RETURN TO LGA. NO ASSISTANCE WAS REQUIRED. IT WAS A SAFE, NORMAL AND UNEVENTFUL LNDG AT LGA. MAINT WAS PERFORMED AND WE LATER FLEW THE ACFT WITH REVENUE AS PLANNED.

Synopsis

CRJ200 FAILED TO PRESSURIZE AFTER TKOF. FLT CREW RETURNED TO DEP ARPT.

ACN: 757507

Time / Day

Date : 200710

Place

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

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Controlling Facilities.Tower : CLE.Tower
Operator.Common Carrier : Air Carrier
Make Model Name : B737-700
Operating Under FAR Part : Part 121
Flight Phase.Ground : Taxi

Aircraft : 2

Controlling Facilities.Tower : CLE.Tower
Operator.Common Carrier : Air Carrier
Make Model Name : Medium Large Transport, Low Wing, 2 Turbojet Eng
Operating Under FAR Part : Part 121
Flight Phase.Ground : Taxi

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Oversight : PIC
Experience.Flight Time.Last 90 Days : 233
Experience.Flight Time.Type : 6000
ASRS Report : 757507

Person : 2

Affiliation.Company : Air Carrier
Function.Flight Crew : First Officer
Experience.Flight Time.Last 90 Days : 265
ASRS Report : 747505

Events

Anomaly.Incursion : Runway
Anomaly.Non Adherence : Clearance
Anomaly.Non Adherence : FAR
Independent Detector.Other.Flight CrewA : 2
Resolutive Action.None Taken : Detected After The Fact

Assessments

Problem Areas : ATC Human Performance

Problem Areas : Airport

Problem Areas : Flight Crew Human Performance

Narrative

AFTER PUSHBACK FROM GATE, GND CTL INSTRUCTED US TO DO A 180 DEGS ONTO TXWY S (BEHIND US) SO ANOTHER CARRIER COULD TAXI BY FOR A FLOW TIME. SUBSEQUENT TAXI INSTRUCTIONS WERE TXWYS S, L, AND THEN FOLLOW THE OTHER CARRIER TO RWY 24C. APCHING TXWY U WE SWITCHED TO TWR AND COMPLETED THE BEFORE TKOF CHKLIST. THE OTHER CARRIER HELD SHORT OF THE RWY AT THE RWY 24L HOLD LINE, PAST THE RWY 24C HOLD LINE (BUT WE DIDN'T FIGURE THIS OUT UNTIL LATER). THE OTHER CARRIER WAS CLRED FOR TKOF AND WE CONTINUED TOWARD RWY 24C. SOMEWHERE PAST THE RWY 24C HOLD, BUT SHORT OF THE RWY 24L HOLD LINE, WE WERE CLRED FOR TKOF. AFTER TKOF MY FO FIGURED OUT WHAT WE HAD DONE. TWR MADE NO MENTION OF OURS OR THE OTHER CARRIER'S INCURSION. WE HAD TALKED ABOUT THE TAXI CHALLENGES AT CLE THE PREVIOUS NIGHT BEFORE LNDG. WE REVIEWED THE COMMERCIAL CHART PAGE. BOTH OF US HAD IT OUT DURING TAXI AND WE STILL GOOFED IT. THE INTXN OF RWY 10/28, TXWY Z, AND RWY 24L IS THE MOST CONFUSING OF ANY PLACE WE GO. WE GOT STUCKED IN BY 'FOLLOWING THE OTHER CARRIER' AND WATCHING THEM HOLD SHORT OF THE WRONG LINE. IF ANY PLACE COULD USE SOME WIGWAG OR IN GND STOP BARS, THIS IS IT.

Synopsis

B737 FLT CREW INSTRUCTED TO FOLLOW ACR Y TO RWY 24C AT CLE STOPS AT WEST SIDE RWY 24L HOLD BAR AS DOES ACR Y, PASSING RWY 24C HOLD BAR.

ACN: 756457

Time / Day

Date : 200710

Local Time Of Day : 0001 To 0600

Place

Locale Reference.Airport : ZZZZ.Airport

State Reference : FO

Altitude.MSL.Single Value : 39000

Environment

Aircraft : 1

Controlling Facilities.ARTCC : ZZZZ.ARTCC

Operator.Common Carrier : Air Carrier

Make Model Name : B747-400

Operating Under FAR Part : Part 121

Flight Phase.Cruise : Level

Component : 1

Aircraft Component : Electrical Distribution Relay

Person : 1

Affiliation.Company : Air Carrier

Function.Flight Crew : Relief Pilot

Experience.Flight Time.Last 90 Days : 240

Experience.Flight Time.Total : 16000

Experience.Flight Time.Type : 600

ASRS Report : 756457

Person : 2

Affiliation.Company : Air Carrier

Function.Flight Crew : Relief Pilot

Experience.Flight Time.Last 90 Days : 225

Experience.Flight Time.Total : 8000

Experience.Flight Time.Type : 3200

ASRS Report : 756462

Events

Anomaly.Aircraft Equipment Problem : Less Severe

Anomaly.Non Adherence : Published Procedure

Independent Detector.Aircraft Equipment.Other Aircraft Equipment : EICAS

Independent Detector.Other.Flight CrewA : 1

Independent Detector.Other.Flight CrewB : 2

Resolatory Action.Flight Crew : Overcame Equipment Problem

Assessments

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

Situations

Narrative

EICAS MESSAGE 'ELEC BUS ISLN 4' OCCURRED IN CRUISE. PNF LOOKED UP IRREGULAR PROCS TABLE OF CONTENTS PAGE X WHICH DIRECTED HIM TO PAGE Y. PNF ACCIDENTALLY STARTED RUNNING 'ELEC AC BUS 4' CHKLIST. AFTER INITIATING CHKLIST, PNF REALIZED MISTAKE AND RAN THE CORRECT CHKLIST (ELEC BUS ISLN 4). HUMAN FACTORS WERE PLT FATIGUE, AND THE CHKLIST FORMAT. PAGE Y HAS BOTH THE 'ELEC AC BUS' AND 'ELEC BUS ISLN' ON THE SAME PAGE IN THE FLT MANUAL. ON PAGE Y BOTH CHKLIST TITLES ARE SIMILAR AND THE 'ELEC AC BUS' CHKLIST WAS MORE PROMINENT ON THE PAGE. THE OUTCOME WAS GOOD BECAUSE BOTH OF US SAW HOW FATIGUE COULD AFFECT SOMETHING AS EASY AS RUNNING A CHKLIST. WE BOTH LEARNED FROM IT.

Synopsis

A B747-400 CREW REPORTS RUNNING AN INCORRECT IRREGULAR CHKLIST WHILE FATIGUED BECAUSE BOTH CHKLISTS APPEARED ON THE SAME PAGE WITH SIMILAR NAMES.

ACN: 755585

Time / Day

Date : 200709
Local Time Of Day : 1201 To 1800

Place

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

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Controlling Facilities.Tower : ZZZ.Tower
Operator.Common Carrier : Air Carrier
Make Model Name : B767 Undifferentiated or Other Model
Operating Under FAR Part : Part 121
Flight Phase.Descent : Approach

Component : 1

Aircraft Component : Trailing Edge Flap

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : Relief Pilot
Qualification.Pilot : ATP
Experience.Flight Time.Last 90 Days : 210
Experience.Flight Time.Total : 12000
Experience.Flight Time.Type : 7000
ASRS Report : 755585

Person : 2

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Oversight : PIC
Qualification.Pilot : ATP
Qualification.Pilot : Commercial
Qualification.Pilot : Flight Engineer
Experience.Flight Time.Last 90 Days : 200
Experience.Flight Time.Total : 20000
Experience.Flight Time.Type : 5550
ASRS Report : 755586

Person : 3

Affiliation.Government : FAA
Function.Controller : Local

Events

Anomaly.Aircraft Equipment Problem : Less Severe
Anomaly.Non Adherence : Clearance
Anomaly.Non Adherence : FAR
Independent Detector.Other.ControllerA : 3
Independent Detector.Other.Flight CrewA : 2
Resolutive Action.None Taken : Detected After The Fact
Consequence.FAA : Reviewed Incident With Flight Crew

Assessments

Problem Areas : Aircraft
Problem Areas : Flight Crew Human Performance

Narrative

B767 WAS LANDED WITHOUT CONFIRMING LNDG CLRNC WITH TWR. APCH HANDED ACFT OVER TO TWR FREQ. ALL 3 PLTS WERE OCCUPIED WITH A TRAILING EDGE DISAGREEMENT STATUS MESSAGE THAT HAD JUST OCCURRED AT THE FAF. PF WAS IN THE L SEAT RECEIVING A CHK FLT. INSTRUCTOR PLT (LINE CHK AIRMAN) WAS IN THE R SEAT (PM) AND I WAS RELIEF PLT IN THE JUMPSEAT. THE CAPT SHOULD HAVE CALLED FOR A MISSED APCH AS SOON AS THE FLAP PROB OCCURRED. INSTEAD ALL 3 PLTS TRIED TO HANDLE THE SITUATION WHILE CONTINUING THE APCH FROM THE FAF INBOUND. CONFUSION WITH THE VERBIAGE CONTAINED IN THE QUICK REF MANUAL REQUIRED THE PM TO BE DRAWN FROM HIS DUTIES AS PM AND TALKING WITH ATC, TO A DISCUSSION AS TO THE PROPER FLAP SETTING, WITH THE RELIEF PLT READING FROM THE QRM. THIS DISTR RESULTED IN ALL 3 PLTS MISSING THE FACT THAT THE LNDG CLRNC HAD NOT BEEN RECEIVED. IN ADDITION WE ALL MISSED OUR '1000 FT CLRED TO LAND' CALL AS WELL AS THE LNDG CHKLIST. THE SOLUTION TO THIS OCCURRENCE SEEMS SIMPLE. 1) CREATE TIME TO PROPERLY HANDLE THE PROB. 2) CONFIRM WITH EACH OTHER THE MEANING OF THE QRM (QUICK REF MANUAL). 3) USE CHKLISTS. 4) MAINTAIN CONSISTENT HABIT PATTERNS, IE, TAXI LIGHT ON WHEN LNDG CLRNC IS ISSUED. 5) ASSIGN TASKS TO EACH PLT, IE, WHO'S FLYING THE JET. WE HAD ALL THE TOOLS WE JUST DIDN'T USE THEM. SUPPLEMENTAL INFO FROM ACN 755586: AFTER LNDG AT ZZZ I REALIZED WE DID NOT CHANGE TO TWR FREQ, SO WE DID NOT OBTAIN A LNDG CLRNC. AFTER CLR OF RWY TWR ASK TO CALL HIM. I CALLED AND TOLD HIM I REALIZED WHAT WE HAD DONE. I EXPLAINED TO HIM WE HAD A FLAP MALFUNCTION (TRAILING EDGE FLAP) MESSAGE AND WERE WORKING THE ABNORMAL CHKLIST AND OVERLOOKED CONTACTING THE TWR. THE TWR CTLR SAID HE JUST WANTED ME TO KNOW WHAT WE HAD DONE AND IT WOULD NOT BE A PROB. NO RPT WAS TO BE SUBMITTED.

Synopsis

WHILE WORKING A TE FLAP ASYMMETRY CHECKLIST A B767 CREW FAILED TO CONTACT THE TOWER FOR A LANDING CLRNC.

ACN: 755545

Time / Day

Date : 200709

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.AGL.Single Value : 2000

Aircraft : 1

Controlling Facilities.TRACON : ZZZ.TRACON

Operator.Common Carrier : Air Carrier

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

Operating Under FAR Part : Part 121

Flight Phase.Climbout : Initial

Person : 1

Affiliation.Company : Air Carrier

Function.Flight Crew : Captain

Function.Oversight : PIC

ASRS Report : 755545

Events

Anomaly.Aircraft Equipment Problem : Less Severe

Independent Detector.Aircraft Equipment.Other Aircraft Equipment : EICAS Msg

Resolatory Action.Flight Crew : Overcame Equipment Problem

Assessments

Problem Areas : Aircraft

Problem Areas : Chart Or Publication

Problem Areas : Flight Crew Human Performance

Narrative

DURING CLB OFF OF RWY XXL IN ZZZ WHILE INITIATING THE STANDARD HARD L TURN AT 400 FT, WE EXPERIENCED A BLEED OVERPRESSURE EICAS MESSAGE. I FOLLOWED PROC AND REAFFIRMED THAT THE FO WAS PF WHILE I PULLED OUT THE QRH AND BEGAN LOOKING FOR THE CHKLIST. I RETAINED RADIOS AS HE WAS HAND FLYING AND WE WERE STILL LOW TO THE GND. WHEN I FAILED TO FIND ANY REF TO THIS MESSAGE IN THE QRH, THE FO AND I AGREED TO ACTIVATE THE AUTOPLT AND THAT HE WOULD TAKE THE RADIOS. IT DAWNED ON ME THAT THIS MESSAGE WAS PROBABLY ONE OF THE 'SPECIAL ONES' THAT IS COVERED IN ONLY OUR POH SO I QUICKLY EXTRACTED MINE FROM MY OVERLOADED FLT BAG, WEDGED IN WITH TOO MANY APCH PLATES. I KNEW THAT I HAD SEEN THE MESSAGE BEFORE BUT WASN'T SURE IF IT WAS IN CHAPTER X OR Y, SO I CHKD THE INDEX WHICH HAS ABSOLUTELY NO REF TO THIS ITEM. REALIZING THAT SOMETHING OF THIS NATURE COULD HAVE DIRE

CONSEQUENCES, I DETERMINED THE BEST COURSE OF ACTION WAS TO PUSH OUT THE AFFECTED BLEED BUTTON AS WELL AS XBLEED JUST IN CASE AND CONTINUE LOOKING FOR THE CHKLIST. I TOOK THIS ACTION AND EXPLAINED MY THOUGHT PROCESS TO THE FO WITH THE CAVEAT THAT WE WOULD CONSIDER RETURNING TO ZZZ BECAUSE IT WAS A LONG FLT AND, IN ANY CASE, WE WOULD NOT CLB ABOVE FL310 AS A PRECAUTION. ONCE THIS ACTION WAS TAKEN, THE MESSAGE EXTINGUISHED SO I MADE THE DECISION TO HOLD OFF ANY FURTHER SEARCHES UNTIL WE CLBED ABOVE 10000 FT AS THIS WAS A CRITICAL PHASE OF FLT. ABOVE 10000 FT, I RESUMED MY SEARCH AND JUMPED BACK AND FORTH BTWN THE 2 CHAPTERS WITH NO SUCCESS UNTIL I WENT PAGE BY PAGE THROUGH EACH ONE. FORTUNATELY, I STARTED WITH CHAPTER Y AND FOUND IT IN A SHORT TIME. AS LUCK WOULD HAVE IT, WE HAD TAKEN THE APPROPRIATE ACTION BECAUSE WE HAD AN UNDERSTANDING OF THE SYS. I FOLLOWED THE REMAINDER OF THE CHKLIST (PUSHED THE BUTTONS BACK IN ONE AT A TIME) AND WE CONTINUED THE FLT WITHOUT INCIDENT. DURING MY NOW ACADEMIC PROCESS OF READING THE CHKLIST, WHEN I GOT TO STEP 4 MY JAW DROPPED. THIS PROC COULD RESULT IN AN ENG OUT APCH AND LNDG YET IT IS HIDDEN IN A RARELY READ SECTION OF OUR MANUAL. I CAN ONLY IMAGINE WHAT THE RESULT WOULD BE IF STEP 4 WAS NEVER ACCOMPLISHED AND THE SITUATION CONTINUED WITHOUT REMEDY BECAUSE THE CHKLIST COULDN'T BE FOUND. I HAVE DISCUSSED THIS ISSUE WITH CHK AIRMEN WHO ENSURED ME THAT THE QRH IS BEING UPDATED BUT THAT PROJECT BEGAN DURING MY INITIAL TRAINING OVER A YR AGO AND WE HAVE NO PROGRESS RPTS. CRITICAL INFO LIKE THIS SHOULD NOT BE HIDDEN EVEN IF THE OCCURRENCES ARE FEW AND FAR BTWN. I FELT THE SEARCH FOR THIS INFO AT SUCH A CRITICAL PHASE OF FLT WAS UNSAFE. MY RECOMMENDATION IS THAT ALL EXISTING QRH'S BE UPDATED WITH, AT THE VERY LEAST, NOTES IN THE INDEX (WHEREVER SUCH MESSAGES MIGHT BE EXPECTED TO BE FOUND) GUIDING PLTS TO THE CORRECT MANUAL AND PAGE FOR ANY OF THESE CHKLISTS. IT IS UNREASONABLE FOR THE EXPECTATION TO BE THAT LINE PLTS WILL REMEMBER SUCH TRIVIA IN THE HEAT OF THE MOMENT. THAT IS WHY WE HAVE A QRH.

Synopsis

CAPTAIN OF ACR ACFT REPORTS THAT THE CHECKLIST FOR A BLEED OVERPRESSURE EICAS MSG IS NOT ANNOTATED IN AN APPROPRIATE LOCATION AND MUST BE SOUGHT OUT BY PAGE TO PAGE REVIEW OF AN ENTIRE CHAPTER.

ACN: 752149

Time / Day

Date : 200709
Local Time Of Day : 1201 To 1800

Place

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

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Controlling Facilities.TRACON : ZZZ.TRACON
Operator.Common Carrier : Air Carrier
Make Model Name : MD-90 Series (DC-9-90) Undifferentiated or Other Model
Operating Under FAR Part : Part 121
Flight Phase.Climbout : Initial

Component : 1

Aircraft Component : Oil Distribution

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.Pilot : Private
Experience.Flight Time.Last 90 Days : 144
Experience.Flight Time.Total : 13750
Experience.Flight Time.Type : 2473
ASRS Report : 752149

Events

Anomaly.Aircraft Equipment Problem : Less Severe
Anomaly.Non Adherence : Published Procedure
Independent Detector.Aircraft Equipment.Other Aircraft Equipment : OAP
Resolatory Action.Flight Crew : Landed As Precaution
Resolatory Action.Other
Consequence.Other

Assessments

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

Narrative

SHORTLY AFTER TKOF, JUST AS THE LNDG GEAR WAS RETRACTED, AN INTERMITTENT L OIL STRAINER CLOG MESSAGE APPEARED ON THE OVERHEAD ANNUNCIATOR PANEL. AFTER WE CLEANED THE ACFT UP, THE PF ENGAGED THE AUTOPLT AND TOOK THE RADIOS WHILE I, THE PLT MONITORING, REFERRED TO THE CHKLIST FOR THE OVERHEAD ANNUNCIATOR PANEL ANNUNCIATION. THE CHKLIST DIRECTED ME TO REDUCE THE THROTTLE SLOWLY UNTIL THE MESSAGE WENT AWAY. AT APPROX 65% N1, THE MESSAGE WENT AWAY. HAD THE MESSAGE NOT GONE AWAY, THE CHKLIST RECOMMENDED SHUTTING THE ENG DOWN. WITH THE L ENG AT APPROX HALF THRUST, I CAME TO THE CONCLUSION THAT WE SHOULDN'T CONTINUE TO OUR DEST. THE PF ASKED ATC TO LEVEL OFF AT 14000 FT MSL AND FOR VECTORS BACK TO A LNDG AT OUR ORIGIN ARPT. WE CALLED THE COMPANY, TALKED TO THE FLT ATTENDANTS AND MADE A PA TO THE PAX. WE DID NOT DECLARE AN EMER. THE PF COMPLETED AN UNEVENTFUL VISUAL APCH AND LNDG 2000 LBS BELOW OUR MAX LNDG WT. MAINT COMPLIED WITH THE MEL REQUIREMENTS, RETURNED THE ACFT TO SVC AND WE WERE ON OUR WAY TO OUR ORIGINAL DEST WITH NEW DISPATCH PAPERWORK ABOUT 1 HR 45 MINS LATE. THE NEXT MORNING, I STARTED TO FILL OUT THE REQUIRED COMPANY RPT TO DOCUMENT THIS IRREGULAR OP. WHEN I REFEED THE CHKLIST TO GET THE TERMINOLOGY CORRECT FOR THE RPT, I REALIZED I HAD BASED MY DECISION TO RETURN TO THE DEP ARPT ON THE WRONG CHKLIST. THE MD88 PROC DIRECTED RETARDING THE THROTTLE TO IDLE UNTIL THE MESSAGE WENT AWAY, WHILE THE MD90 PROC SAYS TO CONTINUE NORMAL ENG OP WHILE MONITORING THE OIL SYS.

Synopsis

MD90 CAPTAIN RETURNS TO ARPT DUE TO AN OIL STRAINER CLOGGED MESSAGE. LATER DISCOVERS CHECKLIST FOR THE WRONG MODEL ACFT WAS EMPLOYED.

ACN: 751191

Time / Day

Date : 200708
Local Time Of Day : 0601 To 1200

Place

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

Environment

Weather Elements.Other
Light : Daylight

Aircraft : 1

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

Component : 1

Aircraft Component : Gear Extend/Retract Mechanism

Person : 1

Affiliation.Other : Instructional
Function.Flight Crew : Single Pilot
Qualification.Pilot : Instrument
Qualification.Pilot : Private
Experience.Flight Time.Last 90 Days : 31.1
Experience.Flight Time.Total : 223.1
Experience.Flight Time.Type : 13.6
ASRS Report : 751191

Events

Anomaly.Aircraft Equipment Problem : Critical
Anomaly.Non Adherence : Published Procedure
Independent Detector.Aircraft Equipment.Other Aircraft Equipment : Gear Warning
Horn
Resolatory Action.None Taken : Anomaly Accepted
Resolatory Action.None Taken : Unable
Consequence.Other : Aircraft Damaged
Consequence.Other

Maintenance Factors

Maintenance.Performance Deficiency : Repair

Assessments

Problem Areas : Aircraft

Problem Areas : Flight Crew Human Performance

Problem Areas : Maintenance Human Performance

Narrative

I CHKED WX BEFORE DEPARTING ON MY WAY TO ZZZ, A TURF RWY, FOR MY COMMERCIAL CHK RIDE. THE DAY BEFORE, MY INSTRUCTOR AND I PRACTICED AN APCH AND LNDG INTO ZZZ BECAUSE I NEVER LANDED THERE BEFORE. ON THE APCH TO ZZZ ON THIS DAY, I SET UP FOR THE APCH EARLY (3-5 NM FROM ZZZ) AS INSTRUCTED THE DAY BEFORE. SINCE VISIBILITY WAS LOWER THAN THE PREVIOUS DAY WITH MY CFI, I HAD TROUBLE FINDING THE TURF RWY FROM A DISTANCE. SO WHILE LOOKING FOR ZZZ I DECIDED TO SET UP FOR THE APCH SINCE I KNEW I WAS CLOSE TO IT. TURNED ON LNDG LIGHT, FLAPS TO 10 DEGS, GEAR DOWN, DISTR LOOKING FOR THE AIRFIELD I DID NOT HOLD THE GEAR HANDLE TILL THE GREEN LIGHT. BUT WHEN I PULLED PWR BACK COMPLETELY TO DSND TO 600 FT, WHICH IS PATTERN ALT, I HEARD THE WARNING HORN SOUND THAT THE GEAR WAS NOT DOWN AND LOCKED. I LOOKED OUT AND DIDN'T SEE IT. I LOOKED AT THE GEAR HANDLE AND IT WAS DOWN, I DECIDED TO DO WHAT MY INSTRUCTOR AND I DID DURING OUR TRAINING WHEN THE GEAR DID NOT COME DOWN AT TIMES, BANGING ON THE CTR CONSOLE WHERE THE GEAR PUMP IS LOCATED. THIS OCCURRED A FEW TIMES DURING OUR TRAINING AND MAINT LOOKED AT IT, BUT COULD NOT FIND ANYTHING. THE GEAR WOULD WORK, BUT THE ISSUE WOULD OCCUR AGAIN, MAINT WOULD LOOK FOR PROBS AND FIND NOTHING. SO WHEN THE ISSUE OCCURRED DURING TRAINING I WOULD BANG ON THE SIDE OF THE CONSOLE AS WE DID BECAUSE THAT NORMALLY BROUGHT THE GEAR DOWN (I ONCE EVEN CUT MYSELF AND STILL HAVE A SCAR FROM HITTING ON THE SIDE). SO WHEN I NOTICED DURING THE DSCNT IT WAS NOT COMING DOWN MY HEART SORT OF STOPPED AND A BIT OF FEAR CAME OVER ME. WHILE DSNDING AND TRYING TO FIND THIS GRASS/TURF FIELD I BEGAN TO BANG ON THE SIDE OF THE CTR CONSOLE, I EXPECTED IT TO COME DOWN AS IT HAD ALWAYS DONE BEFORE, WHEN IT WAS STUCK, NOTHING OCCURRED. I RETRACTED THE GEAR HANDLE, BROUGHT IT BACK DOWN TO EXTEND IT, NOTHING HAPPENED. I WAS QUITE SHAKEN AND NERVOUS THAT THE GEAR MIGHT NOT COME DOWN, SO I BANGED A LITTLE BIT HARDER AS THE DAY I CUT MYSELF. WHILE BANGING I NOTICED HOW LOW I BECAME AND LOOKED AT THE ALTIMETER. I COULD NOT FIND THE GRASS FIELD AND I WAS JUST BELOW 400 FT MSL. I DON'T KNOW WHAT CAME OVER ME BUT I WANTED TO FIND THIS FIELD AND GET THIS PLANE DOWN SAFELY. I TOLD ATC I COULD NOT FIND THE FIELD AND I WAS GOING TO GO BACK OUT AND LOOK FOR IT AT A HIGHER ALT. HE TOLD ME TO MAKE A 90 DEG TURN TO THE L AND HE WILL LET ME KNOW WHEN MY NOSE POINTS TOWARDS THE FIELD. I CONFIRMED, AND TURNED, THEN HIT ON THE SIDE CONSOLE A FEW MORE TIMES. THIS IS THE POINT WHERE I CAN POINT OUT A FEW OF MY MISTAKES. 1) I SHOULD HAVE MENTIONED THE PROB TO ATC AT THAT MOMENT SO HE COULD PROBABLY ASSIST ME. 2) AFTER DOING THAT, CLB TO HIGHER ALT AND GO THROUGH THE CHKLIST FOR GEAR PROBS. 3) I SHOULD HAVE REMAINED CALMER AND THOUGHT OF 'OTHER' OPTIONS. 4) I HAD A LOT OF FUEL ON BOARD, AND THE ENG WAS NOT AN ISSUE (FOR SOME ODD REASON I FELT AS THOUGH, AND TREATED THE ISSUE AS THOUGH I HAD AN ENG PROB AND THE ACFT NEED TO COME DOWN SAFELY. WHILE TURNING L 90 DEGS I LEFT THE GEAR DOWN AND PUMPED THE EMER HANDLE A FEW TIMES, PROBABLY LESS THAN 5 TIMES, IN FACT IT WAS PROBABLY ONCE OR TWICE. THIS WAS ANOTHER MISTAKE. I SHOULD HAVE REMEMBERED THE PART IN MY TRAINING WHERE WE ARE SUPPOSED TO PUT THE GEAR HANDLE DOWN AND

PUMP THE EMER EXTENSION PUMP A COUPLE OF TIMES. I WAS DEFINITELY FOOLISH FOR NOT THINKING OF THAT, AND PUMPING MORE. I SAW THE FIELD AND QUICKLY THOUGHT OF LNDG THE PLANE SAFELY. FORGETTING TO PUMP MORE PROBABLY (I'M NOT TOO SURE IF THIS WAS THE REASON FOR ME NOT PUMPING MORE BUT IT'S A POSSIBILITY, I JUST KNOW I WAS GLAD TO SEE THE LNDG AREA). THINKING ABOUT IT, IT WAS STUPID FOR ME TO GO FORWARD AND LAND THE ACFT GEAR UP. BUT I DID THINK OF THE FACT THAT 'OK THIS IS A TURF/GRASS RWY, IT WOULD BE BETTER THAN A REGULAR ASPHALT OR CONCRETE RWY.' IT WAS AS THOUGH I HAD NO HOPE IN THE GEAR WORKING, AND I HAD OVER CONFIDENCE IN MY LNDG ABILITY TO GET OUT OF THE PLANE SAFELY. I SHOULD HAVE UTILIZED ALL THE RESOURCES I HAD TO HANDLE THIS ISSUE MORE EFFECTIVELY (STAYED IN THE AIR LONGER TO ACCESS THE SITUATION). AFTER TALKING WITH THE ACFT AND ACADEMY OWNER, I REALIZE THAT AS LONG AS THE ENG WAS WORKING I WOULD BE SAFE AND FINE AND NOTHING BAD WOULD HAVE HAPPENED. HE WAS TRULY CORRECT. I LANDED THE ACFT SAFELY AND THE ONLY VISIBLE/PHYSICAL DAMAGE WAS THE PROP AND DME ANTENNA UNDER THE BELLY. ALTHOUGH I TRUSTED MORE FEAR, ANXIETY, AND MY ABILITY TO LAND, I COULD HAVE STILL BEEN KILLED. WITH ALL THAT SAID, ALTHOUGH THE GEAR DID NOT EXTEND REGULARLY I AM STILL TRULY BLESSED TO HAVE WALKED AWAY FROM THIS IN ONE PIECE AND NOT IN PIECES.

Synopsis

C172 PRIVATE PLT, ENROUTE FOR HIS COMMERCIAL CHECK RIDE, LANDS WITH GEAR UP.

ACN: 751087

Time / Day

Date : 200708
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.MSL.Single Value : 24000

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Controlling Facilities.ARTCC : ZZZ.ARTCC
Operator.Common Carrier : Air Carrier
Make Model Name : EMB ERJ 135 ER&LR
Operating Under FAR Part : Part 121
Flight Phase.Cruise : Level

Component : 1

Aircraft Component : Air Conditioning and Pressurization Pack

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : First Officer
Qualification.Pilot : Commercial
ASRS Report : 751087

Events

Anomaly.Aircraft Equipment Problem : Critical
Independent Detector.Aircraft Equipment.Other Aircraft Equipment : EICAS
Resolatory Action.Flight Crew : Overcame Equipment Problem

Assessments

Problem Areas : Aircraft

Narrative

PACK #1 PLT DEFERRED -- ACFT LIMITED TO FL250 OR BELOW. ABOUT 50 NM FROM ZZZ: E2 OUT MESSAGE, SMOKE IN CABIN/COCKPIT, CABIN PRESSURE INDICATION RISING QUICKLY. RAN CHKLISTS AS PER AOM AND LANDED WITHOUT INCIDENT OR ACCIDENT.

Synopsis

OPERATING WITH #1 PACK DEFERRED, SECOND PACK FAILS ENROUTE RESULTING IN LOSS OF PRESSURE AND SMOKE IN CABIN.

ACN: 750987

Time / Day

Date : 200708
Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : ZZZZ.Airport
State Reference : FO
Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Operator.Common Carrier : Air Carrier
Make Model Name : B767-300 and 300 ER
Operating Under FAR Part : Part 121
Flight Phase.Ground : Taxi

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Oversight : PIC
ASRS Report : 750987

Person : 2

Affiliation.Company : Air Carrier
Function.Flight Crew : First Officer
ASRS Report : 750968

Person : 3

Affiliation.Company : Air Carrier
Function.Flight Crew : Relief Pilot
ASRS Report : 750986

Person : 4

Affiliation.Company : Air Carrier
Function.Flight Attendant : On Duty
Qualification.Flight Attendant : Currently Qualified
Qualification.Flight Attendant.Aircraft Qualified On : 5
Experience.Flight Attendant Time.Airline Total : 22.5
Experience.Flight Attendant Time.Total : 22.5
Experience.Flight Attendant Time.Type : 80
ASRS Report : 753526

Events

Anomaly.Aircraft Equipment Problem : Critical
Anomaly.Other Anomaly
Resolatory Action.Aircraft : Evacuated
Consequence.Other : Aircraft Damaged
Consequence.Other

Assessments

Problem Areas : Aircraft
Problem Areas : Flight Crew Human Performance

Narrative

AFTER LNDG AND TAXIING TO THE GATE, THICK SMOKE BEGAN TO FILL THE CABIN. THE APU HAD JUST BEEN STARTED AND EARLIER A CARGO OVERHEAT LIGHT CAME ON AND REMAINED ON FOR THE REMAINDER OF THE FLT. WE WERE JUST APPROX 100 FT FROM THE GATE AREA AND THE PRESENT AREA WAS NOT SAFE FOR EVAC DUE TO SURROUNDING GND EQUIP. IMMEDIATE ACTION ITEMS WERE ACCOMPLISHED AND THE FLT ATTENDANTS WERE INSTRUCTED TO PARTIALLY OPEN THE DOORS TO ALLOW AIR TO VENTILATE THE CABIN. THE FIRE DEPT WAS CALLED AND UPON ENTRY TO THE GATE AREA, I OPENED THE COCKPIT WINDOW AND TOLD THE GND PERSONNEL TO GET THE STAIRS TO THE AIRPLANE BECAUSE THE CABIN WAS FULL OF SMOKE. ALL PAX AND CREW WERE REMOVED FROM THE ACFT WITH NO INJURIES. IT WAS LATER DETERMINED THAT A WIRING BUNDLE IN THE AFT CARGO AREA HAD SHORTED OUT AND BURNED. THE INVESTIGATION AS TO THE CAUSE OF THE SMOKE IS STILL UNDER WAY. SUPPLEMENTAL INFO FROM ACN 750968: INFLT, AN AFT CARGO COMPARTMENT OVERHEAT ILLUMINATED. CORRECTIVE PROC WAS ACCOMPLISHED AND FLT CONTINUED TO ZZZZ. SUPPLEMENTAL INFO FROM ACN 753526: APPROX 1 1/2 - 2 MINS BEFORE ARRIVING AT THE GATE, SMOKE BEGAN TO FILL THE CABIN AROUND ROW 26HJ. THE SMOKE CONTINUED TO BILLOW AND BECAME VERY DENSE. I PICKED UP THE PHONE TO CALL THE COCKPIT AND OVERHEARD A CONVERSATION BTWN FLT ATTENDANT #3 AND A PLT. INTERJECTED THE SMOKE WAS GETTING BAD AND WE NEEDED TO GET THE PAX OUT. AS WE APCHED THE GATE, MANY COACH PAX HAD COME UP TO DOOR 1L. THEY WERE HOLDING CLOTHING OVER THEIR FACES IN ORDER TO NOT BREATHE THE SMOKE. I HEARD ON THE PHONE WE SHOULD 'CRACK' OUR DOORS OPEN TO LET THE SMOKE ESCAPE. UNAWARE IF I WAS GOING TO HAVE TO INFLATE MY SLIDE I WAS APPREHENSIVE. ONCE THE ACFT CAME TO A STOP, I SAW THROUGH MY VIEWING WINDOW A RAMP STAND/STAIRS ABOUT 8-10 FT FROM MY DOOR. I KNEW I COULD NOT INFLATE THE SLIDE WITH THIS SO CLOSE. AS THE STAIRS BEGAN TO APCH THE DOOR, I DISARMED IT AND CRACKED IT OPEN ABOUT 12 INCHES. WHEN THE STAIRS REACHED THE ACFT I OPENED THE DOOR FULLY BUT HAD TO HOLD PAX BACK BECAUSE THE STAIRS WERE ABOUT 6 FT LOWER THAN THE THRESHOLD OF THE DOOR. ONCE THEY WERE RAISED TO MEET THE DOOR, I UNIDID THE BARRIER STRAP ON THE STAIRS TO LET PAX USE THEM. I MADE AT LEAST 2 ANNOUNCEMENTS OVER THE PA SYS FOR PAX TO COME TO THE FRONT L DOOR, QUICKLY, AND NOT TO BRING ANYTHING WITH THEM. THE DEPLANING PROCESS TOOK MUCH LONGER THAN NECESSARY LEAVING OTHERS IN THE SMOKE FILLED CABIN BECAUSE THEY HAD THEIR HANDS FULL WITH THEIR BELONGINGS AND WALKING DOWN THE STAIRS WITHOUT BEING ABLE TO USE THE HAND RAIL. ONCE PAX DEPLANED, I WENT THROUGH MY DOOR AFTER CHKING MY LAVATORIES.

Synopsis

B767-300 CABIN FILLS WITH SMOKE ON TAXI IN TO GATE. INCIDENT FOLLOWED
AN AFT CARGO COMPARTMENT OVERHEAT ENROUTE.

ACN: 749101

Time / Day

Date : 200708
Local Time Of Day : 0601 To 1200

Place

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

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Controlling Facilities.Tower : ZZZ.Tower
Operator.Common Carrier : Air Carrier
Make Model Name : DC-10 30
Operating Under FAR Part : Part 121
Flight Phase.Ground : Position And Hold
Flight Phase.Ground : Preflight
Flight Phase.Ground : Taxi

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : First Officer
Qualification.Pilot : ATP
Qualification.Pilot : CFI
Qualification.Pilot : Commercial
Qualification.Pilot : Flight Engineer
Qualification.Pilot : Instrument
Qualification.Pilot : Multi Engine
Experience.Flight Time.Last 90 Days : 60
Experience.Flight Time.Total : 8500
Experience.Flight Time.Type : 250
ASRS Report : 749101

Events

Anomaly.Aircraft Equipment Problem : Critical
Anomaly.Other Anomaly : Fumes
Anomaly.Other Anomaly
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Aircraft : Evacuated
Resolatory Action.Flight Crew : Declared Emergency
Resolatory Action.Other
Consequence.Other

Assessments

Problem Areas : Aircraft

Narrative

FOLLOWING A NORMAL PREFLT, ENG START, AND INITIAL TAXI OUT, EVERYTHING WAS NORMAL. JUST PRIOR TO TKOF, WE STARTED TO SMELL A SLIGHT BURNING TYPE SMELL IN THE COCKPIT. WE INITIALLY THOUGHT IT WAS FROM A SEWAGE TREATMENT PLANT LOCATED NEARBY. THE ACFT WAS THEN CLRED FOR TKOF ON RWY XX. WE TAXIED ONTO THE RWY AND AGREED AS A CREW THAT THE SMELL WAS A LOT STRONGER AND SMELLED LIKE SOMETHING WAS BURNING. WE NOTIFIED TWR WE'D LIKE TO TAXI OFF THE RWY AND INVESTIGATE THE FUMES. TWR INITIALLY TOLD US TO TAXI CLRNC, AND THEN TOLD US TO TAXI DOWN THE RWY TO CLR AT TXWY X. AT THIS TIME THE CAPT DIRECTED THE CREW TO DON OUR OXYGEN MASKS AND SMOKE GOGGLES. THE APPROPRIATE PHASE 1 WAS ACCOMPLISHED TO INCLUDE INFORMING OUR JUMPSEATER TO DON HIS MASK. I WANT TO NOTE THAT THE THROTTLES WERE NEVER ADVANCED FOR A TKOF AND THE TWR ASKED US IMMEDIATELY IF WE NEEDED ASSISTANCE. WE THEN DECIDED THE BEST COURSE OF ACTION WOULD BE TO CONTINUE BACK TO OUR RAMP AND LET MAINT INVESTIGATE THE PROB. WE WERE GIVEN A QUICK TAXI BACK TO OUR RAMP. UPON REACHING TXWY XX, WE DETERMINED THAT THE FUMES WERE MUCH MORE INTENSE AND THE CAPT DIRECTED ME TO CALL OUT THE FIRE TRUCKS. I'M NOT SURE IF I EVER DECLARED AN EMER, BUT I DID REQUEST THE FIRE TRUCKS AND STATED WE THOUGHT WE MIGHT HAVE SOMETHING BURNING. THE TRUCKS RESPONDED IMMEDIATELY AND MET US ABEAM OUR GATE. WE RAN THE EMER EVAC CHKLIST AND SPOKE WITH THE FIRE DEPT ON A DISCRETE FREQ. OUR INTENTION WAS TO EGRESS VIA OUR CREW STAIRS, BUT THEY WERE SLOW IN BRINGING THEM OUT TO THE ACFT AND THE FIRE DEPT REQUESTED WE POP THE SLIDE. THE EVAC CHKLIST WAS FINISHED AND WE EGRESSSED VIA THE SLIDE ON THE L1 DOOR. AS OF WRITING THIS, THE CAUSE OF THE BURNING SMELL COULD NOT BE 100% IDENTED. THERE WAS A SKYDROL LEAK FOUND IN THE MAIN GEAR AREA AND THE FLT ENGINEER'S SEAT MAY HAVE MALFUNCTIONED AND OVERHEATED. THE PLANE WAS BEING LOOKED AT WHEN I LEFT ZZZ A FEW HRS LATER.

Synopsis

DC10 RETURNS TO GATE DUE TO NOXIOUS FUMES ON FLT DECK.

ACN: 748764

Time / Day

Date : 200708
Day : Sun
Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.MSL.Single Value : 21000

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Controlling Facilities.ARTCC : ZZZ.ARTCC
Operator.Common Carrier : Air Carrier
Make Model Name : MD-88
Operating Under FAR Part : Part 121
Flight Phase.Descent : Intermediate Altitude

Component : 1

Aircraft Component : Air Conditioning and Pressurization Pack

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Oversight : PIC
Qualification.Pilot : ATP
Experience.Flight Time.Last 90 Days : 240
Experience.Flight Time.Total : 11400
Experience.Flight Time.Type : 3000
ASRS Report : 748764

Person : 2

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

Events

Anomaly.Aircraft Equipment Problem : Critical
Anomaly.Other Anomaly : Fumes
Independent Detector.Other.Flight CrewA : 2
Independent Detector.Other.Flight CrewB : 1
Resolutive Action.Flight Crew : Declared Emergency
Resolutive Action.Flight Crew : Landed In Emergency Condition

Assessments

Problem Areas : Aircraft

Narrative

WE TOOK OFF AND WERE ENRTE TO ZZZ. DURING THE ARR ATC GAVE US INSTRUCTIONS TO HOLD. WHILE WE WERE IN THE HOLDING PATTERN I NOTICED THAT IT WAS GETTING WARM IN THE COCKPIT. I ASKED THE FO TO COOL IT DOWN A BIT. AFTER WAITING A FEW MINS FOR THE COCKPIT TO COOL DOWN I NOTICED THAT IT WAS ACTUALLY GETTING WARMER, EVEN HOT. I ASKED THE FO IF HE FELT WARM AND HE AGREED. HE AGAIN ATTEMPTED TO COOL DOWN THE COCKPIT. ALL ATTEMPTS TO COOL THE COCKPIT FAILED. WE NOTICED THAT THE NEEDLE FOR THE L AIR CONDITIONING PACK VALVE WAS IN THE FULL COLD POS, WITH THE SYS IN AUTO, BUT THE AIR CONDITIONING SYS WAS BLOWING HOT AIR. WE ATTEMPTED TO MOVE THE VALVE MANUALLY BUT THE NEEDLE APPEARED TO BE STUCK IN THE FULL COLD POS. WE LOOKED FOR AN APPROPRIATE CHKLIST TO RUN BUT DIDN'T FIND ANYTHING THAT FIT THIS SITUATION. WE CALLED BACK TO THE FLT ATTENDANTS AND ASKED IF THEY WERE GETTING WARM. INITIALLY THEY SAID 'NO.' BUT THEN A FEW MINS LATER THEY CALLED BACK AND SAID THEY FELT A LITTLE WARMER. MEANWHILE IN THE COCKPIT IT WAS STARTING TO GET UNCOMFORTABLE. ABOUT THIS TIME ATC CLRED US OUT OF THE HOLDING PATTERN AND WAS GIVING US VECTORS. AS WE WERE ATTEMPTING TO TROUBLESHOOT THE PROB THE FO AND MYSELF STARTED TO NOTICE A SMOLDERING, BURNING SMELL. AT THAT TIME I DECIDED IT WAS TIME TO GET THE PLANE ON THE GND IMMEDIATELY. WE DECLARED AN EMER WITH ATC, SPED UP THE AIRPLANE AND HEADED DIRECTLY FOR ZZZ. AS WE ACCELERATED UP TO 300 KTS (WE HAD BEEN DOING 240 KTS IN THE HOLDING PATTERN) WE NOTICED THAT THE AIRFLOW IN THE COCKPIT STARTED TO COOL DOWN. IT WAS STILL BLOWING WARM AIR BUT NOT NEARLY AS HOT AS BEFORE. ALSO THE SMELL HAD LARGELY GONE AWAY. THIS IS THE STATUS THAT REMAINED UNTIL WE FLEW AN APCH AND LANDED. WE HAD THE FIRE CHIEF LOOK US OVER AND WHEN HE GAVE US THE 'THUMBS UP' WE TAXIED BACK TO THE GATE UNEVENTFULLY AND DEPLANED THE PAX. ANYTIME I SMELL SOMETHING BURNING IN AN AIRPLANE I THINK IT'S A GOOD IDEA TO LAND THE PLANE. ONE THING WE COULD HAVE DONE SOONER, EVEN THOUGH THERE WAS NO CHKLIST TO FOLLOW, WOULD HAVE BEEN TO TURN OFF THE L PACK. IT SEEMS OBVIOUS BUT FOR WHATEVER REASON WE NEVER DID GET THE L PACK OFF.

Synopsis

MD88 FLT CREW DECLARES EMER AND LANDS WHEN UNEXPLAINED HOT AIR AND BURNING ODORS EMANATE FROM THE AIR CONDITIONING SYS.

ACN: 748352

Time / Day

Date : 200708

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : TCY.Airport

State Reference : CA

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Light : Daylight

Aircraft : 1

Operator.General Aviation : Corporate

Make Model Name : PA-38 Tomahawk

Operating Under FAR Part : Part 91

Flight Phase.Ground : Takeoff Roll

Aircraft : 2

Make Model Name : Cessna Aircraft Undifferentiated or Other Model

Flight Phase.Ground : Takeoff Roll

Component : 1

Aircraft Component : Communication Systems

Person : 1

Affiliation.Company : Corporate

Function.Flight Crew : Single Pilot

Qualification.Pilot : Private

Experience.Flight Time.Last 90 Days : 20

Experience.Flight Time.Total : 140

Experience.Flight Time.Type : 60

ASRS Report : 748352

Events

Anomaly.Aircraft Equipment Problem : Less Severe

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.None Taken : Detected After The Fact

Miss Distance.Horizontal : 1000

Miss Distance.Vertical : 100

Assessments

Problem Areas : Airport

Problem Areas : Flight Crew Human Performance

Narrative

MY PLANE WAS A TOMAHAWK, 2 ON BOARD. WE HAD JUST LANDED AT TRACY AFTER GOING AROUND THE PATTERN AS WE BELIEVED WE HAD LEFT AN ITEM ON THE GND WHILE REFUELING A FEW MINS BEFORE. AFTER LNDG AND IMMEDIATELY AFTER SHUTTING DOWN THE ENG THE ITEM WAS LOCATED (I WAS SITTING ON IT). WE IMMEDIATELY WENT BACK THROUGH THE CHKLIST AND RESTARTED THE ENG AND TAXIED TO RWY 30. WE PAUSED IN THE RUN-UP AREA AND WENT THROUGH PRETKOF CHKLIST, AFTER WHICH WE MADE THE RADIO CALL TO DEPART RWY 30. WE ROLLED ONTO THE RWY AND ACCELERATED FOR TKOF. APPROX 2/3 OF THE WAY DOWN THE RWY WE ROTATED, ALMOST IMMEDIATELY WE SAW THE SECOND PLANE, A CESSNA, PASS IN FRONT OF US FROM L TO R, TAKING OFF ON RWY 7. WE DID NOT NEED TO TAKE EVASIVE ACTION AND I AM NOT SURE THE CESSNA EVER SAW US. AS WE CLBED OUT WE DISCOVERED THAT OUR RADIO WAS NOT TURNED ON AND THAT OBVIOUSLY OUR CALLS HAD NOT BEEN XMITTED. THE PROB WAS CAUSED BY ME BEING SLOPPY AND HURRIED IN GOING THROUGH THE PRE-START CHKLIST. THE 'LOST ITEM' GOT ME OUT OF SYNC, HAVING TO TURN AROUND AND LAND AGAIN. FINDING THE ITEM MADE IT WORSE, AS THE WHOLE EXERCISE WAS SHOWN TO BE UNNECESSARY. MY PVT AND MOST OF MY FLYING HAS BEEN DONE IN AN ACFT WHERE THE RADIOS ARE LEFT ON AND EFFECTIVELY CTLED BY THE MASTER SWITCH. THIS WAS MY 3RD FLT IN THIS ACFT WHERE RADIOS ARE A SEPARATE CHKLIST ITEM. I DID HAVE AN INDICATION OF THE PROB AS MY RADIO CALLS DID NOT ACTIVATE MY HEADPHONES. I NOTICED THIS AS AN ANOMALY BUT AS MY PAX COULD HEAR MY CALL OVER THE INTERCOM AND THE INTERCOM WAS ACTIVE I DID NOT PUT TWO AND TWO TOGETHER. MY ACFT WAS SCHEDULED TO RETURN TO OUR HOME ARPT IN A LITTLE OVER AN HR AND OUR 'LOST ITEM' ESCAPADE PUT ME BEHIND THE TIME CURVE. I WAS RUSHED TO GET GOING. MY PAX WAS 'HELPING' ME WITH THE CHKLIST ITEMS AS HE WAS MUCH MORE FAMILIAR IN THIS TYPE THAN ME. A GOOD EXAMPLE OF A CHAIN OF EVENTS LEADING TO A DANGEROUS SITUATION, BUT NOT TO GLOSS OVER THE MAIN CAUSE OF VERY POOR CHKLIST DISCIPLINE ON MY PART, AND FAILURE TO RECOGNIZE MY HEADSET ANOMALY AS SOMETHING WRONG THAT SHOULD HAVE BEEN OCCASIONED A PAUSE AND A SOLUTION. ANOTHER PLT HAS SINCE RELATED A HABIT OF HIS IN LISTENING TO AWOS (SKY WAS CLR AND NO WIND ON THIS DAY) NOT ONLY FOR INFO BUT AS A CONFIRMATION OF RADIO FUNCTION.

Synopsis

TAKING OFF ON RWY 30 AT TCY, PLT OF PA38 HAS CLOSE ENCOUNTER WITH A CESSNA DEPARTING ON RWY 07. CITES FAILURE TO TURN ON COM RADIO PRIOR TO DEP.

ACN: 747725

Time / Day

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

Place

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

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Controlling Facilities.Tower : SPI.Tower
Make Model Name : Citation Excel
Operating Under FAR Part : Part 91
Flight Phase.Ground : Taxi

Person : 1

Function.Flight Crew : Captain
Function.Oversight : PIC
Qualification.Pilot : ATP
Qualification.Pilot : CFI
Qualification.Pilot : Multi Engine
Experience.Flight Time.Last 90 Days : 90
Experience.Flight Time.Total : 6000
Experience.Flight Time.Type : 1200
ASRS Report : 747725

Events

Anomaly.Incursion : Taxiway
Anomaly.Non Adherence : Clearance
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Controller : Issued New Clearance

Assessments

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

Situations

Airport.Signage : SPI.Airport

Narrative

WE WERE TOLD TO TAXI TO RWY 31 VIA TXWY ECHO. SO WE FIND TXWY ECHO AND WE GET TO THE INTXN OF TXWY ECHO AND ALPHA. THERE IS A TAXI SIGN THAT STATES TXWY ECHO STRAIGHT AHEAD. I COULD SEE THE AIRLINE RAMP IN FRONT OF ME. BUT TXWY ECHO ONLY LASTED FOR ABOUT ANOTHER 50 FT. I FEEL THE SIGN IS VERY MISLEADING. BECAUSE OF TAXI INSTRUCTIONS WERE TAXI TO RWY 31 VIA TXWY ECHO AND NOTHING ELSE. SO I ASSUMED JUST LIKE AT A LOT OF OTHER ARPTS THAT THE TXWY CONTINUE ONTO THE AIRLINE RAMP AREA TO THE PERIMETER. BUT I GOT TO THE EDGE OF THE AIRLINE RAMP AND TXWY ECHO STOPPED. SO I STOPPED. GND SAID HE DID NOT HAVE AUTH TO ALLOW US TO TAXI ONTO THE RAMP BUT SAID CONTINUE AND JUST STAY AT THE EDGE OF THE RAMP AND CONTINUE TO RWY 31. NOTHING ELSE WAS SAID SO I FEEL THERE WILL NOTHING ELSE DONE ABOUT THIS BUT I WANTED TO COVER MYSELF. I FEEL THE TAXI INSTRUCTIONS WERE NOT VERY GOOD TO BEGIN WITH. IT SHOULD HAVE BEEN SAID TO TAXI TO RWY 31 VIA TXWY E AND A AND B. THE SIGN STATING TXWY ECHO STRAIGHT AHEAD IS ALSO MISLEADING. WE SHOULD OF QUERIED THE CTLR ESPECIALLY SINCE WE DID NOT SEE TXWY ECHO NO MORE ON THE CHART IN THE AIRLINE TERMINAL AREA. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: RPTR STATED THAT AFTER CROSSING RWY 4/22 ON TXWY 'E' AT THE INTXN OF 'E' AND 'A' THE SIGN INDICATES 'E' STRAIGHT AHEAD WITH AN ARROW. ONCE THE CREW APCHED THE END OF 'E' AT THE ACR RAMP THERE APPEARED TO BE SOMETHING RESEMBLING A HOLD SHORT LINE. AT THAT POINT THEY REALIZED THAT TXWY 'E' DID NOT BECOME PART OF THE RAMP AND SUBSEQUENTLY CALLED THE SPI GND CTLR. THE RPTR STATED THAT THE CREW FELT THE 'E' STRAIGHT AHEAD SIGN AT 'A' ON 'E' WAS CONFUSING AND DECEIVING. RPTR STATED THAT THE CREW SHOULD HAVE BEEN MORE IN TUNED WITH ONE ANOTHER AND DISCUSSED THE POSSIBLE CONFLICT PRIOR TO REACHING THE ACR RAMP.

Synopsis

A CE560XL PLT COMMENTS THAT SPI'S TXWY 'E' SIGNAGE DOES NOT INDICATE TERMINATION AT THE ACR RAMP AND AN INCURSION RESULTED FROM POOR TAXI INSTRUCTIONS.

ACN: 747450

Time / Day

Date : 200707
Day : Wed
Local Time Of Day : 1201 To 1800

Place

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

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Controlling Facilities.TRACON : ZZZ.TRACON
Operator.Common Carrier : Air Carrier
Make Model Name : DC-9 50
Operating Under FAR Part : Part 121
Flight Phase.Descent : Approach
Route In Use.Arrival : On Vectors

Component : 1

Aircraft Component : Turbine Engine

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Oversight : PIC
Qualification.Pilot : ATP
Qualification.Pilot : CFI
Qualification.Pilot : Flight Engineer
Experience.Flight Time.Last 90 Days : 400
Experience.Flight Time.Total : 22000
Experience.Flight Time.Type : 16000
ASRS Report : 747450

Events

Anomaly.Aircraft Equipment Problem : Critical
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Declared Emergency
Consequence.Other

Assessments

Problem Areas : Aircraft

Narrative

AT 3000 FT MSL, BEING VECTORED BY ZZZ APCH FOR A VISUAL APCH TO RWY 26L, L ENG SPOOLED DOWN TO IDLE THRUST AND QUIT. APCH CLRED US FOR THE VISUAL, FO WAS FLYING, I REPLIED NEGATIVE, JUST LOST THE L ENG, DECLARING AN EMER, AND REQUESTED VECTOR TO RUN CHKLIST. I PERFORMED EMER CHKLIST, UNABLE TO RESTART ENG. WE NOTIFIED LEAD FLT ATTENDANT WE HAD A NON-LIFE THREATENING EMER. WE NOTIFIED ATC AND OPS AND ASKED THEM TO PASS ON TO DISPATCH. CLRED TO LAND WITH FIRE TRUCKS STANDING BY. TAXIED OFF RWY, NO DAMAGE NOTED BY TRUCKS, TAXIED TO GATE. SHUT DOWN AND DEPLANED PAX NORMALLY THRU JETWAY. POSTFLT WALKAROUND SHOWED NO OUTWARD SIGNS OF ENG DAMAGE OR LEAKAGE. LEFT ACFT IN HANDS OF CONTRACT MAINT.

Synopsis

LEFT ENGINE ON DC9-50 FLAMES OUT DURING DESCENT IN ARPT AREA. EMERGENCY DECLARED AND UNEVENTFUL LNDG FOLLOWS.

ACN: 747081

Time / Day

Date : 200707
Day : Wed
Local Time Of Day : 0001 To 0600

Place

Locale Reference.Airport : EDDK.Airport
State Reference : FO
Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC
Light : Night

Aircraft : 1

Operator.Common Carrier : Air Carrier
Make Model Name : B767-300 and 300 ER
Operating Under FAR Part : Part 121
Flight Phase.Ground : Preflight

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Oversight : PIC
Experience.Flight Time.Last 90 Days : 200
Experience.Flight Time.Total : 15000
Experience.Flight Time.Type : 2000
ASRS Report : 747081

Events

Anomaly.Other Anomaly.Other
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.None Taken : Anomaly Accepted

Assessments

Problem Areas : Company

Situations

Narrative

THE COMPANY HAS RECENTLY STOPPED SUPPLYING CHKLISTS TO THE ACFT AND IS INSTEAD GIVING THEM TO THE CREW MEMBERS IN ORDER TO ASSURE THE CURRENCY OF THE LIST. THE PROB THAT THIS CREATES, HOWEVER, IS THE LIKELIHOOD OF A CREW MEMBER LOSING THE CHKLIST AS WE MOVE FROM PLANE TO PLANE. SINCE THIS NEW PROC WAS ENACTED, I HAVE FLOWN 2 PAIRINGS WITH 4 FO'S. ON 3 OF THOSE, THE FO'S HAD LOST THEIR CHKLISTS AND ASKED

TO BORROW MINE. AFTER THE FLT SEGMENT BEFORE THIS ONE, THE FO LOST MINE, WHICH I DISCOVERED AT DEP TIME, AND WE WERE LEFT TO OPERATE THIS FLT WITH THE CHKLIST THAT THE RELIEF PLT HAD ABOARD. WITH NO RELIEF PLT WE WOULD HAVE HAD NO CHKLIST NOR THE BACKSIDE WITH THE IMPORTANT SAFETY DRILLS. WHEN MINE IS REPLACED, I WILL NOT ALLOW ANYONE ELSE TO BORROW IT. THE COMPANY IS COMPLETELY IGNORING HUMAN FACTORS HERE. WHEN THE CHKLISTS WERE IN THE PLANE, THEY WERE ALWAYS AVAILABLE FOR US. NOW WE MUST CARRY THEM FROM PLANE TO PLANE AND INEVITABLY THEY GET MISPLACED. ONCE WE ARE OUT IN THE FIELD, THERE ARE NO REPLACEMENTS AVAILABLE AND WE MUST RESORT TO THE PRINTED MANUALS. IT IS A BIT OF A PAIN TO DIG THROUGH THE PRINTED MANUAL FOR A NORMAL CHKLIST, BUT A BIT MORE CRUCIAL TO HAVE TO FIND THE ABNORMAL PROCS IN AN AOM THAT WOULD NORMALLY BE READILY AVAILABLE TO YOU ON THE BACK SIDE OF THE CHKLIST SHOULD AN EMER ARISE. THE PHASE OF FLT WHERE CRITICAL THINGS HAPPEN IS NO TIME TO BE DIGGING A MANUAL OUT AS YOU STABILIZE THE SITUATION. A CHKLIST CARD CAN BE HELD IN YOUR FIELD OF VISION AS YOU VERIFY ITS ITEMS AND CONTINUE TO SCAN THE GAUGES. THAT IS A LOT MORE DIFFICULT TO DO WITH A RING BOUND MANUAL. EVEN MORE QUESTIONABLE IS A NEW PRACTICE THAT I AM SEEING IN THE FIELD. SINCE THE COMPANY IS CHARGING MONEY FOR REPLACEMENT CHKLISTS, AND SINCE THE COMPANY SAYS CHKLISTS ARE NO LONGER REQUIRED SINCE THE INFO IS IN THE AOM'S, PEOPLE ARE STARTING TO TALK ABOUT HOMEMADE CHKLISTS OF VARIOUS SHAPES AND SIZES. THIS IS A VERY DANGEROUS PRECEDENT, BUT ONE THAT SEEMS VALID IF YOU BUY THE COMPANY'S ARGUMENT THAT A SINGLE SHEET CHKLIST IS NOT A REQUIREMENT. CREW MEMBERS ALSO SEEM TO BE RELYING (OR ATTEMPTING TO) MORE ON MEMORY FOR THINGS THAT ARE ON THE CARD. I HAVE WORKED AT MANY COMPANIES AND I AM SORRY TO SAY THAT THIS IS THE FIRST ONE THAT I HAVE EVER SEEN WHERE CREW MEMBERS HAD TO PAY FOR THEIR OWN LOST OR WORN OUT CHKLIST CARDS. OURS ARE NOW THE FIRST COCKPITS THAT I HAVE EVER SEEN, AND THIS GOES BACK TO MY GA C150 DAYS, THAT DO NOT HAVE PLASTICIZED CHKLISTS INSTALLED AS PART OF THE ACFT'S EQUIP, NOT AS PART OF THE PLT'S.

Synopsis

B767 CAPTAIN REPORTS THAT HIS ACR NO LONGER PLACES CHECKLISTS ON ACFT, INSTEAD THEY ARE ISSUED TO EACH PILOT AND ARE BEING MISPLACED DUE TO OLD HABIT PATTERNS.

ACN: 745235

Time / Day

Date : 200707
Local Time Of Day : 1201 To 1800

Place

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

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

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

Person : 1

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

Events

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

Assessments

Problem Areas : Flight Crew Human Performance

Narrative

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

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

Synopsis

DA42 INADVERTENTLY PENETRATED CLASS B AIRSPACE DURING INSTRUCTIONAL FLT.

ACN: 743801

Time / Day

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

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.MSL.Single Value : 39000

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Controlling Facilities.ARTCC : ZZZ.ARTCC
Operator.General Aviation : Personal
Make Model Name : Fairchild Swearingen Undifferentiated or Other Model
Operating Under FAR Part : Part 91
Flight Phase.Climbout : Intermediate Altitude

Component : 1

Aircraft Component : Flap Control (Trailing & Leading Edge)

Person : 1

Affiliation.Other : Personal
Function.Flight Crew : First Officer
Qualification.Pilot : ATP
Experience.Flight Time.Last 90 Days : 65
Experience.Flight Time.Total : 15710
Experience.Flight Time.Type : 85
ASRS Report : 743801

Events

Anomaly.Aircraft Equipment Problem : Critical
Anomaly.Other Anomaly.Other
Independent Detector.Aircraft Equipment.Other Aircraft Equipment : Flap/Slat Fail
Msg
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Declared Emergency
Resolatory Action.Flight Crew : Landed In Emergency Condition
Resolatory Action.Flight Crew : Overcame Equipment Problem
Consequence.Other

Assessments

Problem Areas : Aircraft

Narrative

WHILE PASSING THROUGH FL380 THE FLAP/SLAT ANNUNCIATOR ILLUMINATED. I WAS FLYING THE ACFT AND ASKED CTR IF WE COULD LEVELOFF AT FL390 AND THAT WE WERE INDICATING A FLAP SLAT PROB. HE IMMEDIATELY APPROVED, WE LEVELED OFF AND PROCEEDED WITH THE EMER CHKLIST PROCS. THE CHKLIST PROCS ISOLATED THE PROB TO A FAILED FLAP SYS. WE PROCEEDED TO OUR DEST BUT DSNDED TO FL260 TO BURN DOWN OUR FUEL PRIOR TO OUR ARR. UPON ARR WITH APCH CTL WE REQUESTED EXTENDED VECTORS TO CONFIGURE THE ACFT AND COMPLETE ALL CHKLISTS. THE FLAPS DID NOT WORK WHEN SELECTED SO WE DECLARED THE EMER. WITHOUT THE FLAPS OUR APCH ADDITIVES WERE 23 KTS TO OUR APCH SPDS. WE NOTIFIED OUR PAX. I FLEW AN ILS APCH TO THE LONGEST RWY AND MADE AN UNEVENTFUL LNDG. WE HAD THE FIRE RESCUE FOLLOW US TO SHUT DOWN IN CASE OF A BRAKE OVERHEAT. AFTER ENG SHUTDOWN WE NOTIFIED OUR MAINT PERSONNEL OF THE SIT.

Synopsis

FLAP/SLAT ANNUNCIATOR, CLIMBING THROUGH FL380, RESULTS IN EMERGENCY LANDING AT DESTINATION FOR FAIRCHILD METRO FLT CREW.

ACN: 742960

Time / Day

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

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.MSL.Single Value : 37000

Environment

Flight Conditions : VMC

Aircraft : 1

Controlling Facilities.ARTCC : ZZZ.ARTCC
Operator.Common Carrier : Air Carrier
Make Model Name : B767-300 and 300 ER
Operating Under FAR Part : Part 121
Flight Phase.Cruise : Level

Component : 1

Aircraft Component : Circuit Breaker / Fuse / Thermocouple

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Oversight : PIC
ASRS Report : 742960

Events

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

Assessments

Problem Areas : Aircraft

Narrative

HEARD A HISSING SOUND IN THE OVERHEAD PANEL. AT THAT TIME, GOT AN EICAS MESSAGE OF LEADING EDGE SLAT ASYMMETRY. ALSO, THE FLAP POS INDICATOR WAS BOUNCING UP AND DOWN FROM 0 DEGS TO 15 DEGS. WHEN IT HAPPENED A FEW MINS LATER, BURNING SMELL HAPPENED. DECLARED AN EMER

AND LANDED WITH SPOILERS OUT FOR DSCNT. FLAP OPERATING RANGE, YELLOW BAND APPEARED. NO OVERWT LNDG. INSPECTION FOUND A BROKEN CIRCUIT BREAKER.

Synopsis

A B767-300 FLAP CTRL CB FAILED CAUSING A LEADING EDGE SLAT ASYMMETRY EICAS, A FLAP POSITION ANOMALY AND A BURNING SMELL. AN EMER WAS DECLARED WITH A DIVERSION.

ACN: 742959

Time / Day

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

Place

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

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Controlling Facilities.Tower : ZZZ.Tower
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

Component : 1

Aircraft Component : Rudder Pedal

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Oversight : PIC
ASRS Report : 742959

Person : 2

Affiliation.Company : Air Carrier
Function.Flight Crew : First Officer
ASRS Report : 742967

Events

Anomaly.Non Adherence : Published Procedure
Anomaly.Other Anomaly
Independent Detector.Other.Flight CrewA : 1
Independent Detector.Other.Flight CrewB : 2
Resolutive Action.Flight Crew : Rejected Takeoff

Assessments

Problem Areas : Aircraft
Problem Areas : Flight Crew Human Performance

Situations

Narrative

WE WERE PERFORMING A ROLLING TKOF. I GUIDED THE ACFT TO THE CTRLINE WITH THE TILLER, AND WITH THE ENGS SPOOLED UP, I HANDED CTL TO THE FO, THE PF. HE REQUESTED THE AUTOTHROTTLES ON, AND AS THE ENGS CAME UP TO TKOF PWR, HE EXCLAIMED 'I'VE LOST IT....' I NOTED NO UNUSUAL ANNUNCIATOR LIGHTS AND THE ENG INSTS WERE ALL NORMAL. HE THEN INDICATED THAT HIS RUDDER PEDALS HAD SLIPPED FORWARD. I TOOK CTL OF THE ACFT AND INITIATED A LOW SPD (LESS THAN 80 KTS) ABORT AND CLRED THE RWY. THE SECOND TKOF ATTEMPT WAS UNEVENTFUL. SUPPLEMENTAL INFO FROM ACN 742967: FO ROLLING TKOF. WHEN I RECEIVED THE ACFT FROM CAPT, I APPLIED RUDDER AND FELT THE PEDALS MOVED EASILY TO THE FLOOR WITH NO RESPONSE. CAPT EXECUTED THE ABORTED TKOF PROC BELOW 80 KTS. AFTER CLRING THE RWY, I READJUSTED THE RUDDER PEDALS AND THEY WORKED FINE. WE WENT BACK IN LINE AND FLT PROCEEDED NORMALLY.

Synopsis

AN MD80 FO'S RUDDER PEDALS MOVED FULL FWD AT TKOF INITIATION. THE TKOF WAS REJECTED, AND THE RUDDERS ADJUSTED FOLLOWED BY A NORMAL TKOF.

ACN: 741857

Time / Day

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

Place

Locale Reference.Airport : PHL.Airport
State Reference : PA
Altitude.MSL.Single Value : 35000

Environment

Flight Conditions : VMC
Light : Night

Aircraft : 1

Controlling Facilities.ARTCC : ZNY.ARTCC
Operator.Common Carrier : Air Carrier
Make Model Name : DC-8 Undifferentiated or Other Model
Operating Under FAR Part : Part 121
Flight Phase.Cruise : Level

Component : 1

Aircraft Component : Fuel Booster Pump

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : First Officer
Experience.Flight Time.Last 90 Days : 180
Experience.Flight Time.Total : 7000
Experience.Flight Time.Type : 3000
ASRS Report : 741857

Person : 2

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Oversight : PIC
ASRS Report : 741856

Person : 3

Affiliation.Company : Air Carrier
Function.Flight Crew : Second Officer
Experience.Flight Time.Last 90 Days : 30
Experience.Flight Time.Total : 6000
Experience.Flight Time.Type : 70
ASRS Report : 741858

Events

Anomaly.Aircraft Equipment Problem : Critical
Anomaly.Non Adherence : Company Policies
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.Flight CrewA : 2
Resolatory Action.Flight Crew : Overcame Equipment Problem

Assessments

Problem Areas : Aircraft
Problem Areas : Flight Crew Human Performance

Narrative

AT CRUISE AT FL350, #3 ENG FLAMED OUT. WE RAN THE ENG FLAMEOUT CHKLST AND NOTICED THE FUEL BOOST PUMPS WERE OFF. (WE HAD BEEN TROUBLESHOOTING AN ALTERNATE QUANTITY LIGHT ON THE GND PRIOR TO TAXI OUT AND THE PUMPS MAY HAVE BEEN LEFT OFF DUE TO THAT.) WE ATTEMPTED A RESTART AT FL350 WITH NO LIGHT OFF. WE STARTED OUR DSCNT INTO PHL AND RESTARTED THE ENG AT FL250 WITH NO PROB. APCH AND LNDG INTO PHL WERE NORMAL. SUPPLEMENTAL INFO FROM ACN 741858: AT CRUISE THE CAPT IDENTED #3 ENG ROLLING BACK.

Synopsis

#3 ENGINE OF DC87 FLAMES OUT AT CRUISE DUE TO FUEL BOOST PUMPS NOT ON.

ACN: 741838

Time / Day

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

Place

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

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Controlling Facilities.Tower : ZZZ.Tower
Operator.General Aviation : Corporate
Make Model Name : Cessna 210 Centurion / Turbo Centurion 210C, 210D
Operating Under FAR Part : Part 91
Flight Phase.Descent : Approach
Flight Phase.Landing : Roll

Component : 1

Aircraft Component : Gear Extend/Retract Mechanism

Person : 1

Affiliation.Other : Personal
Function.Flight Crew : Single Pilot
Qualification.Pilot : ATP
Qualification.Pilot : Commercial
Qualification.Pilot : Instrument
Qualification.Pilot : Multi Engine
Experience.Flight Time.Last 90 Days : 26
Experience.Flight Time.Total : 13320
Experience.Flight Time.Type : 410
ASRS Report : 741838

Events

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

Assessments

Problem Areas : Aircraft

Problem Areas : Flight Crew Human Performance

Narrative

DURING A R BASE LEG TO RWY AT ZZZ, I REMEMBER CLRLY THAT I PUT THE LNDG GEAR IN THE DOWN POS. THE YELLOW 'UP AND LOCKED' LIGHT EXTINGUISHED AND I DIVERTED MY ATTN TO NUMEROUS OTHER ACFT ON THE ARPT SURFACE AND IN THE ARPT TFC PATTERN. I FELT THE GEAR DOORS OPEN CAUSING A DECELERATION IN THE ACFT. WHILE ON APCH TO RWY, I LOWERED THE FLAPS TO FULL DOWN AND ESTABLISHED MY FINAL APCH. I DO NOT RECALL IF THE GREEN 'DOWN AND LOCKED' LIGHT HAD ILLUMINATED. THE FIRST INDICATION THAT THE GEAR WAS NOT EXTENDED WAS WHEN I HEARD THE OPEN MAIN LNDG GEAR DOORS SCRAPING THE CONCRETE FOLLOWED BY THE ACFT SETTLING ON THE BELLY AND SLIDING TO A STOP. THERE WAS NO AURAL GEAR UP WARNING AT ANY TIME DURING THE APCH. CORRECTIVE ACTION: ALWAYS VISUALLY VERIFY THAT THE GEAR IS DOWN.

Synopsis

C210 LANDS WITH GEAR NOT EXTENDED.

ACN: 740107

Time / Day

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

Place

Locale Reference.Airport : ZZZZ.Airport
State Reference : FO
Altitude.MSL.Single Value : 18000

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Controlling Facilities.ARTCC : ZZZZ.ARTCC
Operator.Common Carrier : Air Carrier
Make Model Name : ATR 72
Operating Under FAR Part : Part 121
Flight Phase.Cruise : Level

Component : 1

Aircraft Component : Turbine Engine

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : First Officer
Qualification.Pilot : ATP
ASRS Report : 740107

Person : 2

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

Person : 3

Affiliation.Company : Air Carrier
Function.Flight Attendant : On Duty

Events

Anomaly.Aircraft Equipment Problem : Critical
Independent Detector.Other.Flight CrewA : 1
Independent Detector.Other.Flight CrewB : 2
Resolatory Action.Flight Crew : Declared Emergency
Resolatory Action.Flight Crew : Diverted To Another Airport

Assessments

Problem Areas : Aircraft

Problem Areas : Cabin Crew Human Performance

Problem Areas : Flight Crew Human Performance

Narrative

WHILE ON FLT ON ACFT X WE HAD A PARTIAL ENG PWR LOSS OF APPROX 20% PWR ON ENG #1. THE FLT WAS LEVEL AT FL180. ENRTE TO ZZZZ2 THE FLT ATTENDANT WAS ADVISED VIA THE INTERCOM SYS THAT WE WERE GOING TO DO A PRECAUTIONARY LNDG IN THE ZZZZ1 ARPT TO ENSURE THE COMPLETE SAFETY OF THE FLT. AT THE TIME I ADVISED HER TO PREPARE THE CABIN FOR LNDG. I IMMEDIATELY PROCEEDED TO ADVISE THE PAX THAT WE WOULD HAVE TO DIVERT TO ZZZZ1 DUE TO A TECHNICAL PROB WITH THE ACFT. ABOUT 30 NM E OF ZZZZ1 WE ADVISED ATC OF OUR INTENTIONS AND ALSO DECIDED TO DECLARE AN EMER. WHILE PERFORMING THE PROCS DICTATED BY AOM VOLUME 1 AND FLT MANUAL VOLUME 1, THE FLT ATTENDANT CONTINUALLY TRIED TO COMMUNICATE WITH US TO ADVISE US OF SOME 'SENSATIONS' SHE HAD FELT DURING TKOF THAT SAME MORNING (A TKOF THAT WAS COMPLETELY UNEVENTFUL). DUE TO THE INTENSE WORKLOAD AT THE TIME, THE FLT ATTENDANTS WERE ADVISED THAT WE WERE UNABLE TO ATTEND TO HER CONVERSATION/INTERRUPTIONS DUE TO THE HIGH WORKLOAD AT THE TIME. WE DECIDED TO IGNORE ANY OTHER ATTENDANT CALL AND MADE AN UNEVENTFUL LNDG AT ZZZZ1.

Synopsis

AT72 DIVERTS DUE TO PARTIAL POWER LOSS ON LEFT ENGINE.

ACN: 739935

Time / Day

Date : 200705
Day : Wed

Place

Locale Reference.Intersection : ZZZZ
State Reference : FO
Altitude.MSL.Single Value : 34000

Environment

Aircraft : 1

Controlling Facilities.ARTCC : ZZZZ.ARTCC
Operator.Common Carrier : Air Carrier
Make Model Name : B777-200
Operating Under FAR Part : Part 121
Flight Phase.Cruise : Level

Component : 1

Aircraft Component : Turbine Engine

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : First Officer
Experience.Flight Time.Last 90 Days : 190
Experience.Flight Time.Total : 16000
Experience.Flight Time.Type : 2000
ASRS Report : 739935

Events

Anomaly.Aircraft Equipment Problem : Less Severe
Independent Detector.Other.Flight CrewA : 1
Independent Detector.Other.Flight CrewB : 2
Resolatory Action.Flight Crew : Diverted To Another Airport
Consequence.Other

Assessments

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

Narrative

DURING LEVEL CRUISE, LOUD THUMP HEARD AND ACFT EXPERIENCED SHARP JOLT SIMILAR TO CLR AIR TURB. FO FIRST NOTED DROP IN EPR ON R ENG. R THROTTLE WAS PULLED BACK, AND ENG STABILIZED WITH NORMAL INDICATIONS. SINCE ENG SURGE WAS SUSPECTED, UN-ANNUNCIATED CHKLIST

WAS REVIEWED AND COMPLETED. SATCOM LINK WAS ESTABLISHED THROUGH DISPATCH TO MAINT AND DATA FROM MAINT DISPLAY PAGES WERE DOWNLOADED TO MAINT CTL. FLT ATTENDANT BRIEFED ON SITUATION. FLT CONTINUED ON RTE AWAITING ANALYSIS BY MAINT CTL OF ENG CONDITION, THEN DIVERTED. NORMAL ENG OP THROUGHOUT FLT AFTER EVENT. UNEVENTFUL APCH AND OVERWT LNDG FOLLOWING CONSULTATION WITH MAINT.

Synopsis

B777-200 EXPERIENCES RIGHT ENGINE POWER LOSS. DIVERTS AFTER CONSULTATION WITH MAINTENANCE.

ACN: 739805

Time / Day

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

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.MSL.Single Value : 35000

Environment

Flight Conditions : VMC

Aircraft : 1

Controlling Facilities.ARTCC : ZZZ.ARTCC
Operator.Common Carrier : Air Carrier
Make Model Name : B737-500
Operating Under FAR Part : Part 121
Flight Phase.Cruise : Level

Component : 1

Aircraft Component : Hydraulic Main System

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Oversight : PIC
Qualification.Technician : Inspection Authority
Experience.Flight Time.Last 90 Days : 201
Experience.Flight Time.Total : 15000
Experience.Flight Time.Type : 11000
ASRS Report : 739805

Person : 2

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

Events

Anomaly.Aircraft Equipment Problem : Critical
Independent Detector.Aircraft Equipment.Other Aircraft Equipment : Hyd Quant Gauge
Resolatory Action.Flight Crew : Diverted To Another Airport
Resolatory Action.Flight Crew : Overcame Equipment Problem

Assessments

Problem Areas : Aircraft

Narrative

FL350, 180 NM W ZZZ, XA20. A SYS HYD SLOW LEAK RESULTED IN 25% INDICATION. 'A' SYS LOW PRESSURE LIGHT ILLUMINATED. FLT MANUAL CHKLST FOLLOWED, DIVERT ZZZ. MANUAL GEAR EXTENSION. LNDG AND TAXI IN NORMAL. ATC, JUMPSEATER AND PASS-RIDING PLT PROVIDED VALUABLE, TIMELY ASSISTANCE.

Synopsis

B737-500 EXPERIENCES 'A' SYSTEM HYDRAULIC LEAK.

ACN: 739075

Time / Day

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

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.MSL.Single Value : 1600

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Controlling Facilities.Tower : ZZZ.Tower
Operator.Common Carrier : Air Taxi
Make Model Name : PA-32 Cherokee Six/Lance/Saratoga
Operating Under FAR Part : Part 135
Flight Phase.Climbout : Initial

Component : 1

Aircraft Component : Fuel Distribution System

Person : 1

Affiliation.Company : Air Taxi
Function.Flight Crew : Single Pilot
Qualification.Pilot : CFI
Qualification.Pilot : Commercial
Qualification.Pilot : Instrument
Qualification.Pilot : Multi Engine
Experience.Flight Time.Last 90 Days : 210
Experience.Flight Time.Total : 1220
Experience.Flight Time.Type : 350
ASRS Report : 739075

Events

Anomaly.Aircraft Equipment Problem : Critical
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Landed As Precaution
Resolatory Action.Flight Crew : Overcame Equipment Problem
Resolatory Action.Other

Assessments

Problem Areas : Aircraft

Problem Areas : Flight Crew Human Performance

Narrative

I HAD JUST LANDED AFTER GETTING BACK FROM A FLT AND WHEN I CALLED IN TO TELL COMPANY THAT I WAS BACK, I WAS TOLD THAT I WOULD BE GOING TO ZZZ. I WENT INSIDE TO SEE WHAT I WOULD BE TAKING AND I HEARD THAT I WOULD HAVE 2 PAX, LUGGAGE, AND FREIGHT. I HELPED PUSH CARTS OF LUGGAGE OUT TO THE AIRPLANE AND PROCEEDED TO LOAD UP THE AIRPLANE, KEEPING IN MIND THAT I WOULD HAVE 2 PAX. I THEN REMEMBERED THAT I SHOULD USE MY TIP TANKS BECAUSE I HAD JUST RETURNED FROM A 1 HR 45 MIN FLT. I WENT BACK INSIDE TO GET MY PAX AND WAS THEN TOLD THAT I HAD 4. I THEN HAD TO GO BACK OUTSIDE AND RELOAD MY AIRPLANE SO THAT ALL 4 PAX WOULD HAVE A SEAT. AFTER I DID THAT, I WENT AND GOT MY PAX AND LOADED US ALL IN THE AIRPLANE. I STARTED UP, FILED A FLT PLAN, GOT ATIS, AND TAXIED TO THE RWY (I NEVER SWITCHED FUEL TANKS, SO IT WAS STILL ON THE R MAIN). I WAS THEN CLRED FOR TKOF AND I CLBED TO 400 FT AGL AND STARTED MY R-HAND TURN TOWARD A LANDMARK (BASICALLY A R DOWNWIND DEP). I CONTINUED TO CLB AND, AROUND 1200 FT MSL, I STARTED TO FEEL LIKE I FORGOT SOMETHING, OR THAT SOMETHING WASN'T RIGHT. I WAS RIGHT BY SOUTH TIP, WHICH IS ABOUT 1 MI SW OF THE RWY. I CONTINUED TO CLB AND ABOUT 1600 FT MSL (ABOUT 30 SECONDS LATER) THE ENG STARTED TO SEIZE AND ACTED LIKE IT WAS GOING TO DIE. I IMMEDIATELY STARTED TO LEVEL OUT AND TURN BACK TOWARDS THE ARPT AS I BEGAN TO DO MY EMER FLOW. AT THIS TIME THE PAX SITTING NEXT TO ME STARTED TO FREAK OUT. AS I WAS DOING MY FLOW, I STARTED TO CONTACT THE TWR. I THEN KNEW WHAT HAD HAPPENED AS I REACHED DOWN TO SWITCH FUEL TANKS. ABOUT 3 SECONDS AFTER SWITCHING TANKS MY ENG CAME BACK (IT HAD NEVER FULLY DIED). BY THIS TIME I WAS ALREADY TURNED AROUND TOWARDS THE ARPT, HEADING TO THE NUMBERS, AND TALKING TO THE TWR. I DON'T BELIEVE THAT I DECLARED AN EMER, JUST THAT I WAS HAVING ENG PROBS AND WAS GOING TO COME BACK. THE TWR GAVE ME PRIORITY AND BY THAT TIME I TOLD THEM THAT MY ENG WAS BACK. THEY ASKED IF I NEEDED ANY ASSISTANCE WHEN I LANDED. I SAID THAT WASN'T NECESSARY, BUT THAT I DID WANT TO LAND AND RETURN TO THE RAMP. AFTER LNDG, I TAXIED BACK TO PARKING. I SHUT DOWN AND THEN TOLD MY PAX WHAT HAD HAPPENED, AND ASKED IF THEY WERE OK. I WAS FINE, AND WILLING TO DO THE FLT, BUT OUR CHIEF PLT SAID THAT WE SHOULD HAVE ANOTHER PLT DO IT, SO WE SWITCHED ALL THE LUGGAGE/FREIGHT INTO ANOTHER AIRPLANE AND HE TOOK THEM TO ZZZ. THE BIGGEST THING THAT I CAN SAY THAT CONTRIBUTED TO THIS IS THAT I NEED TO SLOW DOWN -- EVEN WHEN DISPATCHERS ARE PUSHING YOU TO GO FASTER AND GET OFF THE GND NOW. ALSO, I WAS AT THE END OF MY DAY, ON MY LAST FLT. THIS IS THE MOST IMPORTANT TIME TO DO CHKLISTS AND DOUBLECHK EVERYTHING. WE'VE HAD A MEETING WITH ALL PLTS TO MAKE SURE THAT EVERYONE IS AWARE OF WHAT HAPPENED AND THAT WE SHOULD ALL BE AWARE THAT THE END OF THE DAY IS THE MOST IMPORTANT TIME TO TAKE THAT EXTRA MIN, NO MATTER WHAT IS GOING ON.

Synopsis

PLT'S FAILURE TO SELECT THE PA32'S FULLEST TANK FOR TKOF RESULTS IN NEAR FUEL STARVATION ON CLIMB OUT.

ACN: 730479

Time / Day

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

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.MSL.Single Value : 14000

Environment

Flight Conditions : VMC
Light : Dawn

Aircraft : 1

Controlling Facilities.TRACON : ZZZ.TRACON
Operator.Common Carrier : Air Carrier
Make Model Name : Jetstream 31
Operating Under FAR Part : Part 121
Flight Phase.Cruise : Level

Component : 1

Aircraft Component : Hydraulic Main System

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : First Officer
Qualification.Pilot : ATP
Qualification.Pilot : CFI
Qualification.Pilot : Multi Engine
Experience.Flight Time.Last 90 Days : 30
Experience.Flight Time.Total : 1800
Experience.Flight Time.Type : 200
ASRS Report : 730479

Person : 2

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Oversight : PIC
Qualification.Pilot : ATP
Qualification.Pilot : CFI
Qualification.Pilot : Commercial
Qualification.Pilot : Flight Engineer
Qualification.Pilot : Instrument
Qualification.Pilot : Multi Engine
Experience.Flight Time.Last 90 Days : 60

Experience.Flight Time.Total : 7300
Experience.Flight Time.Type : 3500
ASRS Report : 730480

Events

Anomaly.Aircraft Equipment Problem : Critical
Anomaly.Other Anomaly.Other
Independent Detector.Aircraft Equipment.Other Aircraft Equipment : Hydraulic
Press. Gauge
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Declared Emergency
Resolatory Action.Flight Crew : Diverted To Another Airport
Resolatory Action.Flight Crew : Overcame Equipment Problem

Assessments

Problem Areas : Aircraft

Narrative

ACFT HAD BEEN SIGNED OFF BY OUR DIRECTOR OF MAINT AFTER SOME HYD WORK. ACFT HAD BEEN FLT TESTED. ON A MORNING DEP THE NEXT DAY, WE WERE CLBING OUT, JUST W OF ZZZ, WHEN I NOTICED THE L HYD PRESSURE WAS FALLING (BAE3100'S DON'T HAVE LOW HYD PRESSURE LIGHTS). WE INITIATED A RETURN TO ZZZ. WHILE ENRTE, THE CAPT SAID WE SHOULD PROBABLY GET THE GEAR DOWN EARLY. WHEN WE LOWERED THE GEAR, THE NOSE GEAR CONTINUED TO SHOW 'UNSAFE.' WE DECIDED TO DECLARE AN EMER. AFTER CIRCLING THE FIELD AT ZZZ, RUNNING CHKLISTS AND WAITING FOR THE TRUCKS, WE LANDED UNEVENTFULLY. I GUESS THE MAIN LESSON TO BE GAINED HERE IS THE IMPORTANCE OF REGULAR EMER TRAINING, COMBINED WITH SOLID CRM. EMERS HAPPEN WHEN LEAST EXPECTED!

Synopsis

FLT CREW OF BAE3100 EXPERIENCE LOSS OF #2 HYDRAULIC SYSTEM SHORTLY AFTER TKOF. DECLARE EMERGENCY AND LAND UNEVENTFULLY.

ACN: 720472

Time / Day

Date : 200612
Day : Fri
Local Time Of Day : 0001 To 0600

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.AGL.Single Value : 700

Environment

Flight Conditions : VMC
Light : Night

Aircraft : 1

Controlling Facilities.Tower : ZZZ.Tower
Operator.Common Carrier : Air Carrier
Make Model Name : B767 Undifferentiated or Other Model
Operating Under FAR Part : Part 121
Navigation In Use.Other : FMS or FMC
Flight Phase.Descent : Approach
Route In Use.Approach : Traffic Pattern
Route In Use.Approach : Visual

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : First Officer
Experience.Flight Time.Last 90 Days : 24
Experience.Flight Time.Total : 12020
Experience.Flight Time.Type : 850
ASRS Report : 720472

Person : 2

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

Person : 3

Affiliation.Government : FAA
Function.Controller : Local

Events

Anomaly.Non Adherence : Company Policies
Anomaly.Other Anomaly : Unstabilized Approach
Anomaly.Other Spatial Deviation
Independent Detector.Aircraft Equipment : GPWS

Independent Detector.Other.ControllerA : 3
Resolatory Action.Flight Crew : Returned To Assigned Altitude

Assessments

Problem Areas : Airport
Problem Areas : Flight Crew Human Performance

Narrative

DURING A VISUAL APCH (GOOD VMC), FROM A R DOWNWIND AT ZZZ, THE PF BEGAN A BASE LEG AT APPROX 5-6 MI FROM RWY THRESHOLD. DURING TURN TO BASE LEG, ACFT DSNDED TO APPROX 700-1000 FT AGL. ATC NOTIFIED US OF A LOW ALT ALERT. ACFT WAS LEVELED OFF AND GLIDE PATH REESTABLISHED. SHORTLY AFTER ATC'S NOTIFICATION, EGPWS GAVE US AN OBSTACLE CAUTION ALERT. ONCE ESTABLISHED ON GLIDE PATH THE LNDG WAS UNEVENTFUL. SEVERAL FACTORS CONTRIBUTED TO THIS EVENT. 1) NO PUBLISHED APCH TO RWY XX AT ZZZ (GPS RWY XX IS AVAILABLE, BUT B757/767 FLEET NOT AUTH). 2) VASI WAS NOTAM'ED OTS. 3) R DOWNWIND ENTRY WITH CAPT AS PF. 4) OVER-RELIANCE ON AUTOMATION -- CREW PROGRAMMED A RWY EXTENSION AND BUILT A 3 DEG PATH -- THIS IS A RARELY USED FEATURE. ONCE THE BASE LEG WAS INITIATED, PF REQUESTED THE RWY TO BE EXTENDED, PM COMPLIED -- THIS REMOVED THE CORRECT PATH INFO. 5) CUMULATIVE EFFECTS OF FATIGUE, 4TH NIGHT OF BACKSIDE OF THE CLOCK FLYING WITH SOME SLEEP DEBT DUE TO POOR QUALITY OF REST ON 2 OF THE 4 NIGHTS. 6) PM SHOULD HAVE BEEN MORE ASSERTIVE AS SIT BEGAN TO UNFOLD, SOMEWHAT RELUCTANT DUE TO INITIAL CREW PAIRING, VERY GOOD VMC, ETC.

Synopsis

A B767 ON A NIGHT VFR APCH DSNDED LOW ENOUGH TO ACTIVATE THE EGPWS FOLLOWED BY AN ATC LOW ALT ALERT.

ACN: 716216

Time / Day

Date : 200611
Day : Tue
Local Time Of Day : 1801 To 2400

Place

Locale Reference.Navaid : CWK.VORTAC
State Reference : TX
Altitude.AGL.Bound Lower : 17
Altitude.MSL.Single Value : 22000

Environment

Flight Conditions : VMC
Light : Night

Aircraft : 1

Controlling Facilities.ARTCC : ZHU.ARTCC
Operator.Common Carrier : Air Carrier
Make Model Name : B737-300
Operating Under FAR Part : Part 121
Flight Phase.Cruise : Level

Component : 1

Aircraft Component : Gear Extend/Retract Mechanism

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Oversight : PIC
Experience.Flight Time.Last 90 Days : 246
ASRS Report : 716216

Person : 2

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

Person : 3

Affiliation.Company : Air Carrier
Function.Flight Attendant : On Duty

Person : 4

Affiliation.Government : FAA
Function.Controller : Radar

Events

Anomaly.Aircraft Equipment Problem : Less Severe
Anomaly.Altitude Deviation : Excursion From Assigned Altitude
Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Anomaly.Other Anomaly : Speed Deviation
Independent Detector.Other.ControllerA : 4
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Controller : Issued Alert
Resolatory Action.Flight Crew : Overcame Equipment Problem

Assessments

Problem Areas : Aircraft
Problem Areas : Flight Crew Human Performance

Narrative

WE HAD REACHED CRUISE ALT (FL220) AND 300 KTS ON OUR LAST LEG OF A 6 LEG DAY HOME. I, THE PF, LOOKED OVER AND NOTICED THAT THE LNDG GEAR WAS IN THE UP POS. THIS ALL MAY HAVE ENDED HERE IF I'D JUST ASKED THE PM TO PLACE THE HANDLE IN OFF. HOWEVER, WHAT I DID WAS REACH OVER AND LOWER THE GEAR HANDLE. THE HANDLE WAS A LITTLE HARD TO MOVE AND WENT EVER SO SLIGHTLY PAST OFF AND THE MAIN GEAR RELEASED. I IMMEDIATELY MOVED THE HANDLE BACK TO THE UP POS. THERE WAS SOME NOISE AND BOTH MAIN GEAR UNSAFE (RED) LIGHTS WERE ON. THE ACFT STARTED CLBING (300 FT) SO I DISENGAGED THE AUTOPLT, REDUCED PWR AND GOT BACK ON ALT. A QUICK ASSESSMENT OF THE SIT SAID WE NEEDED TO SLOW BELOW GEAR UP SPD AND CYCLE THE LNDG GEAR. NOT DOING THIS EVERY DAY AT FL220, DURING THE SLOW DOWN/LNDG GEAR CYCLING WE LOST 600 FT. ATC ASKED US ABOUT BOTH DEVS. THERE WAS NO CONFLICT AND WE GOT RIGHT BACK ON ALT. THE LNDG GEAR CYCLING WORKED, THE LIGHT WENT OUT AND WE WENT ON TO DAL. I HAD A CALL FROM THE 'A' FLT ATTENDANT IMMEDIATELY AFTER THE LNDG GEAR CYCLING. A COUPLE OF OUR 7 PAX WERE CONCERNED. I MADE A PA. IN HINDSIGHT I SHOULD HAVE DONE THE PA BEFORE I CYCLED THE GEAR. THE ACFT WAS WRITTEN UP IN DAL. THE DEVS WOULD NOT HAVE HAPPENED WITHOUT THE LNDG GEAR INCIDENT. THE LNDG GEAR INCIDENT WOULD PROBABLY NOT HAVE HAPPENED IF THE FO, WHO IS IN A BETTER POS AT SUCH A CRITICAL TIME, HAD MOVED THE LNDG GEAR HANDLE. THE PAX (AND FLT ATTENDANTS) WOULD NOT HAVE BEEN AS UNEASY IF THE CAPT HAD MADE A MORE TIMELY PA.

Synopsis

AFTER FAILING TO PLACE THE GEAR LEVER IN THE OFF POS AFTER RETRACTION, FLT CREW OF B737-300 DO SO AT FL220 AND INADVERTENTLY EXTEND THE GEAR. ALTDEVS ENSUE WHEN SPD ADJUSTMENTS ARE MADE TO ALLOW GEAR CYCLING.

ACN: 712350

Time / Day

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

Place

Locale Reference.Airport : TEB.Airport
State Reference : NJ
Altitude.MSL.Bound Lower : 1500
Altitude.MSL.Bound Upper : 2000

Environment

Flight Conditions : IMC

Aircraft : 1

Controlling Facilities.TRACON : N90.TRACON
Operator.General Aviation : Corporate
Make Model Name : HS 125 Series 1-600
Operating Under FAR Part : Part 135
Navigation In Use.Other.VORTAC
Flight Phase.Climbout : Initial
Route In Use.Departure.SID : TEB

Component : 1

Aircraft Component : DME

Person : 1

Affiliation.Company : Corporate
Function.Flight Crew : Captain
Function.Oversight : PIC
Qualification.Pilot : ATP
Experience.Flight Time.Last 90 Days : 100
Experience.Flight Time.Total : 3000
Experience.Flight Time.Type : 900
ASRS Report : 712350

Person : 2

Affiliation.Company : Corporate
Function.Flight Crew : First Officer

Person : 3

Affiliation.Government : FAA
Function.Controller : Departure

Events

Anomaly.Aircraft Equipment Problem : Less Severe
Anomaly.Altitude Deviation : Crossing Restriction Not Met
Anomaly.Altitude Deviation : Overshoot
Anomaly.Non Adherence : Clearance
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.ControllerA : 3
Resolatory Action.Controller : Issued Advisory
Resolatory Action.Controller : Issued New Clearance

Assessments

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

Narrative

TEB 5 DEP, RWY 24. WE BRIEFED THE DEP PRIOR TO TKOF. SID READS CLB RWY HDG UNTIL LEAVING 800 FT THEN TURN R HDG 280 DEGS, DME EQUIPPED ACFT, MAINTAIN 1500 FT UNTIL PASSING 4.5 DME THEN CLB AND MAINTAIN 2000 FT. AFTER OUR INITIAL TURN AND LEVELING OFF AT 1500 FT PER THE SID, THE PNF SELECTED 2000 FT IN THE ALT PRESELECT. TWR ADVISED US TO CONTACT DEP. CHKING IN AND NOTICING THE AIRPLANE WAS CLBING OUT OF 1500 FT FOR 2000 FT WE WERE TOLD NEGATIVE, MAINTAIN 1500 FT PER THE SID. AS WE ARRESTED OUR ASCENT, WE WERE GIVEN ANOTHER HDG AND CLRED TO A HIGHER ALT. MY HEAD WAS DOWN TRYING TO TROUBLESHOOT WHY DME WAS NOT DISPLAYED AND DURING THE FREQ CHANGE AND AS THE ACFT WAS CLBING I CHKED IN 1500 FT FOR 2000 FT WE RECYCLED THE RADIOS AND THEN DME WAS THEN DISPLAYED. PNB PATERSON NDB WAS SELECTED AND IDENTED AS A BACKUP FOR NON DME ACFT BUT NEITHER RMI'S WERE SELECTED TO DISPLAY THE NDB RADIAL. TCAS WAS DISPLAYED DURING THE INCIDENT AND NO TA'S OR RA'S WERE OBSERVED. I BELIEVE CRM WAS AN ISSUE. PNF AND THE PF SHOULD HAVE VERIFIED THE DME WAS DISPLAYED PRIOR TO DEP AND THE NDB ALSO AS A BACKUP.

Synopsis

H25A FLT CREW HAS ALTDEV ON TEB SID DUE TO DME NOT DISPLAYED.

ACN: 708908

Time / Day

Date : 200608
Day : Sun
Local Time Of Day : 1801 To 2400

Place

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

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

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

Component : 1

Aircraft Component : Gear Extend/Retract Mechanism

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 : 150
Experience.Flight Time.Total : 650
Experience.Flight Time.Type : 40
ASRS Report : 708908

Person : 2

Affiliation.Government : FAA
Function.Controller : Local

Events

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

Assessments

Problem Areas : Aircraft

Problem Areas : Flight Crew Human Performance

Narrative

I WAS ON A VISUAL APCH. AT 2000 FT MSL, I LOWERED THE LNDG GEAR AND VERIFIED 3 GREEN LIGHTS. ON DSCNT, I EXECUTED AN APCH CHKLIST AND RE-VERIFIED 3 GREEN. TOUCHDOWN WAS VERY SMOOTH AND R MAIN WHEEL FIRST FOLLOWED BY L MAIN AND NOSE GEAR. AS I WAS SLOWING DOWN, I ADDED THROTTLE TO BRING RPM'S UP TO 1000 RPM AND AT APPROX 35 KTS, THE NOSE GEAR COLLAPSED AND ACFT HAD A PROP STRIKE. THE ACFT CAME TO A REST ON THE BELLY WITH THE MAIN GEAR STILL DOWN. I PROMPTLY EXITED THE ACFT AND GND PERSONNEL WHO WITNESSED THE INCIDENT ARRIVED SHORTLY AFTERWARDS. CAUSE OF INCIDENT IS STILL BEING DETERMINED. I DID NOT RECALL TOUCHING GEAR LEVER OR FLAPS AND WAS TRAINED TO WAIT UNTIL OFF THE RWY TO 'CLEAN UP' THE ACFT. SUFFICIENT RWY WAS AVAILABLE (MORE THAN 3000 FT LEFT) AND MY HAND WAS ON THE THROTTLE AT THE TIME OF THE GEAR COLLAPSE. I WAS NOT DISTR AT THE TIME. MY BELIEF IS THAT THE GEAR EITHER HAD A MECHANICAL COLLAPSE OR THE GEAR LEVER WAS MALFUNCTIONING. I DO NOT BELIEVE THAT INADVERTENT GEAR RETRACTION WAS A CAUSE. POST INCIDENT INSPECTION BY ARPT EMPLOYEES VERIFIED GEAR SWITCH WAS IN THE DOWN POS AND THAT NOSE GEAR SWUNG FREELY UP AND DOWN BUT WAS NOT LOCKED. ACFT HAS SQUAT SWITCHES THAT PREVENT GEAR FROM RETRACTING ON GND. ACFT WAS IN ANNUAL AND MAINT WAS UP TO DATE. GND PERSONNEL MAY HAVE FURTHER DAMAGED ACFT AND LNDG GEAR WHEN MOVING THE ACFT OFF OF RWY.

Synopsis

BEECH BONANZA SUFFERS NOSE GEAR COLLAPSE ON LNDG.

ACN: 700973

Time / Day

Date : 200606
Day : Fri
Local Time Of Day : 1801 To 2400

Place

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

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Controlling Facilities.Tower : ZZZ.Tower
Operator.Common Carrier : Air Carrier
Make Model Name : MD-11
Operating Under FAR Part : Part 121
Navigation In Use.Other : FMS or FMC
Flight Phase.Climbout : Takeoff
Route In Use.Departure.SID : N/S

Component : 1

Aircraft Component : Gear Extend/Retract Mechanism

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Oversight : PIC
ASRS Report : 700973

Person : 2

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

Events

Anomaly.Aircraft Equipment Problem : Critical
Anomaly.Maintenance Problem : Improper Documentation
Anomaly.Non Adherence : Company Policies
Anomaly.Non Adherence : Published Procedure
Independent Detector.Aircraft Equipment.Other Aircraft Equipment : Lndg Gear Light
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Diverted To Another Airport

Consequence.Other : Company Review
Consequence.Other

Maintenance Factors

Maintenance.Performance Deficiency : Logbook Entry

Assessments

Problem Areas : Aircraft
Problem Areas : Company
Problem Areas : Flight Crew Human Performance
Problem Areas : Maintenance Human Performance

Narrative

WHEN WE TOOK OFF FROM ZZZ THE CTR GEAR WOULD NOT RETRACT. WE DID THE APPROPRIATE PROC AND THE GEAR STILL WOULD NOT RETRACT. WE RETURNED TO ZZZ FOR AN UNEVENTFUL LNDG. WHEN WE BLOCKED IN IT WAS DETERMINED THAT THE CTR GEAR PIN WAS STILL INSTALLED. THE REASON I FEEL I MISSED IT WAS THAT THE REQUIRED STREAMER WAS ONLY 2 INCHES LONG INSTEAD OF THE REQUIRED 4 FT MAKING IT HARD TO SEE. THE REASON FOR THIS RPT IS HOW I DETAILED THIS EVENT IN THE LOGBOOK. I MADE 1 WRITE-UP STATING THAT THE GEAR WOULD NOT RETRACT. IN RETROSPECT I NEEDED TO MAKE 2 WRITE-UPS, ONE FOR THE GEAR AND ONE FOR THE AIR TURN BACK. BY MAKING ONLY 1 WRITE-UP I FAILED TO CORRECTLY LOG A REQUIRED RPT. I WILL NOT MAKE THIS MISTAKE AGAIN.

Synopsis

MD11 RETURNS TO DEP ARPT WHEN CTR GEAR FAILS TO RETRACT.

ACN: 698702

Time / Day

Date : 200605
Day : Tue
Local Time Of Day : 0601 To 1200

Place

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

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Controlling Facilities.Tower : LAX.Tower
Operator.Common Carrier : Air Carrier
Make Model Name : B737-300
Operating Under FAR Part : Part 121
Flight Phase.Ground : Takeoff Roll
Flight Phase.Ground : Taxi

Component : 1

Aircraft Component : GPWS

Component : 2

Aircraft Component : AC Generation

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Oversight : PIC
Experience.Flight Time.Last 90 Days : 150
Experience.Flight Time.Total : 25000
Experience.Flight Time.Type : 20000
ASRS Report : 698702

Person : 2

Affiliation.Company : Air Carrier
Function.Flight Crew : First Officer
Experience.Flight Time.Last 90 Days : 120
Experience.Flight Time.Total : 2700
Experience.Flight Time.Type : 255
ASRS Report : 698703

Events

Anomaly.Aircraft Equipment Problem : Less Severe
Anomaly.Non Adherence : Published Procedure
Anomaly.Other Anomaly : Unstabilized Approach
Independent Detector.Aircraft Equipment.Other Aircraft Equipment : Tkof Warning
Independent Detector.Other.Flight CrewA : 1
Independent Detector.Other.Flight CrewB : 2
Resolatory Action.Flight Crew : Overcame Equipment Problem

Assessments

Problem Areas : Aircraft
Problem Areas : Flight Crew Human Performance

Narrative

ARRIVED AT THE ACFT, STARTED MY CAPT PREFLT CHECKS. I FOUND THE #1 MAIN FUEL GAUGES INOP. MAINT WAS CALLED. WE PULLED OFF THE GATE ON TIME. AFTER ENG START, THE #1 ENG GEN WOULD NOT COME ON LINE. A TERRAIN SYS FAIL LIGHT CAME ON. I GOT THE #1 GEN ON LINE. WE RAN A SYS TEST. THE TEST SHOWED A GPS INTERNAL FAILURE. WE ATTEMPTED AN IRS QUICK ALIGN. THE FAIL LIGHT STAYED ON. I CONTACTED MAINT. I TOLD THEM ABOUT THE SYS FAIL LIGHT. THEY ASKED IF I WAS COMING BACK TO THE GATE. THE FO TOLD ME THE LIGHT WAS OUT. I SAID YES. ONE OF OUR COMPANY ACFT CAME ON THE AIR AND ASKED ME WHEN I WAS MOVING. HE WAS BLOCKING ME FROM GOING TO THE GATE. THE FO TOLD ME THE LIGHT WAS OUT. I TOLD HIM OK, LET'S GO. GND CTL TOLD US TO GO TO THE PAD. WE WERE STILL TAXIING WHEN TWR CLRED US FOR TKOF. I CALLED FOR THE BEFORE TKOF CHECKLIST, TAXIED ON THE RWY, STARTED SETTING TKOF POWER, THEN THE TKOF WARNING HORN CAME ON. I LOOKED AT THE FLAPS AND THEY WERE UP. WE CLEARED THE RWY, SET THE FLAPS, CHECKED THE SYSTEMS, LOOKED AT THE FOM, AND WROTE AN INFO ONLY IN THE LOGBOOK. WE THEN DEPARTED LAS. I FELT TERRIBLE THAT I MISSED THE FLAPS AND DID NOT CALL FOR THE BEFORE TAXI CHECKLIST. I FELT BAD FOR MY FO BECAUSE HE DOES A GREAT JOB. AT CRUISE, WE TALKED ABOUT WHAT HAPPENED. WE BOTH FELT LIKE WE WERE CONSUMED BY THE FAIL LIGHT. I HAD IT IN MY MIND WE WERE GOING BACK TO THE GATE. WE DECIDED WE SHOULD HAVE STARTED THE CHECKLISTS OVER, NOT RUSHED, CONTROLLED OUR MISSION. SUPPLEMENTAL INFO FROM ACN 698703: AT CRUISE, WE DISCUSSED WHAT LED TO THE TKOF WARNING HORN. A GENERATOR NOT COMING ON LINE, WITH THE POWER CYCLING AND TERRAIN FAIL INDICATION, TOOK OUR ATTENTION AWAY FROM OUR CURRENT FLOWS AND NORMAL HABIT PATTERNS. MULTIPLE ATTEMPTS TO TROUBLESHOOT AND ATTEMPTING TO TAXI BACK TO THE GATE FURTHER REMOVED US FROM NORMAL HABIT PATTERNS.

Synopsis

B737-300 FLT CREW DURING PUSHBACK/TAXI HAS MULTIPLE MALFUNCTIONS, RECEIVES A TKOF WARNING, RESETS FLAPS AND CONTINUES THE FLT.

ACN: 697523

Time / Day

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

Place

Locale Reference.Airport : PSP.Airport
State Reference : CA
Altitude.AGL.Single Value : 1000

Environment

Flight Conditions : VMC
Weather Elements : Turbulence
Weather Elements : Windshear
Weather Elements.Other
Light : Daylight

Aircraft : 1

Controlling Facilities.Tower : PSP.Tower
Operator.Common Carrier : Air Carrier
Make Model Name : B737-400
Operating Under FAR Part : Part 121
Flight Phase.Climbout : Takeoff

Component : 1

Aircraft Component : Turbine Engine

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Oversight : PIC
ASRS Report : 697523

Person : 2

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

Person : 3

Affiliation.Company : Air Carrier

Events

Anomaly.Aircraft Equipment Problem : Less Severe
Anomaly.Inflight Encounter.Other
Anomaly.Other Anomaly : Speed Deviation
Independent Detector.Aircraft Equipment : GPWS

Resolatory Action.Flight Crew : Exited Adverse Environment
Consequence.Other

Assessments

Problem Areas : Aircraft

Problem Areas : Environmental Factor

Problem Areas : Flight Crew Human Performance

Narrative

I WAS THE CAPT AND PF. EVENT: WINDSHEAR DEPARTING RWY 31L AT PSP ENCOUNTERED AT 1000 FT AGL AND PERFORMED ESCAPE MANEUVER. ADVANCED THRUST LEVERS PAST MAX PWR FOR A FEW SECONDS AND REDUCED TO MAX PWR WHEN WINDSHEAR ALERT DISAPPEARED. THE EGT OR N1 LIGHT APPEARED FOR LESS THAN 2 SECONDS. ALL ENG PARAMETERS RETURNED TO NORMAL. WE NOTIFIED MAINT VIA ACARS OUT OF 10000 FT AND THEY TOLD US TO MONITOR ENG DISPLAYS FOR ANY ABNORMAL READINGS. CONSIDERATION WAS DISCUSSED IF WE SHOULD LAND AT THE NEAREST SUITABLE ARPT, BUT WE COULD NOT FIND ANY GUIDANCE IN THE QRH, LIMITATIONS SECTION OF THE B737 MANUAL, WINDSHEAR SECTION OF FLT HANDBOOK OR AFTER NOTIFYING DISPATCH/MAINT VIA ACARS. SIMULATOR TRAINING OVER MANY YRS NEVER ADDRESSED THIS SITUATION AFTER WINDSHEAR TRAINING.

Synopsis

FLT CREW OF B737 MOMENTARILY OVER-BOOST 1 ENG DURING RECOVERY FROM WINDSHEAR AFTER TKOF FROM PSP.

ACN: 697477

Time / Day

Date : 200605
Day : Mon
Local Time Of Day : 0601 To 1200

Place

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

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Operator.General Aviation : Personal
Make Model Name : Rockwell, Aero Commander single-engine, undifferentiated
Operating Under FAR Part : Part 91
Flight Phase.Landing : Roll
Route In Use.Approach : Visual

Component : 1

Aircraft Component : Gear Extend/Retract Mechanism

Person : 1

Affiliation.Other : Personal
Function.Flight Crew : Single Pilot
Qualification.Pilot : Instrument
Qualification.Pilot : Private
Experience.Flight Time.Last 90 Days : 3
Experience.Flight Time.Total : 600
Experience.Flight Time.Type : 300
ASRS Report : 697477

Events

Anomaly.Ground Encounters : Gear Up Landing
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.None Taken : Detected After The Fact
Consequence.Other : Aircraft Damaged

Assessments

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

Narrative

DEPARTED FOR A 36 NM LCL FLT TO EGO. WITHIN 10 MI OF EGO, ANNOUNCED INTENT ON CTAF TO LAND AT EGO WITH RWY 2 FAVORED. WHEN FIELD IN SIGHT AT 5 NM, A RADIO ADVICE CAME FROM A JUMP PLANE THAT HE WAS ON TXWY TO RWY 2. I ACKNOWLEDGED THAT HE WAS IN SIGHT AND COULD DEPART AHEAD OF MY ARR. WHILE I WAS BEING ALERT TO POSSIBLE JUMP ACTIVITY, ANOTHER ACFT, A HELI, ANNOUNCED A 1 MI N POS INTENDING A MIDFIELD ARR. BY THIS TIME I ADVISED EGO TFC I WAS ON A 3 MI FINAL TO RWY 2 FOR A FULL STOP AND HAVING TO LOSE ALT WITH FULL FLAPS. LOOKING INTENTLY FOR JUMPERS, DEPARTING ACFT, ARRIVING HELI, CONFIGURED MY ACFT PROP, MIXTURE CTL, BOOST PUMP, AIRSPD, ALT, AND POS OVER THE CTRLINE, THE PLANE WAS READY FOR A NORMAL LNDG, EXCEPT THE PLT LEFT THE GEAR IN UP POS IN ERROR. PROP AND METAL GRINDING SOUNDS ON THE ASPHALT RWY MADE MY DAY!

Synopsis

DISTR BY TFC AND CTAF CALLS, AC11 PLT LANDS WITH GEAR UP AT UNCTLED ARPT.

ACN: 696277

Time / Day

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

Place

Locale Reference.ATC Facility : ZZZZ.ARTCC
State Reference : FO
Altitude.MSL.Single Value : 31000

Aircraft : 1

Controlling Facilities.ARTCC : ZZZZ.ARTCC
Operator.Common Carrier : Air Carrier
Make Model Name : B747-400
Operating Under FAR Part : Part 121
Navigation In Use.ILS.Localizer & Glide Slope : 27L
Flight Phase.Cruise : Level
Flight Phase.Descent : Approach

Component : 1

Aircraft Component : Turbine Engine

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Observation : Company Check Pilot
Function.Oversight : PIC
Experience.Flight Time.Last 90 Days : 100
Experience.Flight Time.Total : 22000
Experience.Flight Time.Type : 1315
ASRS Report : 696277

Person : 2

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

Person : 3

Affiliation.Company : Air Carrier
Function.Flight Attendant : On Duty

Events

Anomaly.Aircraft Equipment Problem : Critical
Independent Detector.Other.Flight CrewA : 1
Resolutive Action.Flight Crew : Declared Emergency
Resolutive Action.Other

Consequence.Other : Aircraft Damaged
Consequence.Other

Assessments

Problem Areas : Aircraft

Narrative

IN CRUISE AT FL310 THE EICAS DISPLAY MOMENTARILY BLANKED. THE FLT ATTENDANTS CALLED WITH A LOUD BANG FROM DOOR 4R. WE DIDN'T HEAR THE NOISE IN THE COCKPIT BUT DID OBSERVE THE EGT RISE TO ABOUT 649 DEGS, THE AUTO THROTTLE KICKED OFF, EICAS #3 EEC, #3 OIL FILTER, OIL PRESSURE WENT INTO THE RED. I WOKE THE BUNKIES, ASSIGNED DUTIES, RAN THE SEVERE ENG DAMAGE QRC, CONTACTED DISPATCH, MAINT, THE FLT ATTENDANTS AND PAX OF OUR INTENTION TO DUMP FUEL AND RETURN TO ZZZ. WE DECLARED AN EMER WITH ATC, THE CAPT (ME) SHOT AN ILS TO RWY 27L TO AN UNEVENTFUL LNDG, TAXIED IN AND TERMINATED THE FLT.

Synopsis

B747-400 FLT CREW SUFFERS SEVERE ENG DAMAGE TO #3 ENG. SECURE ENG, DUMP FUEL AND RETURN TO DEP ARPT.

ACN: 695865

Time / Day

Date : 200604
Day : Tue
Local Time Of Day : 1801 To 2400

Place

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

Environment

Flight Conditions : IMC
Light : Daylight

Aircraft : 1

Controlling Facilities.TRACON : ZZZ.TRACON
Operator.Common Carrier : Air Carrier
Make Model Name : B727 Undifferentiated or Other Model
Operating Under FAR Part : Part 121
Flight Phase.Descent : Approach
Route In Use.Arrival : On Vectors

Component : 1

Aircraft Component : Hydraulic System

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Oversight : PIC
Qualification.Pilot : ATP
ASRS Report : 695865

Person : 2

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

Person : 3

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

Events

Anomaly.Aircraft Equipment Problem : Critical
Independent Detector.Aircraft Equipment.Other Aircraft Equipment : Hyd Quantity Gauge
Independent Detector.Other.Flight CrewA : 3
Resolatory Action.Flight Crew : Declared Emergency

Resolutory Action.Flight Crew : Landed In Emergency Condition
Consequence.Other

Assessments

Problem Areas : Aircraft

Narrative

ON APCH, MY SO NOTED DECREASING HYD QUANTITY ON THE 'A' SYS. WE BEGAN LOWERING FLAPS AND THE LOSS CONTINUED. WE THEN LOWERED THE LNDG GEAR TO PRECLUDE HAVING TO MANUALLY LOWER THEM. WE WERE THEN GIVEN CLRNC FOR THE APCH. WE STILL HAD SUFFICIENT QUANTITY TO OPERATE THE USING SYS. SHORTLY AFTER COMMENCING THE APCH AND DSNDING ON GLIDE PATH, QUANTITY FELL TO ZERO. WE THEN ASKED TO BE TAKEN OFF THE APCH IN ORDER TO RUN THE CHKLISTS (THEY ARE VERY LENGTHY). WE DECLARED AN EMER, FINISHED THE CHKLIST AND TOLD ATC OF OUR NEED TO STOP ON THE RWY, HAVE THE GEAR PINNED AND HAVE THE JET TOWED CLR. WITH THE CHKLISTS COMPLETE, WE BEGAN THE APCH AND LANDED UNEVENTFULLY. WE COULD HAVE CONTINUED THE APCH SINCE WE WERE CORRECTLY CONFIGURED (FLAPS 15 DEGS VICE 30 DEGS) FOR LNDG, BUT I FELT IT WISER TO COMPLETE THE CHKLISTS FIRST AND THEN LAND.

Synopsis

FLT CREW OF B727 ENCOUNTER LOSS OF SYS 'A' HYD FLUID. ABANDON APCH TO RUN CHKLISTS AND SUBSEQUENTLY LAND SAFELY.

ACN: 695448

Time / Day

Date : 200604
Day : Sat
Local Time Of Day : 0601 To 1200

Place

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

Environment

Flight Conditions : VMC
Light : Dusk

Aircraft : 1

Operator.Common Carrier : Air Carrier
Make Model Name : A319
Operating Under FAR Part : Part 121
Flight Phase.Ground : Preflight
Flight Phase.Ground : Taxi

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Oversight : PIC
Qualification.Pilot : ATP
ASRS Report : 695448

Person : 2

Affiliation.Company : Air Carrier
Function.Flight Crew : First Officer
Qualification.Pilot : Commercial
ASRS Report : 695447

Events

Anomaly.Non Adherence : Company Policies
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.Flight CrewA : 1
Independent Detector.Other.Flight CrewB : 2
Resolatory Action.None Taken : Detected After The Fact

Assessments

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

Narrative

WE HAD ALREADY BEEN DELAYED APPROXIMATELY 45 MINUTES BECAUSE OF A LATE ARRIVING AIRCRAFT AND THEN HAD A BLOCK TURN BACK IN DUE TO AN INTERCOM FAILURE. WHEN WE FINALLY DEPARTED WE WERE ALREADY 2:49 BEHIND SCHEDULE. ON ARRIVAL IN DEN, I WENT DOWN TO GET THE PAPERWORK AND ON THE WAY UP RAN INTO THE FIRST OFFICER. WE DISCUSSED EATING AND GAVE HIM SOME MONEY AND ASKED IF HE COULD GO TO FAST FOOD RESTAURANT AND GET THE CREW SALADS. HE WAS UNABLE TO SECURE ANY MEALS DUE TO LONG LINES. WHEN I ARRIVED BACK AT THE AIRCRAFT, I HAD NUMEROUS ADDITIONAL TASKS. AN AVIONICS TECH WAS IN MY SEAT AND WE HAD A LENGTHY DISCUSSION ABOUT THE INTERCOM MEL. THEN I GATHERED THE CREW SIGNATURES ON THE DCA SECURITY FORMS. WE CONTINUED THE FLIGHT PREPARATION AND BEGAN TO RUN THE BEFORE START CHECKLIST. THE CHECKLIST WAS INTERRUPTED AT LEAST THREE TIMES IF NOT MORE AND AT ONE POINT WE STARTED THE WHOLE PROCESS OVER AGAIN DUE TO THE DISTRACTIONS AND INTERRUPTIONS WHICH INCLUDED CHECKING ON THE STATUS OF THE DOG IN THE BACK (HE HAD BEEN WITH US SINCE BEGINNING OF TRIP AND ALREADY HAD A VERY LONG, HOT DAY). CHECKED IN A LATE ARRIVING ARMED LEO AND THEN A YOUNG PASSENGER WANTED TO COME UP FRONT AND WE ASKED HER DAD IF HE WANTED TO TAKE SOME PICTURES. WE RECEIVED THE FINAL PAPERWORK AND COUNT AND THOUGHT THE CHECKLIST HAD BEEN COMPLETED. WE PUSHED BACK, STARTED THE #1 ENGINE, WAVED OFF THE GROUND CREW AND COMPLETED THE ONE ENGINE AFTER START CHECKLIST. WE BOTH REALIZED WE HAD HAD A DIFFICULT DAY, PLAGUED WITH PROBLEMS, AND WERE IN A HIGH-RISK ENVIRONMENT AND VULNERABLE TO MAKE A MISTAKE. I TOLD THE FO, LET'S JUST STOP FOR A MINUTE AND RELAX AND CATCH OUR BREATH. WE TOOK A MOMENT OF SILENCE IN AN INTENTIONAL EFFORT TO REDIRECT OUR ATTENTION MOMENTARILY TO BREAK OUR TUNNEL VISION. UNFORTUNATELY THE ERROR HAD ALREADY BEEN MADE. WE MADE OUR TURNOUT TO THE EAST AND AS WE PASSED UNDER THE BRIDGE AND I BEGAN THE CONTROL CHECK, THE FO NOTICED THE FUEL SITUATION AND COMMENTED, 'WHAT HAPPENED TO THE FUEL?' WE IMMEDIATELY REALIZED OUR ERROR, ROLLED FORWARD ABOUT 100 YARDS, CAME TO A STOP AND MADE ARRANGEMENTS TO RETURN TO THE GATE. TO SAVE FACE, WE MADE AN ANNOUNCEMENT TO THE PASSENGERS THAT DUE TO DETERIORATING WEATHER ON THE EAST COAST AND DC AREA, WE HAD TO RETURN TO THE GATE FOR ADDITIONAL FUEL, APOLOGIZED FOR THE DELAY AND ASSURED THEM WE WOULD BE UNDERWAY VERY SHORTLY. WE WERE REASSIGNED TO GATE XX AS OUR GATE WAS ALREADY SPOKEN FOR AND STILL HAD TO WAIT APPROXIMATELY 15 MINUTES FOR THE TRUCK TO ARRIVE. DURING THIS TIME THE FO AND I RECOMPOSED OURSELVES, REVIEWED OUR FLIGHT PREPARATION AND DISCUSSED WHERE THE ERROR WAS MADE. WE FINALLY PUSHED AND THE FLIGHT CONTINUED WITHOUT FURTHER INCIDENT. CONTRIBUTING FACTORS: 1) COMPOUNDING DELAYS/OPERATIONAL TIME PRESSURES. 2) MECHANICAL PROBLEMS AND BLOCK TURN BACKS. 3) CUMBERSOME MEL (THE AUDIO SWITCHING MEL IS SIMPLE BUT AWKWARD TO DEAL WITH IN THE COCKPIT). 4) NUMEROUS INTERRUPTIONS AND DISTRACTIONS IN THE COCKPIT. 5) DISGRUNTLED PASSENGERS AND PUBLIC RELATIONS. 6) LACK OF FOOD (CREW HADN'T EATEN SINCE MID MORNING SOME 7-8 HOURS EARLIER AND HAD NO PROSPECTS AFTER LATE ARRIVAL IN DCA. 7) CREW STRESS AND HUNGER 8) LIVE ANIMAL IN AFT BIN REQUIRING ATTENTION. 9) PASSENGER VISITING COCKPIT (I LIKE HAVING GUEST BUT UNDER THE CIRCUMSTANCES, PROBABLY WAITING TILL

AFTER THE FLIGHT WOULD HAVE BEEN MORE PRUDENT). PREVENTATIVE MEASURES: 1) UNDERSTANDING AND TRAINING OF ALL FLIGHT OPS PERSONNEL OF THE RISK OF INTERRUPTING BRIEFINGS AND CHECKLIST. 2) AWARENESS OF FLIGHT CREWMEMBERS AS TO WARNING SIGNS OF IMPENDING ERROR. WE'RE DOING A PRETTY GOOD JOB OF THIS, BUT OBVIOUSLY IT'S A NEVER ENDING STRUGGLE. I INTUITIVELY KNEW SOMETHING WAS WRONG AND WE WERE AT RISK, I JUST COULDN'T PUT MY FINGER ON IT. 3) COMPANY RECOGNITION OF HIGH RISK CONTRIBUTING FACTORS: IT'S ILLEGAL TO FLIP BURGERS AT FAST FOOD RESTAURANTS FOR 12 TO 14 HOURS STRAIGHT, BUT THIS INDUSTRY DOESN'T BAT AN EYE AT THAT PROSPECT, OR DOING SO WITHOUT FOOD. I HAVE NEVER BEEN ABLE TO FIGURE OUT CREW MEAL LOGIC THAT'S BASED ON 9 TO 5 SCHEDULES WHEN OVER HALF OF OUR FLYING TAKES PLACE WHEN MOST PEOPLE ARE SNUG IN THEIR BEDS.

Synopsis

A319 FLT CREW HAS NUMEROUS INTERRUPTIONS AND DELAYS PRIOR TO PUSHBACK. DURING TAXI THE FLT CREW DISCOVERS THAT ACFT WAS NOT FUELED.

ACN: 694546

Time / Day

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

Place

Locale Reference.ATC Facility : ZSU.ARTCC
State Reference : PR

Environment

Light : Daylight

Aircraft : 1

Controlling Facilities.ARTCC : ZSU.ARTCC
Operator.Common Carrier : Air Carrier
Make Model Name : B757 Undifferentiated or Other Model
Operating Under FAR Part : Part 121
Flight Phase.Cruise : Level

Component : 1

Aircraft Component : Cabin Furnishing

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Attendant : On Duty
Qualification.Flight Attendant : Currently Qualified
Experience.Flight Attendant Time.Airline Total : 23
Experience.Flight Attendant Time.Total : 23
Experience.Flight Attendant Time.Type : 75
ASRS Report : 694546

Person : 2

Affiliation.Company : Air Carrier
Function.Flight Attendant : On Duty

Person : 3

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

Person : 4

Function.Observation : Passenger

Events

Anomaly.Aircraft Equipment Problem : Critical
Anomaly.Other Anomaly

Resolatory Action.Flight Crew : Diverted To Another Airport
Consequence.Other : Aircraft Damaged

Assessments

Problem Areas : Aircraft

Narrative

APPROX 20 MINS AFTER TKOF, PAX NEAR MID GALLEY AREA (ROWS 9-11) SAW SMOKE AND SMELLED NOXIOUS ODOR. FLT ATTENDANTS WERE TOLD. #3 FLT ATTENDANT CAME BACK TO ME IN THE AFT GALLEY. SHE SAID TO STOW EVERYTHING, GET YOUR HALON AND PBE, THERE'S SMOKE IN THE CABIN. THE #1 INFORMED THE CAPT. WE SEARCHED FOR THE SOURCE, COULD NOT FIND IT. THE SMOKE DISSIPATED, BUT THE ODOR PERSISTED. THE CAPT THOUGHT IT MIGHT HAVE BEEN THAT THE RECIRCULATING FAN HAD BURNED OUT. I STAYED NEAR AFT GALLEY AND TURNED OFF THE VIDEO PLAYER, AND CALLED THE #1 FLT ATTENDANT ASKING HER TO TURN OFF LIGHTS. SHE HAD TURNED OFF THE PWR PORT SWITCH AND THE GALLEY PWR WAS OFF. WE FELT THE CEILING FOR HOT SPOTS, OPENED OVERHEAD BINS AND KEPT A CLOSE WATCH WITH FIRE EXTINGUISHER AT HAND. THE CAPT DECIDED TO LAND. THE MECH FOUND THAT ONE OF THE TV MONITORS WAS FAULTY. I BELIEVE IT SHOULD BE PROC TO TURN OFF ALL ELECTRICAL SOURCES. WE ARE TOLD TO TURN OFF THE PWR PORT SWITCH, BUT NOT THE VIDEO MACHINE. IF THIS HAD REMAINED ON THE FIRE WOULD HAVE BEEN MUCH WORSE.

Synopsis

B757 EXPERIENCES CABIN SMOKE AND FUMES. DIVERTS TO NEAREST SUITABLE ARPT.

ACN: 694053

Time / Day

Date : 200604
Day : Fri

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.AGL.Bound Lower : 75
Altitude.AGL.Bound Upper : 100

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Operator.General Aviation : Corporate
Make Model Name : M-20 Series Undifferentiated or Other Model
Operating Under FAR Part : Part 91
Flight Phase.Climbout : Takeoff

Component : 1

Aircraft Component : Emergency Extension System

Person : 1

Affiliation.Company : Corporate
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 : 814
Experience.Flight Time.Type : 75
ASRS Report : 694053

Person : 2

Affiliation.Government : FAA
Function.Controller : Local

Person : 3

Affiliation.Government : FAA
Function.Other Personnel.Other

Events

Anomaly.Aircraft Equipment Problem : Critical
Independent Detector.Aircraft Equipment.Other Aircraft Equipment : Gear Position
Lights

Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Other
Consequence.FAA : Investigated

Assessments

Problem Areas : Aircraft
Problem Areas : Flight Crew Human Performance

Narrative

ACFT DEPARTED RWY 24 AT ZZZ, AND AT 75-100 FT AGL IT WAS FOUND THAT THE LNDG GEAR WOULD NOT RETRACT. GEAR UNSAFE INDICATIONS AND GEAR BYPASS LIGHTS ILLUMINATED ANY TIME THE HANDLE WAS IN THE UP POS. MOONEY'S CHKLIST WAS USED, AND IT WAS FOUND THAT THE EMER GEAR HANDLE WAS UNLATCHED. HANDLE WAS SECURED CIRCUIT BREAKERS WERE RESET AND GEAR FUNCTIONED NORMALLY. DESIGN OF THE HANDLE SECURING MECHANISM IS SUCH THAT VIBRATION OR PAX CAN UNLATCH IT INADVERTENTLY. PLT CALLED ATC FOR A NON EMER RETURN TO THE FIELD, AND CONDUCTED A VISUAL APCH. HOWEVER, ATC DISPATCHED RESCUE AND FIRE FIGHTING EQUIP, AND CALLED THE FAA. GEAR WAS INSPECTED BY PLT, AND MAINT PERSONNEL WERE CONTACTED VIA PHONE. THE ACFT POH AND MAINT PERSONNEL INDICATED THAT THERE WAS NO AIRWORTHINESS ISSUE IF EMER HANDLE WAS RE-LATCHED AND GEAR FUNCTIONED NORMALLY. FAA PERSONNEL WERE DISPATCHED TO THE ARPT, HOWEVER, PLT HAD LEFT BY THE TIME THEY ARRIVED. FAA INSPECTORS ASSUMED ACFT HAD A SERIOUS MALFUNCTION AND WAS BEING OPERATED CONTRARY TO THE FAR'S. PROB WAS CAUSED BY A POOR ACFT DESIGN WITH RESPECT TO THE HANDLE AND IT'S DIFFICULT TO SEE LOCATION BEHIND THE PLT'S SEAT. OVERREACTION BY ATC AFTER THEY WERE TOLD NO EMER EXISTED AND THE NOTIFICATION OF THE FAA COMPOUNDED THE PROB. FAA IS REVIEWING INCIDENT. ACFT WAS FLOWN TO ZZZ1 THAT DAY FOR COSMETIC WARRANTY WORK. GEAR SYS WAS CHKD AND NO ISSUES WERE FOUND.

Synopsis

A MOONEY 20R ON TKOF CLB WAS UNABLE TO RETRACT THE LNDG GEAR. HAD UNSAFE LIGHTS AND GEAR BYPASS LIGHTS. CHKLIST DISCOVERED EMER GEAR HANDLE WAS UNLATCHED. HANDLE RESET AND GEAR OP NORMAL.

ACN: 693692

Time / Day

Date : 200604
Day : Mon
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.MSL.Single Value : 18000

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Controlling Facilities.ARTCC : ZZZ.ARTCC
Operator.Common Carrier : Air Carrier
Make Model Name : Regional Jet 200 ER&LR
Operating Under FAR Part : Part 121
Flight Phase.Cruise : Level

Component : 1

Aircraft Component : Turbine Engine

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Oversight : PIC
Experience.Flight Time.Last 90 Days : 42
Experience.Flight Time.Total : 5927
Experience.Flight Time.Type : 4325
ASRS Report : 693692

Person : 2

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

Person : 3

Affiliation.Government : FAA
Function.Controller : Radar

Events

Anomaly.Aircraft Equipment Problem : Critical
Independent Detector.Aircraft Equipment.Other Aircraft Equipment :
Eng/Instruments
Independent Detector.Other.Flight CrewA : 1

Independent Detector.Other.Flight CrewB : 2
Resolatory Action.Flight Crew : Declared Emergency
Resolatory Action.Flight Crew : Landed In Emergency Condition
Consequence.Other : Aircraft Damaged
Consequence.Other : Company Review
Consequence.Other

Assessments

Problem Areas : Aircraft

Narrative

WHILE LEVELING OFF AT FL180, I BEGAN TO SMOOTHLY ADD THRUST. AS I ADDED THRUST WE HEARD A LOUD BANG AND THE AIRPLANE HAD A SIGNIFICANT SHAKE. I ALSO FELT THE ACTION IN THE #2 THRUST LEVER. AS WE CONTINUED TO ADD THRUST I FELT THE ACFT YAW AND NOTICED THE #2 ENG WAS NOT SPOOLING UP. THE #1 ENG RESPONDED NORMALLY. I CONTINUED TO ADD PWR TO THE #2 ENG. IT DID NOT RESPOND. I CONTINUED TO ADD THRUST TO THE #1 ENG AND LEVELED OFF. AT THIS TIME THE #2 N1 35%, THE N2 65%, ITT 725 DEGS. ALL OTHER INDICATIONS WERE NORMAL. I TRIED ON SEVERAL OCCASIONS TO ADD PWR TO THE #2 ENG, HOWEVER, IT DID NOT RESPOND. ONLY THE ITT RAISED SLIGHTLY. I PULLED THE #2 THRUST LEVER TO IDLE ON SEVERAL OCCASIONS AND THE ENG WOULD GO TO IDLE. WE DISCUSSED WHAT HAD HAPPENED AND POSSIBLE CAUSES AND SOLUTIONS. WE WERE BOTH CONCERNED THAT THERE WAS SOME TYPE OF DAMAGE DUE TO THE SIGNIFICANCE OF THE ACTION. WE WERE ALSO CONCERNED THAT THERE WAS A PROB THAT WOULD MANIFEST ITSELF LATER IN THE FLT, IE, FUEL, OIL, HYD LEAK AND/OR POSSIBLE FIRE. AT THIS TIME WE FELT THE BEST DECISION WAS TO SHUT DOWN THE ENG TO PREVENT A MORE SERIOUS PROB AT A LOWER ALT. WE PERFORMED THE SEVERE DAMAGE INFLT PROC AND QRH AS WELL AS THE SINGLE ENG ABNORMAL QRH. AT THIS TIME WE WERE APPROX 65-70 MI FROM ZZZ. WE CONTINUED ON TO ZZZ. WE HAD TO LOSE 18000 FT, RUN PROCS AND CHKLISTS. WE ALSO FELT THAT THE RWY AT ZZZ AT 10000 FT WAS SUFFICIENT AS WELL AS ZZZ'S CFR. WE DID DECLARE AN EMER AND CONTINUED ON. MY FO COMPLETED ALL QRH PROCS AND TALKED TO THE FLT ATTENDANT. WE COMPLETED A SINGLE ENG APCH TO THE RWY WITHOUT EVENT. WE HAD PREVIOUSLY INFORMED ZZZ OPS WE WERE GOING ON OUR WAY AND TO ADVISE DISPATCH AS WELL AS MAINT. AFTER LNDG I HAD CFR LOOK FOR FIRE OR DAMAGE OF THE #2 ENG. CFR STATED NO FIRE OR VISIBLE DAMAGE. WE CONTINUED ON TO THE GATE. THE PAX WERE CALM. THE FLT ATTENDANT, AS WELL AS MYSELF, MADE AN ANNOUNCEMENT. ONCE ALL PAX WERE OFF THE ACFT, I CONTACTED DISPATCH, MAINT AND HAD A CHIEF PLT PAGED. THE CHIEF PLT CONTACTED ME AND I EXPLAINED THE SITUATION. AS STATED EARLIER, OUR CONCERN WAS THE BEST OPTION TO COMPLETE THIS FLT SAFELY, KEEPING IN MIND TO MINIMIZE THE DAMAGE TO THE ACFT AS WELL AS THE ENG.

Synopsis

CRJ FLT CREW EXPERIENCED NON RESPONSIVE AND OVERTEMPED #2 ENG DURING LEVELOFF FROM DSCNT. PERFORM QRH PROCS, SHUT DOWN ENG, AND CONTINUE TO NEARBY DEST.

ACN: 692891

Time / Day

Date : 200604
Day : Thu
Local Time Of Day : 0001 To 0600

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.MSL.Single Value : 37000

Environment

Weather Elements : Thunderstorm

Aircraft : 1

Controlling Facilities.ARTCC : ZZZ.ARTCC
Operator.Common Carrier : Air Carrier
Make Model Name : B737-300
Operating Under FAR Part : Part 121
Flight Phase.Cruise : Level

Component : 1

Aircraft Component : Fuel Quantity-Pressure Indication

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : First Officer
Experience.Flight Time.Last 90 Days : 210
Experience.Flight Time.Total : 10000
Experience.Flight Time.Type : 600
ASRS Report : 692891

Person : 2

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Oversight : PIC
Experience.Flight Time.Last 90 Days : 200
Experience.Flight Time.Total : 24000
Experience.Flight Time.Type : 2000
ASRS Report : 692892

Person : 3

Affiliation.Company : Air Carrier
Function.Flight Attendant : On Duty

Person : 4

Affiliation.Company : Air Carrier
Function.Maintenance : Technician

Person : 5

Affiliation.Company : Air Carrier
Function.Other Personnel : Dispatcher

Events

Anomaly.Aircraft Equipment Problem : Critical
Independent Detector.Aircraft Equipment.Other Aircraft Equipment : Fuel Qty
Gauges
Resolatory Action.Other
Consequence.Other : Company Review
Consequence.Other

Assessments

Problem Areas : Aircraft

Narrative

WE HAD A NORMAL PREFLT EXCEPT PRIOR TO PUSH DISPATCH RECOMMENDED A RERTE FOR WX. AFTER ACARS BACK AND FORTH WE ACCEPTED THE CHANGE AND CALLED CLRNC DELIVERY. AFTER PUSHBACK WE MADE THE CHANGES IN THE FMC, NOTED PLENTY OF FUEL AND STARTED TAXIING. WE ORIGINALLY HAD 10000 LBS IN THE L WING TANK, 1980 LBS IN THE CTR TANK AND 10000 LBS IN THE R TANK WITH 21900 TOTAL INDICATED. EVERYTHING SEEMED NORMAL DURING TKOF AND CLBOUT WITH SOME R RUDDER BEING PUT IN BY THE CAPT. AT FL240 WE NOTICED A FUEL IMBAL. THE ACFT WAS SHOWING 1500 LBS LIGHTER ON THE R SIDE. THE CONVERSATION STARTED WITH THE 3 PREVIOUS WRITE-UPS ON THE R FUEL GAUGE. AFTER MONITORING THE GAUGE A LITTLE WE PULLED THE ENG FUEL LEAK CHKLIST WROTE THE FUEL LEVELS DOWN AND STARTED THE TIMER. WHILE WE MONITORED THE FUEL LEVEL CHANGES THE CAPT HAD THE FLT ATTENDANT LOOK AT THE R ENG AND TRAILING EDGE FOR FUEL SPRAY AND THE R TANK WAS AT 8260. AFTER NOTICING A CONTINUOUS STEADY INCREASE IN THE FUEL IMBAL WHILE THE FUEL FLOWS SHOWED HEAVIER USAGE ON THE #1 ENG THE FO WENT BACK FOR VISUAL INSPECTION AFTER THE FLT ATTENDANTS COULD NOT FIND ANY LEAK. THE CAPT BRIEFED THE PURSER WHILE I WAS IN THE BACK. I FOUND NOTHING. AFTER 10 MINS THE TANK LEVELS WERE 9160 IN THE L AND 7400 IN THE R. WE HAD INCREASED THE IMBAL 200 LBS IN 10 MINS. WE ALSO SHOWED FUEL USED PLUS FUEL BURNED WAS 2000 LBS LIGHTER THAN PUSHBACK FUEL. WE FELT THIS SATISFIED THE 500 LB IMBAL INCREASE IN 30 MINS AND TOLD MAINT AND DISPATCH WE WERE RETURNING TO LAND WHICH WAS THE CLOSEST SUITABLE ARPT AND IT HAD GOOD VFR WX. MAINT SAID IT SOUNDED LIKE A GOOD IDEA. WHILE CONTINUING WITH ENG FUEL LEAK AND THEN THE INFLT ENG SHUTDOWN CHKLIST WHICH DIRECTED US TO THE DRIFTDOWN CHKLIST AND NUMEROUS PERFORMANCE COMPUTATIONS, I STARTED PULLING CHKLISTS FROM THE FLT MANUAL. IN THE RUSH, LOW LIGHTING, AND DURING NUMEROUS VALID INTERRUPTIONS BY ATC, MAINT, AND THE FLT ATTENDANTS I PULLED ONLY THE FIRST PAGE OF THE INFLT ENG SHUTDOWN CHKLIST. IT APPEARED LIKE THERE WAS A COMPLETE BOX AROUND THE CHKLIST IN THE LOWER LIGHT AND THE CHKLIST ENDED WITH 'LAND AT NEAREST SUITABLE ARPT' WHICH ALSO MADE SENSE FOR THE END OF THE CHKLIST. WE COMPLETED ALL THE ABOVE CHKLIST AND I ANNOUNCED THEM

COMPLETE. THEN DURING OUR BRIEFING WE COVERED FLAPS 15 DEG LNDG ON RWY 26 SE LNDG AND GAR CHKLISTS, THE T-PROC FOR RWY 26. WE DISCUSSED BLEEDS OFF OR ON AND OPTED FOR ON. WE DID EVERYTHING ON OUR MISSED PAGE OF THE CHKLIST EXCEPT FOR THE GPWS FLAP INHIBIT SWITCH WHICH WE GOT AT 400 FT WITH THE FIRST WARNING. CAPT HAD HIS BEST LNDG OF THE IDENT AND WE HAD THE FIRE TRUCKS INSPECT US BEFORE WE TAXIED TO THE GATE. THE R TANK WAS STEADY AT 7000 LBS SO WE KNEW WE NO LONGER HAD THE LEAK. WE LANDED WITH THE FUEL PERFECTLY IN BAL. I THOUGHT THE CREW WORKED GREAT TOGETHER. EVERYONE WAS PROFESSIONAL.

Synopsis

B737-300 RETURNS TO DEP STATION AFTER ENCOUNTERING AN APPARENT FUEL LEAK.

ACN: 692742

Time / Day

Date : 200603
Day : Thu
Local Time Of Day : 0601 To 1200

Place

Locale Reference.Navaid : BTG.VORTAC
State Reference : WA
Altitude.MSL.Single Value : 15000

Environment

Flight Conditions : Mixed
Light : Daylight

Aircraft : 1

Controlling Facilities.ARTCC : ZSE.ARTCC
Operator.Common Carrier : Air Carrier
Make Model Name : Dash 8-400
Operating Under FAR Part : Part 121
Flight Phase.Climbout : Initial

Component : 1

Aircraft Component : Air Conditioning and Pressurization Pack

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Oversight : PIC
Qualification.Pilot : ATP
Experience.Flight Time.Last 90 Days : 200
Experience.Flight Time.Total : 14000
Experience.Flight Time.Type : 1500
ASRS Report : 692742

Person : 2

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

Events

Anomaly.Aircraft Equipment Problem : Critical
Anomaly.Non Adherence : Company Policies
Anomaly.Non Adherence : Published Procedure
Independent Detector.Aircraft Equipment.Other Aircraft Equipment : Cabin Alt
Warning Light
Resolatory Action.Flight Crew : Overcame Equipment Problem

Assessments

Problem Areas : Aircraft

Problem Areas : Flight Crew Human Performance

Narrative

BOTH ACFT PACKS WERE INADVERTENTLY LEFT IN 'OFF' POS. NORMAL POS IS 'AUTO' OR 'MANUAL.' BLEEDS SWITCHES WERE ON. AT 15000 FT MSL (CRUISE ALT) CABIN ALT WARNING LIGHT CAME ON. CABIN ALT SHOWED 9300 FT AND 2.5 PSID. ACFT PACK SWITCHES IMMEDIATELY SELECTED ON (MANUAL POS). ACFT RE-PRESSURIZED NORMALLY. COMMENTS: THE POS OF PACK AND BLEED SWITCHES IS NORMALLY CHKD ON THE CAPT'S ORIGINATING FLOW (NOT A CHKLIST ITEM). BLEED SWITCH POS IS A CHKLIST, BUT PACK SWITCH POS, ON THE 'AFTER START, 'BEFORE TKOF,' AND 'AFTER TKOF' CHKLISTS. IT IS ALWAYS ASSUMED TO CHK THE PACK SWITCH POS ALONG WITH BLEED SWITCH POS. NORMALLY, THE PACK SWITCHES ARE ALWAYS ON IN EITHER AUTO OR MANUAL POS AND NEVER SELECTED OFF EXCEPT FOR ABNORMAL OP. ONLY BLEEDS SELECT ON/OFF FOR TKOF/LNDG PERFORMANCE REQUIREMENTS. HOWEVER, A NEW COMMON PRACTICE IS TO CYCLE THE PACK SWITCHES OFF FOR APPROX 10 SECONDS, THEN BACK ON, TO CLR FAULTS IN THE DIGITAL PACK CTLS THAT SOMETIMES CAUSE TEMP CTL PROBS. THIS MAY BE WHY THE PACK SWITCHES WERE LEFT IN 'OFF' POS. IT IS ALSO INTERESTING TO NOTE THAT WE WERE MAINTAINING APPROX 2.5 PSI AT 15000 FT MSL WITH BLEEDS ON, BUT ACFT PACKS OFF.

Synopsis

DHC8 FLT CREW TAKE OFF WITH BOTH ACFT PACKS IN THE OFF POS.

ACN: 692662

Time / Day

Date : 200604
Day : Mon
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : BWI.Airport
State Reference : MD
Altitude.AGL.Single Value : 0

Environment

Weather Elements : Thunderstorm
Light : Night

Aircraft : 1

Controlling Facilities.Tower : BWI.Tower
Operator.Common Carrier : Air Carrier
Make Model Name : B737-700
Operating Under FAR Part : Part 121
Flight Phase.Ground : Taxi

Component : 1

Aircraft Component : Window Ice/Rain System

Person : 1

Affiliation.Company : Air Carrier
Function.Flight Crew : Captain
Function.Oversight : PIC
Experience.Flight Time.Last 90 Days : 165
Experience.Flight Time.Total : 14000
Experience.Flight Time.Type : 10000
ASRS Report : 692662

Person : 2

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

Person : 3

Affiliation.Company : Air Carrier
Function.Maintenance : Technician

Events

Anomaly.Aircraft Equipment Problem : Less Severe
Anomaly.Non Adherence : Company Policies
Independent Detector.Other.Flight CrewA : 1
Independent Detector.Other.Flight CrewB : 2

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

Assessments

Problem Areas : Flight Crew Human Performance
Problem Areas : Weather

Narrative

BECAUSE OF MY ACTIONS, I BELIEVE L4 AND R4 WINDOWS WERE DAMAGED ON MY ASSIGNED ACFT. DESCRIPTION OF EVENTS: DUE TO WX, WE WERE ON AN EXTENDED GND DELAY IN BWI AND ELECTED TO SHUT DOWN BOTH ENGS. UPON REACHING OUR ASSIGNED PARKING LOCATION, I DID NOT CALL FOR THE 'DUAL ENG SHUTDOWN CHKLIST,' BUT RATHER RAN IT MYSELF, AS THE FO WAS BUSY CONTACTING DISPATCH AS I HAD INSTRUCTED HIM TO DO. ABOUT THIS TIME I BELIEVE, OUT OF HABIT, THE FO TURNED OFF THE WINDOW HEAT. I DID NOT NOTICE THIS AND IT PROBABLY WOULD NOT HAVE OCCURRED HAD WE EXECUTED THE SHUT DOWN CHKLIST PROPERLY, THAT IS CHALLENGE AND RESPONSE. WE DID CORRECTLY RUN THE TAXI START CHKLIST WHICH, OF COURSE, DID NOT MENTION WINDOW HEAT AS IT IS DIRECTLY RELATED TO THE SHUTDOWN CHKLIST. RESULTANTLY AND INADVERTENTLY, WE DEPARTED WITHOUT THE WINDOW HEAT ON. ENRTE, WE HEARD A FEW POPPING SOUNDS BUT MADE NO CONNECTION, IF THERE WAS ONE. DURING DSCNT, I FINALLY NOTICED THE ERROR AND TURNED ON WINDOW HEAT AND DEFROST AIR. AFTER SHUTDOWN, THE FO NOTICED L4 AND R4 WINDOWS WERE CRACKED. MAINT WAS NOTIFIED AND DISCREPANCIES ENTERED INTO ACFT LOGBOOK. NOTE: DURING CASUAL CONVERSATION WITH MAINT, THEY INDICATED WINDOWS MAY HAVE CRACKED DUE TO HEAT BEING APPLIED TO A VERY COLD WINDOW. I AM NOT SURE IF CRACKING OCCURRED DURING DSCNT OR ENRTE (REF PREVIOUSLY MENTIONED POPPING SOUNDS). DURING DSCNT, IT SEEMED WINDOW HEAT WAS REQUIRED DUE TO FROST ON THE WINDOWS. IN HINDSIGHT, DEFROST AIR MAY HAVE BEEN ADEQUATE. PRIMARY FACTORS: 1) IMPROPER USE OF CHKLIST, PARTLY DUE TO DISTR. 2) SHUTDOWN HABIT PATTERNS. 3) RARELY USED CHKLIST/PROC. 4) FATIGUE ON THE DSCNT PORTION OF THE FLT.

Synopsis

B737-700 FLT CREW SUSPECTS DAMAGE TO L4 AND R4 WINDOWS AS A RESULT OF IMPROPER CHKLIST PROCS.