

ASRS Database Report Set

Emergency Medical Service Incidents

Report Set Description.....A sampling of reports concerning Emergency Medical Service (EMS) incidents.

Update Number.....1.0

Date of UpdateNovember 4, 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: 798017 (1 of 50)

Synopsis

AN EMS HELICOPTER PILOT REPORTS HOSPITALS DESIGNATING AIR-TO-GND CTAF FREQ 123.050 INSTEAD OF USING THE FAA DESIGNATED AIR-TO-AIR 123.025 FOR GA HELICOPTERS.

ACN: 754875 (2 of 50)

Synopsis

AS 350 PLT WAS MAKING A CONTROLLED, OFF-ARPT LNDG WHEN THE TAIL ROTOR PULLED AN OBJECT INTO THE ROTOR ASSEMBLY, CAUSING ROTOR DAMAGE.

ACN: 752926 (3 of 50)

Synopsis

AN A109 HELI PLT, FLYING VFR, EXPERIENCES NMAC WITH ANOTHER AIRCRAFT.

ACN: 750900 (4 of 50)

Synopsis

ZFW CTLR VOICED CONCERN REGARDING MGMNT'S DECISIONS ON THE HANDLING OF LIFEGUARD ACFT ROUTINGS.

ACN: 728043 (5 of 50)

Synopsis

A HELICOPTER AIR AMBULANCE DESCENDED AND STRUCK THE GND IN VMC WITH LIGHT FOG. NO DAMAGE TO ACFT BUT THE PILOT DID NOT HEAR ALERTING RADIO ALTIMETER.

ACN: 717109 (6 of 50)

Synopsis

PIPER PA31T PLT IS CONCERNED WITH MAINT STATUS OF ACFT.

ACN: 712235 (7 of 50)

Synopsis

LIFEGUARD FLT ON APCH WHEN ILS GOES TO ALARM STATUS. CTLR WOULD HAVE ASSIGNED VOR APCH, BUT IT IS NO LONGER AVAILABLE.

ACN: 706701 (8 of 50)

Synopsis

A109 PLT RPTS MISUNDERSTANDING WITH ZZZ TWR CTLR WHILE TRANSITING ZZZ1 CLASS B AIRSPACE.

ACN: 698926 (9 of 50)

Synopsis

SA365 DAUPHIN PLT HAS AN NMAC.

ACN: 696327 (10 of 50)

Synopsis

EMS HELI PLT, WHILE MONITORING TWR FREQ AT HIS DEST, HEARS ANOTHER PLT INQUIRE 'IS THE TFR ACTIVE?' RPTR WAS CONFUSED AS TO WHAT TFR IS ACTIVE AS HE CHKED ALL THE NOTAMS AND RECEIVED A BRIEF PRIOR TO DEPARTING FOR THE FLT AND NO TFR'S WERE BRIEFED.

ACN: 683642 (11 of 50)

Synopsis

2 HELIS LNDG AT A DOWNTOWN HELIPORT EXPERIENCE NMAC.

ACN: 678707 (12 of 50)

Synopsis

AN LR25 MEDICAL FLT ENCOUNTERED NON FORECAST DEST WX AND WINDS. THE CREW DIVERTED TO A NEARBY ARPT AND LANDED FATIGUED WITH LOW FUEL IN A 100 FT CEILING.

ACN: 678136 (13 of 50)

Synopsis

AN EMS HELI PLT RPTS LNDG IN CLOSE PROX TO VEHICLES AT AN AUTO ACCIDENT SCENE AFTER FAILING TO LOCATE THE CORRECT LNDG SITE.

ACN: 674908 (14 of 50)

Synopsis

THE PLT OF AN EMS VFR HELI EXPERIENCED IMC CONDITIONS AND REQUESTED VECTORS ABOVE THE CLOUD DECK TO VMC.

ACN: 671298 (15 of 50)

Synopsis

EMS HELI PLT FORCED TO ENTER STADIUM TFR WITHOUT CONTACTING APPROPRIATE ATC CTL.

ACN: 661687 (16 of 50)

Synopsis

EC135 HELI PLT LNDG AT LCL HOSPITAL EXPERIENCED CONFLICT WITH CL60 ON VISUAL APCH AT ZZZ ARPT.

ACN: 659595 (17 of 50)

Synopsis

HELI PLT VFR ENRTE TO ZZZ INADVERTENTLY ENTERS IMC. DECLARED EMER, OBTAINS IFR CLRNC UNTIL ONCE AGAIN IN VMC AND CONTINUES TO DEST.

ACN: 652165 (18 of 50)

Synopsis

AN AIR AMBULANCE PLT COMPLETED A VFR APCH TO A RPTED ONE QUARTER MI VISIBILITY. RPTR CLAIMS THAT ACTUAL VISIBILITY WAS GREATER THAN 3 MI.

ACN: 651217 (19 of 50)

Synopsis

A HELI NOT IFR CERTIFIED AND A PLT NOT INST CURRENT ENCOUNTERED IMC, DECLARED AN EMER AND RECEIVED VECTORS FOR AN ILS AT ANOTHER ARPT.

ACN: 649017 (20 of 50)

Synopsis

A LIFEGUARD MEDICAL FLT INITIATED AN IFR TKOF WITHOUT TWR CLRNC SHORTLY AFTER THE CLOSED TWR OPENED.

ACN: 642919 (21 of 50)

Synopsis

A MEDICAL TRANSPORT HELI BECAME IMC ON A VFR FLT PLAN AND CONTINUED TO HIS DEST.

ACN: 636960 (22 of 50)

Synopsis

A BELL 206 AIR AMBULANCE IS DIVERTED FROM A DIRECT FLT TO A HOSPITAL WITH A CRITICALLY INJURED WORKMAN WHEN THE CHIP DETECTOR LIGHT ILLUMINATES. AMBULANCE SVC PROVIDED AFTER EMER IS DECLARED AND ACFT LANDS AT THE ARPT NEAR THE CITY SERVING THAT HOSPITAL.

ACN: 635667 (23 of 50)

Synopsis

AN EMS BELL 206 INADVERTENTLY ENTERED IMC FOR SEVERAL SECONDS ENRTE WITH A PATIENT ON BOARD.

ACN: 635219 *(24 of 50)***Synopsis**

A BELL 206 INADVERTENTLY ENTERED IMC WHILE VFR. FLT WAS ABORTED TO A VFR LNDG.

ACN: 635088 *(25 of 50)***Synopsis**

HELI FLIES RNAV (GPS) RWY XX IAP TO ZZZ AT NIGHT IN VIOLATION OF THE NIGHT RESTR STATED IN THE REMARKS SECTION OF THE PROC.

ACN: 634879 *(26 of 50)***Synopsis**

ILLEGAL AIR AMBULANCE FLT FLOWN BY C550 FLT CREW AFTER HAVING CONFERRED WITH THEIR CHIEF PLT REGARDING THE LEGALITY ISSUES OF THE OP PRIOR TO TKOF FROM ZZZ1.

ACN: 632634 *(27 of 50)***Synopsis**

RWY INCURSION BY AN AIR AMBULANCE CESSNA 421 TWIN AT ZZZ.

ACN: 632119 *(28 of 50)***Synopsis**

A109 HELI DEPARTS FROM ZZZ, HAS COM AND ROUTING MISUNDERSTANDING WITH TWR CTLR.

ACN: 627701 *(29 of 50)***Synopsis**

AS55 PLT LANDS ON CLOSED HOSPITAL HELIPAD.

ACN: 626005 *(30 of 50)***Synopsis**

NMAC BTWN A LOW ALT EC135 EUROCOPTER AT 2000 FT ON AN EMS MISSION AND A XING CESSNA 152-172 TYPE SW OF ZZZ.

ACN: 625657 *(31 of 50)*

Synopsis

PLT OF AS55 EXPERIENCES NMAC NEAR BVI, AFTER AN UNAUTH ENTRY OF CLASS D AIRSPACE.

ACN: 623890 *(32 of 50)***Synopsis**

VIBRATIONS AND A LOUD SOUND FROM THE SIDE OF A BELL 206 CREATE THE NEED FOR THE PLT TO PERFORM A FLT CTL CHK PRIOR TO CONTINUING THE LNDG AT A HOSPITAL.

ACN: 621217 *(33 of 50)***Synopsis**

BELL 206 PLT INADVERTENTLY FLIES INTO IMC ON NIGHT FLT OVER UNLIT RURAL AREA.

ACN: 620044 *(34 of 50)***Synopsis**

LOSS OF OIL PRESSURE IN #1 ENG FORCES AN INFLT SHUTDOWN AND DIVERSION TO ANOTHER ARPT FOR PLT OF BK117.

ACN: 619323 *(35 of 50)***Synopsis**

BK117 PLT LAUNCHES HELI TO A HOVER BEFORE EMS CREW IS ABLE TO BOARD.

ACN: 618770 *(36 of 50)***Synopsis**

EC135 PLT EXPERIENCES UNUSUAL TORQUE REQUIREMENTS AND PERFORMS A RUN-ON LNDG WITH HARD IMPACT.

ACN: 618678 *(37 of 50)***Synopsis**

A HELI PLT HAS A CLOSE ENCOUNTER WITH A V-TAIL BONANZA WHILE IN ZZZ TWR'S AIRSPACE.

ACN: 617427 *(38 of 50)***Synopsis**

PLT OF BK117 HELI EXPERIENCES CHIP DETECTOR WARNING. SHUTS DOWN 1 OF 2 ENGS AND PROCEEDS TO NEAREST SUITABLE ARPT.

ACN: 610510 (39 of 50)

Synopsis

A BK117 MEDEVAC PLT ENCOUNTERED IMC DURING A VFR FLT IN ZZZ'S AIRSPACE.

ACN: 610480 (40 of 50)

Synopsis

HELI PLT EXPRESSED FRUSTRATION REGARDING ZZZ'S HANDLING OF HIS FLT IN THE ADIZ.

ACN: 603799 (41 of 50)

Synopsis

SINGLE PLT OF BK117C HELO ON A LIFEGUARD FLT PENETRATES AN ADIZ WHEN HE FAILS TO PROGRAM HIS NAV EQUIP FOR THE APPROPRIATE DEST.

ACN: 603747 (42 of 50)

Synopsis

EMS HELI EXPERIENCES POTENTIAL CONFLICT AT ZZZ WHILE TRYING TO TRANSIT AREA.

ACN: 595979 (43 of 50)

Synopsis

PLT OF C172 ENTERS CLASS D AND TFC PATTERN WITHOUT CLRNC. DUE TO RUSHED FLT PLANNING, PLT WAS NOT AWARE ARPT WAS TWR CTLED.

ACN: 594624 (44 of 50)

Synopsis

EMS HELI PLT RPTED THE PROCS TO ENTER A TFR CHANGED WHILE ON SHIFT. NO TFR WORDING WAS CHANGED, HOWEVER.

ACN: 594297 (45 of 50)

Synopsis

BELL 206 EMS PLT LOST VISUAL REF WHEN GYPSUM DUST OBSCURED VISIBILITY AT AN ACCIDENT SITE. HE MADE A HARD LNDG THAT DAMAGED THE LNDG GEAR.

ACN: 592516 (46 of 50)

Synopsis

2 EMS HELIS HAD AN NMAC. ONE WAS DEPARTING AN ARPT HELIPAD AND THE OTHER WAS ARRIVING.

ACN: 590544 (47 of 50)

Synopsis

BK117 PLT HAD A CONFLICT WITH ANOTHER ACFT WHILE ON VECTORS IN VMC CONDITIONS, TRANSITIONING BTWN TRACON TO TWR.

ACN: 588842 (48 of 50)

Synopsis

PA28 PLT, WITH PAX, LOSES SITUATIONAL AWARENESS ON APCH TO ZZZ, IS ALERTED TO COURSE AND ALTDEV, RECOGNIZING A LOSS OF COCKPIT DISCIPLINE.

ACN: 587498 (49 of 50)

Synopsis

AN MBB BO105 HELI WAS OPERATED IN NON COMPLIANCE WHEN FLOWN 4 PT 3 HRS OVER REQUIRED PWR PLANT INSPECTION LIMITS.

ACN: 587316 (50 of 50)

Synopsis

ROTARY FLT RETURNS TO DEP HOSPITAL AFTER EXPERIENCING IMC IN VFR FLT ON THE WAY TO DEST HOSPITAL.

Report Narratives

ACN: 798017

Time / Day

Date : 200808

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Aircraft : 1

Make Model Name : Helicopter

Operating Under FAR Part : Part 135

Mission : Ambulance

Person : 1

Affiliation.Company.Other

Function.Flight Crew : Single Pilot

ASRS Report : 798017

Events

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.None Taken : Unable

Assessments

Problem Areas : FAA

Problem Areas : Flight Crew Human Performance

Narrative

I AM WRITING TO RELAY TO YOU WHAT SEEMS TO ME A POTENTIAL PROBLEM IN EMS HELICOPTER RADIO FREQUENCY PROCS. I HAVE BEEN FLYING EMS HELICOPTER OPERATIONS 14 YEARS. I HAVE FLOWN IN VARIOUS STATES IN THE SAME CAPACITY. THE PROBLEM I HAVE OBSERVED OVER THE YEARS ARE THE DIFFERENT BELIEFS OF THE COMMON 'AIR-TO-AIR' FREQUENCY FOR HELICOPTERS. FAR/AIM TABLE 4-1-3 STATES THAT AIR-TO-AIR GENERAL AVIATION HELICOPTERS FREQUENCY IS 123.025. MOST COM RADIOS ONLY INDICATE TWO DIGITS TO THE RIGHT OF THE DECIMAL POINT. BY CONFESSION I WILL ADMIT THAT EARLY IN MY CAREER I BELIEVED THAT YOU NEEDED SOME 'SPECIAL' RADIO TO GET THIS FREQUENCY. I LATER LEARNED FROM A BETTER PLT THAT 123.025 WAS IN EVERY COM RADIO. IT IS VIEWED ONLY AS 123.02 AND YOU MAY HAVE TO 'PULL UP' ON A SELECTOR KNOB TO GET THE .025 INTERVALS. THE PROBLEM HAS EXISTED FOR YEARS. I HAVE JUST READ TWO LETTERS THIS WEEK WHERE THE AGENCIES ARE SPECIFICALLY ASKING ARRIVING HELICOPTERS TO USE 123.050. THIS IS NOT GOOD. THIS IS NOT WHAT THE FAR/AIM HAS ESTABLISHED OR AUTHORIZED. I LIKE THE IDEA THAT HELICOPTERS HAVE THEIR OWN PRIVATE FREQUENCY BUT THE MEDICAL FACILITIES ARE NOT AWARE OF THIS AS A GENERAL RULE. INSTEAD THE CHAIN OF EVENTS ARE BEING SET FOR

ANOTHER ACCIDENT. PLTS ARE TASKED TO POTENTIALLY RESPOND TO OVER 75 DIFFERENT HOSPITALS AND LNDG ZONES. ISN'T IT FUTILE TO EXPECT EVERY PLT TO BE AWARE OF EVERY HOSPITAL'S CHANGING POLICIES FOR USING 123.050 OR 123.025. I BELIEVE THAT ONE FREQUENCY ONLY, 123.025, SHOULD BE USED AT EVERY HOSPITAL AND LNDG ZONE. ACCIDENT SCENES AND HOSPITALS HAVE ONE TO FIVE EMS HELICOPTERS ARRIVING SIMULTANEOUSLY! HOW DO ACFT KEEP ON THE SAME PAGE? THOSE FLTS WERE ORIGINATING FROM HUNDREDS OF MILES AWAY, USING DIFFERENT VENDORS, AND COMING FROM DIFFERENT STATES! WE NEED TO USE ONE FREQUENCY ONLY FOR 'AIR-TO-AIR' ANSWER: 1. I BELIEVE A REMINDER TO ALL EMS OPERATORS ABOUT 123.025 WOULD HELP. 2. I BELIEVE A REMINDER OF 123.025 TO ALL HOSPITALS USING HELICOPTERS WOULD SIMPLIFY AND HELP ELIMINATE A POTENTIAL ACCIDENT. I KNOW THAT ARRIVING ACFT MISS OUT ON OTHER NEARBY TFC. I REGRET THAT SAFETY MAY ONLY BE .025 FREQUENCY DIFFERENCE AWAY. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: THE REPORTER HAS FLOWN EMS HELICOPTERS FOR SEVERAL YEARS. HE BELIEVES SOME HOSPITALS HAVE RECENTLY BEEN DESIGNATING AN FAA AIR TO GND CTAF VHF FREQUENCY 123.050 FOR THEIR OPERATIONS. THIS PROCEDURE IS NOT IN ACCORDANCE WITH THE FAA/AIM SUGGESTED 123.025. THE POTENTIAL PROBLEMS ARISE BECAUSE PILOTS MAY BE MONITORING OTHER FREQUENCIES FOR NEARBY AIRPORTS AND FORGET THE FACILITY SPECIFIC FREQUENCY. ONE HOSPITAL IN HIS AREA HAS FOUR LANDING PADS AND IT IS NOT UNCOMMON FOR A HELICOPTER TO HOLD FOR A LANDING SPOT WITH OTHER HELICOPTER TRAFFIC IN THE AREA. HOSPITALS WITH THIS AMOUNT OF TRAFFIC MUST HAVE A COMMUNICATION DISCIPLINE THAT INVOLVES A COMMONLY RECOGNIZED PROCEDURE. HOSPITAL PROCEDURES ARE COMMONLY NOT WRITTEN BY PEOPLE FAMILIAR WITH AVIATION STANDARDS AND SO CONFLICT CAN ARISE. A UNIQUE EMS HELICOPTER FREQUENCY WOULD NOT BE A BAD IDEA AND WOULD BE ESPECIALLY HELPFUL IN AREAS WHERE HEAVY GA HELICOPTER TRAFFIC IS ALSO PRESENT. THAT TRAFFIC MAY BE COVERING SPECIAL EVENTS, CONDUCTING TRAINING, PHOTOGRAPHING BUILDINGS OR LANDSCAPES, ETC. GENERALLY NOT ENOUGH HELICOPTERS ARE SIMULTANEOUSLY ACTIVE IN AN AREA TO CREATE CONFLICT BUT IT DOES HAPPEN. THE REPORTER HAS ALSO SEEN AGGRESSIVE COMPETING EMS OPERATORS ARRIVE AT AN ACCIDENT SCENE TO WHICH THAT OPERATOR HAS NOT BEEN SUMMONED AND NOT ON A COMMON FREQUENCY AFTER HEARING ABOUT THE EVENT ON A POLICE SCANNER. AGGRESSIVE PILOTS NOT ON A COMMON FREQUENCY ARE ALWAYS A HAZARD IN EMS OPERATIONS.

Synopsis

AN EMS HELICOPTER PILOT REPORTS HOSPITALS DESIGNATING AIR-TO-GND CTAF FREQ 123.050 INSTEAD OF USING THE FAA DESIGNATED AIR-TO-AIR 123.025 FOR GA HELICOPTERS.

ACN: 754875

Time / Day

Date : 200709
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.AGL.Single Value : 10

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Operator.Common Carrier : Air Taxi
Make Model Name : AS 350 Astar/Ecureuil
Operating Under FAR Part : Part 135
Mission : Ambulance
Flight Phase.Descent : Approach
Route In Use.Approach : Visual

Person : 1

Affiliation.Company : Air Taxi
Function.Flight Crew : Single Pilot
Qualification.Pilot : Commercial
Qualification.Pilot : Instrument
Experience.Flight Time.Last 90 Days : 82
Experience.Flight Time.Total : 4890
Experience.Flight Time.Type : 980
ASRS Report : 754875

Events

Anomaly.Ground Encounters : FOD
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Landed As Precaution
Consequence.Other : Aircraft Damaged

Assessments

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

Narrative

I WAS ACFT 1 OF 2 ACFT RESPONDING TO A VEHICLE ACCIDENT LOCATED ON THE INTERSTATE. THE SECOND ACFT WAS APPROX 1/2 MI BEHIND ME. APPROX 4-5 MI FROM THE ACCIDENT SCENE, I ESTABLISHED RADIO CONTACT WITH THE INCIDENT COMMANDER ON SCENE. HE DESCRIBED THE LNDG AREA AND RELAYED

INSTRUCTIONS. I ORBITED THE AREA CONDUCTING MY AERIAL RECONNAISSANCE OF THE AREA, BRIEFED THE MEDICAL CREW, AND ESTABLISHED MYSELF ON FINAL LNDG TO THE W. MY LNDG AREA WAS ON THE HWY BTWN THE AMBULANCE, TO THE W, AND A POLICE SQUAD CAR TO THE E. OVER THE LNDG AREA, APPROX 10 FT AGL, I INFORMED THE MEDICAL CREW THAT I WAS GOING TO TURN THE ACFT 90 DEGS TO THE R THEREBY BEING ABLE TO OBSERVE BOTH LANES OF TFC AND OBSERVE THE INBOUND SECOND ACFT. ONCE I COMPLETED MY TURN, THE MEDICAL CREW MEMBER ON THE L SIDE OF THE ACFT INFORMED ME I NEEDED TO SLIDE FURTHER L AS THERE WAS A SNOW MARKER, APPROX 5 FT, CLOSE TO THE ACFT TAIL AREA. I SLID ANOTHER 2-3 FT TO THE L AND BEGAN TO LAND WHEN I FELT A MOMENTARY 'ABRUPT' VIBRATION IN THE PEDALS. I LANDED THE ACFT WITHOUT FURTHER INCIDENT AND SHUT THE ACFT DOWN NORMALLY. POSTFLT INSPECTION REVEALED A BENT TAIL ROTOR STRIKE TAB ON ONE END OF THE TAIL ROTOR. THE ON-SCENE GND PERSONNEL NOTED THAT WHEN I GOT CLOSE TO THE GND THE SNOW MARKER BEGAN TO WIGGLE AND WAS PULLED INTO THE TAIL ROTOR. ANOTHER ACFT WAS CALLED TO TRANSPORT THE PATIENT AND THE ACFT WAS NOT FLOWN UNTIL THE TAIL ROTOR GEAR BOX AND TAIL ROTOR WERE REPLACED.

Synopsis

AS 350 PLT WAS MAKING A CONTROLLED, OFF-ARPT LNDG WHEN THE TAIL ROTOR PULLED AN OBJECT INTO THE ROTOR ASSEMBLY, CAUSING ROTOR DAMAGE.

ACN: 752926

Time / Day

Date : 200709
Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.MSL.Single Value : 1800

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Operator.Common Carrier : Air Taxi
Make Model Name : A109
Operating Under FAR Part : Part 135
Mission : Ambulance
Flight Phase.Cruise : Level

Aircraft : 2

Make Model Name : Bonanza 35
Flight Phase.Cruise : Level

Person : 1

Affiliation.Company : Air Taxi
Function.Flight Crew : Single Pilot
Qualification.Pilot : ATP
Experience.Flight Time.Last 90 Days : 60
Experience.Flight Time.Total : 4250
Experience.Flight Time.Type : 60
ASRS Report : 752926

Assessments

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

Narrative

WHILE FLYING ON A HDG OF NE (APPROX 060 DEGS MAGNETIC) TO THE MEDICAL CTR HELI LNDG PADS, A BEECHCRAFT BONANZA WAS FLYING ON A CONVERGING COURSE AND SIGHTED BY ME FROM MY ACFT AT ABOUT 4 O'CLOCK LOW POS AND ABOUT A COMBINED DISTANCE OF 600 FT. THE RATE OF CONVERGENCE WAS SO QUICK THAT THERE WAS NO TIME TO TAKE ACTION AS THE BONANZA PASSED BELOW ME WITHIN 300 FT AND APPEARED AGAIN ON THE L SIDE PROBABLY FLYING TOWARD ZZZ. THE BONANZA WAS LIKELY ON A HDG OF NW TO N. I WAS NOT ON A FLT PLAN, BUT WAS LISTENING TO THE NEAREST CTL TWR. THE OTHER

ACFT MAY HAVE BEEN TUNED TO ANOTHER FREQ. I WAS IN ON THE MEDICAL XFER LEG OF A CRITICALLY ILL PATIENT AND WAS GOING TO BE ENTERING THE CTLED AIRSPACE OF ZZZ SO I HAD NO TIME TO VERIFY THE IDENTITY OF THE OTHER ACFT. I BELIEVE THE OTHER ACFT WAS PROBABLY FLYING AT AN MSL ALT OF ABOUT 1500 FT.

Synopsis

AN A109 HELI PLT, FLYING VFR, EXPERIENCES NMAC WITH ANOTHER AIRCRAFT.

ACN: 750900

Time / Day

Date : 200704
Local Time Of Day : 0601 To 1200

Place

Locale Reference.ATC Facility : ZHU.ARTCC
State Reference : TX

Environment

Flight Conditions : Mixed
Light : Daylight

Aircraft : 1

Controlling Facilities.ARTCC : ZHU.ARTCC
Operator.Common Carrier : Air Taxi
Make Model Name : Cessna Twin Turboprop Undifferentiated or Other Model
Operating Under FAR Part : Part 135
Mission : Ambulance

Aircraft : 2

Flight Phase.Cruise : Level

Person : 1

Affiliation.Government : FAA
Function.Controller : Radar
Qualification.Controller : Radar
Experience.Controller.Radar : 25
ASRS Report : 750900

Events

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

Assessments

Problem Areas : FAA

Situations

ATC Facility.Procedure Or Policy : ZFW.ARTCC
ATC Facility.Procedure Or Policy : ZHN.ARTCC

Narrative

THE ABOVE NOTED ACFT WAS ENRTE TO HOU. HAVING FILED A LIFEGUARD CALL SIGN HE WAS REQUESTING LIFEGUARD PRIORITY. IN ACCORDANCE WITH THE FAA 7110.65 PARAGRAPH 2-1-4, THE ACFT WAS CLRED DIRECT TO HOU IN ORDER TO EXPEDITE HIS ARR. THE HOUSTON ARTCC CTLR ADVISED THAT THE ACFT

MUST BE RECLD VIA THE TEXN3 ARR AND SEQUENCED WITH THE OTHER HOU ARRS. THIS WAS NOT FOR SAFETY RELATED ISSUES OR A TFC ISSUE, BUT MERELY BECAUSE THE AIR TFC MGR AT HOUSTON ARTCC HAD PUT OUT A BLANKET DIRECTIVE THAT STATES NO LIFEGUARD ACFT WILL BE ALLOWED TO FLY DIRECT TO THE DEST ARPT IN THE HOUSTON TERMINAL AREA UNLESS HE DECLARES AN EMER. IN 25 YRS OF CTLING AIRPLANES, I HAVE NEVER HEARD OF ANYTHING SO RIDICULOUS. THIS AIRPLANE WAS TURNED OUT AND DELAYED TO BE SEQUENCED BEHIND OTHER ACFT BECAUSE OF ONE MGR'S POLICY. WHO KNOWS WHAT KIND OF HARM, DAMAGE, OR WORSE YET, EVEN A DEATH, COULD OCCUR BECAUSE THIS ACFT WAS LATE. A PLT SHOULD NOT BE FORCED TO DECLARE AN EMER TO OBTAIN THE EXPEDITIOUS HANDLING THAT WE ARE REQUIRED AND MORE THAN WILLING TO PROVIDE. EVERY CTRLR I KNOW WORKS EXTREMELY HARD TO EXPEDITE LIFEGUARD ACFT. THERE ARE MANY TIMES WHEN IT WOULD BE EASIER TO TURN OUT THE LIFEGUARD AND LET EVERYONE ELSE FLY ALONG, BUT WE DO NOT DO THAT. THERE IS A REASON THAT A LIFEGUARD PRIORITY IS REQUESTED AND I SIMPLY THINK, 'HOW WOULD I WANT THAT ACFT HANDLED IF A MEMBER OF MY FAMILY WERE ON IT OR WAITING FOR A VITAL ORGAN TO BE DELIVERED?' I REALLY THINK THAT THIS POLICY SHOULD BE LOOKED INTO BEFORE AN UNNECESSARY DELAY CAUSES UNDUE HARM TO A PATIENT. THIS MATTER WAS ALSO BROUGHT TO THE ATTN OF THE MGR OF AIRSPACE AND PROCS AT MY FACILITY, FT WORTH ARTCC. MR Y STATED THAT CLRING THE ACFT DIRECT TO HIS DEST WAS NOT A GOOD IDEA AND SHOULD BE AVOIDED.

Synopsis

ZFW CTRLR VOICED CONCERN REGARDING MGMNT'S DECISIONS ON THE HANDLING OF LIFEGUARD ACFT ROUTINGS.

ACN: 728043

Time / Day

Date : 200702
Day : Wed
Local Time Of Day : 1801 To 2400

Place

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

Environment

Flight Conditions : Marginal
Weather Elements : Fog
Light : Night

Aircraft : 1

Operator.Common Carrier : Air Taxi
Make Model Name : Helicopter
Operating Under FAR Part : Part 135
Mission : Ambulance
Flight Phase.Climbout : Takeoff

Component : 1

Aircraft Component : Radio Altimeter

Person : 1

Affiliation.Company : Air Taxi
Function.Flight Crew : Single Pilot
Qualification.Pilot : Commercial
Qualification.Pilot : Instrument
Qualification.Pilot : Multi Engine
Experience.Flight Time.Last 90 Days : 45
Experience.Flight Time.Total : 11300
Experience.Flight Time.Type : 120
ASRS Report : 728043

Events

Anomaly.Other Spatial Deviation
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.None Taken : Detected After The Fact

Assessments

Problem Areas : Flight Crew Human Performance
Problem Areas : Weather

Narrative

UPON DEP FROM HOSPITAL AT XA52 LCL TIME, I ENCOUNTERED SOME VERY THIN SCATTERED LAYERS OF FORMING FOG AT APPROX 300 FT AGL. I COULD MAINTAIN VISUAL CONTACT WITH LIGHTS AHEAD OF MY HELI AND OFF TO THE R FRONT SEVERAL MI AWAY. WHILE MANEUVERING TO REMAIN CLR OF THE FORMING FOG LAYERS, I INADVERTENTLY LET THE ACFT DSND AND CONTACTED SOFT GND RESULTING IN DAMAGE TO THE R SIDE SKID LIGHTS ON THE AFT CROSS TUBE. AT THE TIME OF THE INCIDENT, I INITIALLY THOUGHT THAT I HAD HAD A BIRD STRIKE SINCE ALL I SAW WAS A WHITE FLASH AND FELT A THUMP AND THOUGHT THAT I WAS STILL AT 300 FT. THE RADAR ALTIMETER WAS SET TO ALARM WHEN DSNDING BELOW 200 FT. I DO NOT RECALL HEARING THE WARNING SOUND FROM IT. NO OTHER DAMAGE TO THE ACFT WAS NOTED UPON POSTFLT INSPECTION. THERE WAS NO PRESSURE TO TAKE THIS FLT FROM THE HOSPITAL OR MY PEERS. THE WX WAS ABOVE MINIMUMS FOR OUR OP AND WAS FORECAST TO REMAIN SO FOR THE DURATION OF THE FLT. THE FOG FORMING WAS NOT EXPECTED UNTIL AFTER XC00 HRS, BUT THIS FOG BEGAN FORMING SEVERAL HRS EARLIER THAN EXPECTED. RAIN SHOWERS AND TSTMS ALSO FORMED THAT WERE NOT FORECAST, HOWEVER, THEY WERE NOT A CONTRIBUTING FACTOR TO THIS INCIDENT.

Synopsis

A HELICOPTER AIR AMBULANCE DESCENDED AND STRUCK THE GND IN VMC WITH LIGHT FOG. NO DAMAGE TO ACFT BUT THE PILOT DID NOT HEAR ALERTING RADIO ALTIMETER.

ACN: 717109

Time / Day

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

Place

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

Aircraft : 1

Operator.Common Carrier : Air Taxi
Make Model Name : PA-31T-1 Cheyenne I
Operating Under FAR Part : Part 135
Mission : Ambulance
Flight Phase.Ground : Maintenance
Flight Phase.Ground : Preflight

Person : 1

Affiliation.Company : Air Taxi
Function.Flight Crew : Captain
Qualification.Pilot : ATP
Qualification.Pilot : CFI
Qualification.Pilot : Flight Engineer
Qualification.Pilot : Instrument
Qualification.Pilot : Multi Engine
Qualification.Technician : Airframe
Qualification.Technician : Powerplant
Experience.Flight Time.Last 90 Days : 50
Experience.Flight Time.Total : 14000
Experience.Flight Time.Type : 300
ASRS Report : 717109

Events

Anomaly.Maintenance Problem : Improper Documentation
Anomaly.Maintenance Problem : Improper Maintenance
Anomaly.Non Adherence : Company Policies
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.None Taken : Anomaly Accepted
Consequence.Other : Company Review
Consequence.Other

Assessments

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

Situations

Narrative

OUR FLEET OF AIR AMBULANCE PA31T ARE MAINTAINED BY OUR IN-HOUSE MAINT DEPT. THE STATUS SHEETS THEY PROVIDE TO THE PLTS ARE SOMETIMES STREWN WITH TYPO'S AND INCORRECT VALUES. 1 AIRPLANE WAS CONSISTENTLY NOT UPDATED REGARDING THE TIME A HOT SECTION WAS DUE AND THE ANSWERS TO OUR PLT INQUIRIES TO THE MAINT DEPT WERE INCORRECT. 1 PLANE STATUS SHEET HAD A VALUE FOR HOT SECTION DUE THAT HAD NOT BEEN UPDATED. ANOTHER PLANE HAD A VALUE FOR HOT SECTION DUE THAT WAS CORRECT BUT THE PLTS (ME INCLUDED) WERE TOLD THAT IT WAS A TYPO OR HAD NOT YET BEEN UPDATED IN THEIR COMPUTER SYS. 1 PLANE ACTUALLY DID GO OVER THE HOT SECTION DUE TIME. THE MAINT DEPT THOUGHT THAT IT HAS BEEN COMPLETED BUT JUST HAD NOT YET BEEN UPDATED BECAUSE THEY DID, IN FACT, CONDUCT A HOT SECTION EVENT BUT ON THE WRONG ENG. THEREFORE THE HOT SECTION WAS OVERDUE WHEN PLTS WERE FLYING THE PLANE THROUGH SEP AND OCT 2006. MAINT CORRECTED THE PROB WHEN IT WAS DISCOVERED DURING A QUARTERLY INTERNAL AUDIT FUNCTION AND A SELF-DISCLOSURE WAS INITIATED WITH FAA PMI. THE CHIEF PLT ALSO MADE CHANGES TO PROCS FOR REVIEWING INSPECTION DUE TIMES AND DATES BY CHANGING FORMS AND ADDING AN AIRPLANE SECTION TO THE PLT'S STATUS BOARD. LAYERS WERE ADDED TO THE CHKS AND BALS OF THE PROCESS. ALSO, FROM NOW ON THE PLTS (ME INCLUDED) WILL NOT DISPATCH WITHOUT THE STATUS VERIFIED AND IF THERE IS ANY QUESTION EITHER MAINT OR MGMNT WILL MAKE THE CHANGE PRIOR TO DISPATCHING.

Synopsis

PIPER PA31T PLT IS CONCERNED WITH MAINT STATUS OF ACFT.

ACN: 712235

Time / Day

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

Place

Locale Reference.Navaid : ZZZ.VOR
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 Taxi
Make Model Name : Light Transport, Low Wing, 2 Turbojet Eng
Operating Under FAR Part : Part 135
Mission : Ambulance
Flight Phase.Descent : Approach
Route In Use.Arrival : On Vectors

Person : 1

Affiliation.Government : FAA
Function.Controller : Approach
Qualification.Controller : Radar
Experience.Controller.Radar : 18
Experience.Controller.Time Certified In Position1 : 8
ASRS Report : 712235

Person : 2

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

Person : 3

Affiliation.Government : FAA
Function.Controller : Local

Events

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

Assessments

Problem Areas : FAA

Situations

Narrative

A LIFEGUARD JET INBOUND TO ZZZ. ILS RWY XX IN USE AND BELOW MINIMUMS TO VECTOR FOR VISUAL APCH. TWR CALLED AND STATED THAT THE ILS RWY XY WAS OUT TO MAINT AND THEY WERE RECEIVING ALARMS ON THE ILS RWY XX. I INFORMED THE PLT WHO STATED THEY HAD A GOOD IDENT ON THE LOC. IF IT HAD BEEN AVAILABLE, I WOULD HAVE VECTORED THIS ACFT FOR A VOR RWY YY CIRCLING APCH TO RWY XX. THIS WOULD HAVE SAVED THE LIFEGUARD FLT TIME AND WOULD HAVE BEEN SAFER THAN TO TRUST QUESTIONABLE EQUIP WHICH WAS IN ALARM. THIS APCH (VOR RWY YY ZZZ) IS NOT AVAILABLE DUE TO A PERMANENT RWY CLOSURE OF RWY YY AT ZZZ. THERE DOESN'T APPEAR TO BE ANY ATTEMPT TO KEEP THIS APCH. THERE ARE SEVERAL SAFETY ISSUES THAT ARE NOT BEING LOOKED AT WITH THE ELIMINATION OF THIS APCH. SPECIFICALLY REF XING APCH COURSES AT ZZZ1. AT THIS TIME BOTH ZZZ AND ZZZ1 WERE ON RWY XX. HOWEVER, EARLIER IN THE SHIFT ZZZ WAS USING ILS RWY XX AND ZZZ1 WAS USING ILS RWY ZZ. THESE APCH COURSES CROSS AT OR AROUND THE ZZZZZ INTXN ON THE ILS RWY ZZ TO ZZZ1. THEY ARE CONVERGING COURSES. THERE IS A MISCONCEPTION AMONG BOTH CTLRS AND MGRS THAT THE XING ALTS ALLOW FOR AN ACFT ON THE ILS RWY XX TO ZZZ TO CROSS UNDER AN ACFT ON THE ILS RWY ZZ AT ZZZ1 AT ZZZZZ INTXN. I DON'T BELIEVE THAT SEPARATION WOULD BE MAINTAINED IN THE INSTANCE. PRIOR TO THE VOR RWY YY APCH INTO ZZZ BEING ELIMINATED, IT WAS A COMMON PRACTICE TO RUN VOR RWY YY CIRCLE TO RWY XX AT ZZZ APCHS. THIS WAS A SAFER OP. DUE TO THE ELIMINATION OF THE VOR RWY YY TO ZZZ TO SAVE THE FLT CHK COSTS ASSOCIATED WITH MAKING IT A VOR-A APCH WE ARE SETTING OURSELVES UP FOR A LOSS OF SEPARATION.

Synopsis

LIFEGUARD FLT ON APCH WHEN ILS GOES TO ALARM STATUS. CTLR WOULD HAVE ASSIGNED VOR APCH, BUT IT IS NO LONGER AVAILABLE.

ACN: 706701

Time / Day

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

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.MSL.Single Value : 1200

Environment

Flight Conditions : VMC
Light : Night

Aircraft : 1

Controlling Facilities.Tower : ZZZ.Tower
Operator.Common Carrier : Air Taxi
Make Model Name : A109
Operating Under FAR Part : Part 135
Mission : Ambulance

Aircraft : 2

Controlling Facilities.Tower : ZZZ.Tower
Operator.Common Carrier : Air Carrier
Make Model Name : B737 Undifferentiated or Other Model
Operating Under FAR Part : Part 121
Mission : Passenger
Navigation In Use.Other : Pilotage
Flight Phase.Cruise : Level
Flight Phase.Descent : Approach

Person : 1

Affiliation.Company : Air Taxi
Function.Flight Crew : Single Pilot
Qualification.Pilot : Commercial
Experience.Flight Time.Last 90 Days : 45
Experience.Flight Time.Total : 10000
Experience.Flight Time.Type : 500
ASRS Report : 706701

Person : 2

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

Person : 3

Affiliation.Government : FAA
Function.Controller : Local

Events

Anomaly.Conflict : Airborne Less Severe
Anomaly.Non Adherence : Clearance
Anomaly.Other Spatial Deviation
Independent Detector.Other.ControllerA : 3
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Returned To Original Clearance
Resolatory Action.Flight Crew : Took Precautionary Avoidance Action
Miss Distance.Horizontal : 3500
Miss Distance.Vertical : 200

Assessments

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

Narrative

I HAD BEEN CLRED BY THE LCL (TWR) CTLR AT ZZZ TO TRANSITION THE CLASS B AIRSPACE FROM THE MEDICAL CENTER, JUST S OF DOWNTOWN ZZZ, VIA THE FREEWAY NBOUND TO DEST. WHILE ON THIS TRANSITION, ABOUT 1-2 MI W OF ZZZ ARPT, I NOTICED AN ACFT AT MY 1 O'CLOCK POS THAT APPEARED TO BE ON A CONVERGING FLT PATH THAT WAS HEADED APPROX SBOUND. AT THIS TIME I WASN'T SURE IF THE TFC WAS INBOUND TO ZZZ, OR ON A TRANSITION SOMEWHERE ELSE. SOMEWHERE DURING THIS TIME, AN ACFT CALLED TWR AND ASKED IF THEY WERE CLRED TO LAND. THERE WAS NO RESPONSE FROM TWR. I DETERMINED IF I CONTINUED ON MY CURRENT COURSE ALONG THE FREEWAY I WOULD PASS DIRECTLY IN FRONT OF THIS TFC, SO I BEGAN A R TURN TO PASS BEHIND THEM. THIS TFC TURNED OUT TO BE B737 INBOUND TO ZZZ. I DON'T KNOW WHICH RWY, AND AS I TURNED R HE BEGAN HIS L TURN TO FINAL. AGAIN THERE WAS A CALL FROM ANOTHER ACFT (I BELIEVE THE B737) TO TWR ASKING IF THEY WERE CLRED TO LAND. DURING THIS CALL I REALIZED THE ACFT HAD TURNED FINAL TO THE ARPT, AND I BEGAN A L TURN BACK TO THE FREEWAY, AGAIN, TO PASS BEHIND THE ACFT. ABOUT THAT TIME THE TWR CTLR CAME ON THE RADIO CHASTISING ME BECAUSE I WASN'T DIRECTLY OVER THE FREEWAY. SHE TOLD ME SHE NEEDED ME W OF THE FREEWAY AND THAT I WAS E OF IT. (SHE HAD NOT TOLD ME THAT BEFORE). THE B737 ACFT AT ABOUT THIS SAME TIME INITIATED A GAR, AND NOTIFIED THE TWR CTLR THAT HE WAS GOING AROUND. I FELT I NEVER DID HAVE A CHANCE TO ASK THE TWR CTLR ABOUT THE TFC, WHICH HAD NOT BEEN CALLED OUT TO ME, BECAUSE OF THE OTHER ACFT ASKING ABOUT THEIR LNDG CLRNC. I BELIEVE HAD I NOT TURNED R IN THE FIRST PLACE TO AVOID FLT PATH OF THE B737, THERE WOULD PROBABLY HAVE BEEN NO CONFLICT, BUT I HAD NO WAY TO KNOW THAT, AND FELT I HAD TO EXERCISE MY VFR SEE AND AVOID RESPONSIBILITY. ALSO, IF THE TWR CTLR HAD ADVISED ME THAT SHE HAD TFC INBOUND FOR THE RWY EARLIER, I WOULD NOT HAVE HAD TO GUESS AS TO THE INTENTIONS OF THE TFC I OBSERVED ON WHAT APPEARED TO BE A CONFLICTING FLT PATH. IN WAITING FOR THE ACFT ASKING ABOUT THEIR LNDG CLRNC TO GET AN ANSWER, I MISSED THE ONLY CHANCE I HAD TO INQUIRE ABOUT THE OTHER ACFT. I SHOULD HAVE SPOKEN UP

IMMEDIATELY. I BELIEVE THE LCL TWR CTLR HAD A CLR PICTURE OF WHERE EVERYONE WAS, AND WHERE THEY WERE GOING AT THE TIME, AND THAT SHE KNEW IF I STAYED DIRECTLY OVER THE FREEWAY I WOULD PASS BEHIND THE B737, BUT SINCE SHE DIDN'T CALL OUT THIS TFC TO ME, I HAD NO WAY OF KNOWING THIS PLAN. BETTER COMS ALL AROUND WOULD HAVE PREVENTED THIS SITUATION FROM DEVELOPING. I DO NOT BELIEVE AN UNSAFE SITUATION EVER DEVELOPED, HOWEVER, I BELIEVE THE B737 HAD TO NEEDLESSLY DO A GAR BECAUSE OF A LACK OF COM. I AM NOT SURE IF HE DID A GAR BECAUSE OF ME OR NOT, BUT I BELIEVE IT WAS BECAUSE HE NEVER DID RECEIVE HIS LNDG CLRNC. ALSO, ABOUT 10-11 HRS LATER, I HAD OCCASION TO FLY THIS EXACT RTE AGAIN, AND THIS TIME, THE CTLR TOLD ME TO REMAIN E OF THE FREEWAY. APPARENTLY, THE FIRST CTLR EXPECTED ME TO REMAIN W OF THE FREEWAY, BUT NEVER COMMUNICATED THAT TO ME. IN THE FUTURE, I WILL BE MORE PROACTIVE ABOUT ASKING FOR INFO WITH REGARDS TO TFC.

Synopsis

A109 PLT RPTS MISUNDERSTANDING WITH ZZZ TWR CTLR WHILE TRANSITING ZZZ1 CLASS B AIRSPACE.

ACN: 698926

Time / Day

Date : 200605
Day : Wed
Local Time Of Day : 1201 To 1800

Place

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

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Controlling Facilities.TRACON : ZZZ1.TRACON
Controlling Facilities.Tower : ZZZ.Tower
Operator.Other : Government
Make Model Name : SA 365 Dauphin 2
Operating Under FAR Part : Part 135
Mission : Ambulance
Flight Phase.Cruise : Level

Aircraft : 2

Operator.General Aviation : Personal
Make Model Name : Cessna Single Piston Undifferentiated or Other Model
Operating Under FAR Part : Part 91

Person : 1

Affiliation.Government.Other
Function.Flight Crew : Single Pilot
Qualification.Pilot : ATP
Qualification.Pilot : CFI
Qualification.Pilot : Commercial
Qualification.Pilot : Instrument
Qualification.Pilot : Multi Engine
Experience.Flight Time.Last 90 Days : 80
Experience.Flight Time.Total : 10000
Experience.Flight Time.Type : 3000
ASRS Report : 698926

Person : 2

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

Person : 3

Function.Controller : Approach

Events

Anomaly.Conflict : NMAC

Anomaly.Non Adherence : Required Legal Separation

Anomaly.Other Spatial Deviation

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Took Evasive Action

Miss Distance.Horizontal : 175

Miss Distance.Vertical : 0

Assessments

Problem Areas : Airspace Structure

Problem Areas : Flight Crew Human Performance

Narrative

I WAS ON A MISSION NE OF HOME BASE ZZZ2 AND WAS CANCELED WHILE IN ZZZ1 CLASS B AIRSPACE. I NOTIFIED TWR OF CANCELLATION OF MISSION AND TOLD THEM I WOULD EXIT CLASS B TO THE S AND RETURN TO ZZZ2 GETTING MY OWN CLRNC. I SWITCHED TO ZZZ2 TWR AND RECEIVED CLRNC INTO CLASS B AIRSPACE. I WAS MONITORING FREEWAY (ZZZ) UNICOM, BUT NOT ANNOUNCING MY PRESENCE. ON THIS OCCASION THERE WERE 3 ACFT IN THE LCL PATTERN (RWY WAS 18L TFC). I WAS E OF THE ARPT HDG ABOUT 200 DEGS APPROX 7 MI FROM ZZZ2 WHEN WE WERE ASSIGNED ANOTHER MISSION WITH AN APPROX HDG OF 310 DEGS. I CHKED OUT WITH ZZZ2 AND SWITCHED TO TRACON TO LET THEM KNOW I WAS NOW A PRIORITY ACFT. I HAD SWITCHED OFF ZZZ UNICOM IN PREPARATION FOR LNDG AT ZZZ2. WHILE CHKING OUT WITH ZZZ2 AND CHKING IN WITH TRACON, I WAS MAKING A R TURN APPROX 3 DEGS PER SECOND. DURING THIS TURN, I PLACED MY ACFT INTO THE PATTERN AREA OF ZZZ. I STARTED THE TURN AND THE RADIO SWITCHES WITHOUT CLRING MYSELF. I SAW THE C172/182(?) IN MY 11:30 O'CLOCK POS, APPROX 150-200 FT AWAY AT MY ALT. I DID NOT HAVE TO TAKE EVASIVE ACTION BECAUSE I BELIEVE THEY ALREADY HAD. I WENT BTWN THE EVADING ACFT AND ANOTHER ACFT CLBING OUT AFTER TKOF. INITIALLY, I ERRONEOUSLY FIGURED I WAS FAR ENOUGH FROM THE PATTERN TO NOT IMPACT IT. I FAILED TO CONSIDER THAT 3 ACFT WOULD EXPAND THE PATTERN. ADDITIONALLY, I STARTED MY TURN FOR THE NEW MISSION WITHOUT FIRST CLRING MYSELF. IN THE FUTURE I WILL ALWAYS ANNOUNCE MY PRESENCE, EVEN TO AN EMPTY PATTERN, AND I WILL GO BACK TO ONE OF THE BASICS THAT EVERY NEW PLT PRACTICES, CLR YOUR AIRSPACE! BOTH ZZZ2 AND TRACON ADVISED ME OF ACFT IN THE ZZZ PATTERN.

Synopsis

SA365 DAUPHIN PLT HAS AN NMAC.

ACN: 696327

Time / Day

Date : 200605
Day : Thu
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.AGL.Single Value : 500

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Controlling Facilities.Tower : ZZZ.Tower
Operator.Common Carrier : Air Taxi
Make Model Name : Helicopter
Operating Under FAR Part : Part 135
Mission : Ambulance
Flight Phase.Cruise : Level

Person : 1

Affiliation.Company : Air Taxi
Function.Flight Crew : Single Pilot
Qualification.Pilot : ATP
Qualification.Pilot : CFI
Qualification.Pilot : Commercial
Qualification.Pilot : Instrument
Qualification.Pilot : Multi Engine
Qualification.Technician : Airframe
Qualification.Technician : Powerplant
Experience.Flight Time.Last 90 Days : 70
Experience.Flight Time.Total : 16700
Experience.Flight Time.Type : 950
ASRS Report : 696327

Events

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

Assessments

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

Narrative

FLEW 75 NM FROM ZZZ2 HOSPITAL TO ZZZ1 HOSPITAL. HAD A DUAT BRIEF BEFORE FLT. BECAUSE OF THE EARLY FIRE SEASON, I ALSO CHKD TFR'S ABOUT 15 MINS BEFORE TKOF. NO TFR'S WERE LISTED FOR THE RTE. AFTER LNDG AT ZZZ1, HEARD ANOTHER ACFT ASK ZZZ TWR, 'IS THE TFR IN EFFECT YET?' TFR? WHAT TFR? 40 MINS LATER I CALLED FSS TO CHK NOTAMS AND TFR BEFORE TKOF. 1-800-WX-BRIEF CONNECTED TO FSS, WHOSE SPECIALIST SAID NO TFR WAS LISTED FOR MY RTE HOME. ASKED ABOUT THE OVERHEARD CONVERSATION, HAD THE TFR BEEN CANCELED? SPECIALIST REPLIED NONE HAD BEEN LISTED, WAS IT THE GENERAL BLANKET TFR FOR SPORTING EVENTS? WAS THE LOCAL TEAM PLAYING? HOW WOULD I KNOW? I'M NOT FROM ZZZ, EITHER! IF A TFR IS IN EFFECT, IT IS THE FSS'S RESPONSIBILITY TO BRIEF IT. SPECIALIST SAID MAYBE IT WAS SOME SPORTING EVENT OR SOMETHING. OR SOMETHING? MAYBE? WHAT? WHERE? WHEN? THE CLASS B CHART HAS NO SPORTS VENUES EXCEPT RACEWAY. HOW CAN I AVOID A TFR THAT FSS DOESN'T KNOW ABOUT BEING HELD WHEN WE DON'T KNOW, WHERE WE DON'T KNOW, THAT ISN'T CHARTED? CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: RPTR STATED THAT HE HAD RECEIVED A THOROUGH BRIEF REGARDING HIS RTE OF FLT AND HAD CHKD THE NOTAMS. HE WAS CONCERNED THAT A TFR WAS ACTIVE AND HE WAS NOT BRIEFED OR AWARE OF IT. HE IS AN EMS PLT AND FLIES AT LOW ALT AND VFR OVER AREAS THAT MAY HAVE A TFR ACTIVE AND IS CONCERNED THAT THE FSS BRIEFER MAY NOT BE AWARE OF THE TFR. HE WAS CONCERNED THAT HE MAY GET VIOLATED DUE TO A LACK OF PROPER BRIEFING.

Synopsis

EMS HELI PLT, WHILE MONITORING TWR FREQ AT HIS DEST, HEARS ANOTHER PLT INQUIRE 'IS THE TFR ACTIVE?' RPTR WAS CONFUSED AS TO WHAT TFR IS ACTIVE AS HE CHKD ALL THE NOTAMS AND RECEIVED A BRIEF PRIOR TO DEPARTING FOR THE FLT AND NO TFR'S WERE BRIEFED.

ACN: 683642

Time / Day

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

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.MSL.Single Value : 1300

Environment

Flight Conditions : VMC
Light : Night

Aircraft : 1

Controlling Facilities.TRACON : ZZZ.TRACON
Operator.Common Carrier : Air Taxi
Make Model Name : AS 350 Astar/Ecureuil
Operating Under FAR Part : Part 135
Mission : Ambulance
Flight Phase.Descent : Approach

Aircraft : 2

Controlling Facilities.TRACON : ZZZ.TRACON
Operator.Common Carrier : Air Taxi
Make Model Name : AS 350 Astar/Ecureuil
Operating Under FAR Part : Part 135
Mission : Ambulance
Flight Phase.Descent : Approach

Person : 1

Affiliation.Company : Air Taxi
Function.Flight Crew : Single Pilot
Qualification.Pilot : Commercial
Qualification.Pilot : Instrument
Qualification.Pilot : Multi Engine
Experience.Flight Time.Last 90 Days : 70
Experience.Flight Time.Total : 8000
Experience.Flight Time.Type : 300
ASRS Report : 683642

Person : 2

Affiliation.Company : Air Taxi
Function.Flight Crew : Single Pilot

Events

Anomaly.Conflict : NMAC
Anomaly.Non Adherence : Company Policies
Anomaly.Non Adherence : Published Procedure
Anomaly.Other Spatial Deviation
Independent Detector.Other.Flight CrewA : 2
Resolatory Action.None Taken : Detected After The Fact
Consequence.Other : Company Review
Miss Distance.Horizontal : 100
Miss Distance.Vertical : 50

Assessments

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

Narrative

OUR INSTRUCTIONS WERE TO PROCEED TO THE DOWNTOWN HOSPITAL, SET XPONDER, MAINTAIN BELOW 1400 FT, REMAIN E OF THE ARPT AND OBSERVE LNDG ACFT. WHILE INSIDE ZZZ AIRSPACE, THE COMPANY RADIO WAS CUT OFF TO THE PLT SO THAT I COULD STAY ALERT FOR DIRECTIONS FROM TWR. AT APPROX 2 MI S, ZZZ TWR CLRED ME FROM THEIR AIRSPACE. I RESET THE XPONDER TO 1200, TURNED THE COMPANY RADIO BACK ON FOR THE PLT. AT THIS POINT I HEARD OUR NURSE CALLING OUR OTHER ACFT. SHE ATTEMPTED SEVERAL MORE TIMES TO REACH THEM BUT DID NOT GET ANY RESPONSE. I THEN ASKED THE CREW WHAT I HAD MISSED AND TO UPDATE ME. OUR NURSE ADVISED THAT COMPANY WAS INBOUND ALSO TO THE HOSPITAL BUT COULD NOT ESTABLISH ANY CONTACT WITH THEM TO GET AN UPDATE ON THEIR ARR. I CALLED DISPATCH AND ASKED HOW MANY HELIS WERE COMING TO HOSPITAL. HE ADVISED ME THAT COMPANY AND I SHOULD BE THERE AT APPROX THE SAME TIME AND THAT HE ALSO HAD NOT BEEN ABLE TO ESTABLISH ANY CONTACT WITH THEM AND ASKED IF I WOULD TRY TO CONTACT THEM. BY THIS TIME WE WERE AT THE HOSPITAL AND DID NOT SEE OR HEAR ANY ACFT IN THE AREA. I SET UP TO LAND FROM THE N TO THE S. DURING FINAL APCH, APPROX 40 FT FROM THE PAD, COMPANY DISPATCH CALLED AND WANTED TO KNOW IF WE WERE AWARE THAT WE HAD ALMOST HAD A MIDAIR. AT THIS TIME I CAUGHT A GLIMPSE OF COMPANY IN MY 3 O'CLOCK POS ABOVE ME APPROX 200 FT IN A CLOCKWISE TURN. THIS WAS THE FIRST XMISSION THAT WE RECEIVED FROM THEM. WE LANDED TO THE S END OF THE PAD AND ADVISED DISPATCH THAT WE WERE DOWN. THE PLT WALKED OVER TO ME AND WANTED TO KNOW IF I KNEW HOW CLOSE WE HAD COME TO A MIDAIR. I RELATED TO HIM I WAS NOT AWARE OF ANY MIDAIR AND DIDN'T KNOW HE WAS IN THE AREA UNTIL HE CALLED DISPATCH AND INFORMED THEM OF THE NMAC. I STATED TO HIM THAT I HAD NOT SEEN HIM NOR HAD I HEARD ANY XMISSIONS FROM HIM AND THAT DISPATCH ALSO HAD BEEN TRYING TO REACH HIM BUT HAD BEEN UNSUCCESSFUL. HE STATED THAT HE HAD NOT HEARD ANY RADIO XMISSIONS FROM US ON FREQ OR ANY XMISSIONS FROM US OR DISPATCH ON THE COMPANY RADIO. AFTER WE RETURNED TO THE PAD WE HAD A VERY SERIOUS MEETING ABOUT WHAT HAD HAPPENED AND TRIED TO UNDERSTAND WHAT WENT WRONG AND HOW THIS WILL NEVER HAPPEN AGAIN.

Synopsis

2 HELIS LNDG AT A DOWNTOWN HELIPORT EXPERIENCE NMAC.

ACN: 678707

Time / Day

Date : 200511
Day : Mon
Local Time Of Day : 0601 To 1200

Place

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

Environment

Flight Conditions : IMC
Weather Elements : Fog
Weather Elements : Ice
Weather Elements : Snow
Weather Elements : Turbulence
Weather Elements : Windshear
Light : Daylight

Aircraft : 1

Controlling Facilities.TRACON : ZZZ.TRACON
Operator.Common Carrier : Air Taxi
Make Model Name : Learjet 25
Operating Under FAR Part : Part 135
Mission : Ambulance
Navigation In Use.ILS.Localizer & Glide Slope : 24L
Flight Phase.Descent : Approach
Route In Use.Approach : Instrument Precision

Person : 1

Affiliation.Company : Air Taxi
Function.Flight Crew : First Officer
Qualification.Pilot : Commercial
Qualification.Pilot : Instrument
Qualification.Pilot : Multi Engine
Qualification.Pilot : Private
Experience.Flight Time.Last 90 Days : 165
Experience.Flight Time.Total : 2100
Experience.Flight Time.Type : 850
ASRS Report : 678707

Person : 2

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

Person : 3

Affiliation.Government : FAA
Function.Controller : Local

Events

Anomaly.Inflight Encounter : Weather
Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Anomaly.Other Anomaly : Unstabilized Approach
Anomaly.Other Anomaly.Other
Anomaly.Other Anomaly.Other
Independent Detector.Other.Flight CrewA : 1
Independent Detector.Other.Flight CrewB : 2
Resolutive Action.Flight Crew : Diverted To Another Airport
Resolutive Action.Flight Crew : Executed Go Around
Resolutive Action.None Taken : Anomaly Accepted

Assessments

Problem Areas : Flight Crew Human Performance
Problem Areas : Weather

Narrative

THE FLT WAS AN AMBULANCE FLT THAT HAD ORIGINATED IN ZZZ, STOPPED IN ZZZ1 FOR FUEL AND INBOUND CUSTOMS AND CONTINUED ON TO THE DROP-OFF ARPT OF ZZZ2. THE FLT FROM ZZZ TO ZZZ1 WAS UNEVENTFUL FOR THE FIRST 95% OF THE FLT ASIDE FROM A COUPLE MINOR GENERATOR PROBS. IT WAS PLANNED TO BE 2 HRS 30 MINS WITH THE ACFT'S RANGE OF ABOUT 3 HRS AND 30 MINS. WX IN ZZZ2 WAS FORECAST TO BE OK WITH SOME SNOW SHOWERS AND LOWER VISIBILITY IN THE VICINITY AND A STRONG GUSTY NW WIND, TYPICAL WINTER WX. ABOUT 150 MI S OF ZZZ1, I PICKED UP THE ZZZ2 ATIS TO GET AN IDEA OF THE WX AT ZZZ1 WHICH HAS A WEAK ATIS AND YOU HAVE TO BE WITHIN 100 MI AT TIMES TO BE ABLE TO HEAR IT. THEY WERE CALLING 3 MI SNOW AND MIST WITH 1500 FT CEILINGS AND TWR VISIBILITY OF 5 MI, CLOSE TO THE FORECAST. WHEN I PICKED UP THE ZZZ1 WX, IT WAS ACTUALLY A LITTLE BETTER THAN ZZZ2 AND THEY WERE DOING THE ILS TO RWY 24R. THE ZZZ1 WINDS, HOWEVER, WERE 350 DEGS AND 26 KTS GUSTING TO 37 KTS, NEARLY A DIRECT XWIND NEAR THE AIRPLANE'S LIMITATION. KNOWING THAT IT HAD BEEN SNOWING ALL NIGHT IN THE AREA, I ASKED ZZZ2 APCH IF THERE WERE ANY BRAKING ACTION RPTS AT ZZZ1 TO PLAN ON OUR LNDG DISTANCE DATA TO SEE IF WE COULD LAND THERE. NO RPTS WERE AVAILABLE WHEN HE CALLED THE ZZZ1 TWR, ALTHOUGH THEY SAID THERE WAS BLOWING SNOW ON ALL SURFACES. THE CAPT AND I DECIDED THAT WE WOULD SHOOT THE ILS TO ZZZ1 AND SINCE THE VISIBILITY WAS MORE THAN 3 MI, WE WOULD TAKE A LOOK AT THE RWY SURFACE AND DECIDE ON WHAT WE WOULD DO. WE BROKE OUT ON THE ILS TO ZZZ1, A GOOD 5 MI OUT, AND AS WE GOT CLOSER THE CAPT ADVISED ME TO TELL TWR WE WERE GOING TO GO AROUND AND LAND AT ZZZ2. WE PERFORMED THE MISSED APCH AND MISSED APCH CHKLST AND CHKD ON WITH ZZZ2 APCH ON A N HDG AT 3000 FT. WE ADVISED THAT WE WANTED TO DO THE ILS TO RWY 24L OR RWY 24R. THEY GAVE US A S HDG AND TOLD US TO EXPECT RWY 24L. AT ABOUT THIS TIME THE LOW FUEL LIGHT HAD COME ON STEADY MEANING THERE WAS LESS THAN 600 LBS IN EITHER OR BOTH WINGS MEANING LESS THAN 30 MINS OF LOW ALT FLYING. WE WERE GIVEN A HDG TO JOIN THE LOC AND ADVISED THAT THE RWY 24L RVR WAS 1400 FT, A FAR CRY

FROM THE 5 MI THAT HAD BEEN RPTED APPROX 20-25 MI EARLIER, AND ASKED OUR INTENTIONS. WE ADVISED WE WOULD CONTINUE THE APCH, BOTH OF US AGREEING THERE WASN'T ANY OTHER OPTION DUE TO THE FUEL SITUATION AND LACK OF THE WX KNOWLEDGE AT NEARBY ARPTS THAT WE COULD HAVE USED. THE REQUIRED RVR FOR RWY 24L IS 3200 RVR OR 300 FT CEILINGS AND 5/8 MI VISIBILITY. WE HAD NONE OF THESE. I HAD GND CONTACT ABOUT 6 MI OUT AND WAS JUST HOPING THAT MAYBE IT WAS A PASSING SQUALL THAT WOULD BE OVER BY THE TIME WE GOT TO THE ARPT. I LATER CHKED THE WX FOR THE TIME OF LNDG AND IT WAS 1/4 MI VISIBILITY, VV100 AND A FAIRLY STEADY 40 KT XWIND, JUST ABOUT THE WORST CONDITIONS YOU COULD ASK FOR. THE HAND FLOWN APCH WAS DONE WITH GREAT ACCURACY DESPITE THE WINDSHEAR OF +/-10 KTS ALL THE WAY IN FROM 5 MI AND STRONG XWIND. AS WE NEARED DECISION HEIGHT IT BECAME APPARENT THAT WE WERE NOT GOING TO BREAK OUT. THE CAPT ADVISED ME THAT IN ADDITION TO GIVING HIM TRACK INFO THAT AFTER DECISION HEIGHT I WAS TO CALL OUT HEIGHT ABOVE TOUCHDOWN ZONE ELEVATION. WE BOTH CAUGHT THE APCH LIGHTS AT ABOUT 150 FT AND CONTINUED TO 100 FT ABOVE TOUCHDOWN ZONE AND THEN 50 FT AND I CALLED 50 FT STEADY A COUPLE OF TIMES AS THE CAPT TRACKED THE LOC. THE VISIBILITY WAS TERRIBLE WITH THE BLOWING SNOW AND I DID NOT SEE ANY LANDMARKS AS I AM VERY FAMILIAR WITH THE ARPT. AS SOON AS WE PASSED THE THRESHOLD LIGHTS AND WERE IN BTWN THE RWY EDGE LIGHTS, THE PWR WAS PULLED TO IDLE AND WE LANDED WITHOUT INCIDENT. TWR ASKED US FOR THE FLT CONDITIONS ON APCH AND I ADVISED +/-10 KTS ON APCH AND THAT WE HAD THE APCH LIGHTS AT MINIMUMS, A SLIGHT STRETCH IN THE TRUTH. NOTHING ELSE WAS ASKED OF US AND WE WERE HANDED OFF TO GND FOR THE TAXI TO THE FBO. 15 MINS LATER, VISIBILITY WAS GREATER THAN 5 MI WITH A 3000 FT SCATTERED CEILING WITH OCCASIONAL SNOW SQUALLS DROPPING VISIBILITY DOWN TO 1000 FT OR LESS AS I SAT WITH THE MEDICAL CREW AND PATIENT AS THE CAPT HAD GONE INSIDE TO MAKE A COUPLE PHONE CALLS TO COMPANY. AS FAR AS PREVENTING THIS FROM HAPPENING AGAIN, I AM NOT SURE WHAT TO SAY. THE WX HAD GONE FROM FORECAST MARGINAL VFR TO BELOW APCH MINIMUMS WITHOUT WARNING TO US. IN A WAY, I FEEL IT WAS OUT OF OUR HANDS AND WITH THE LACK OF FUEL WE COULD NOT HAVE EASILY FOUND AN ARPT CLOSE ENOUGH WITH WX THAT WE KNEW WAS GOING TO BE STEADY ENOUGH FOR US TO GET IN. THE ONLY THING THAT WE COULD HAVE DONE TO REMEDY THIS SITUATION WOULD BE TO HAVE MADE A FUEL STOP ENRTE BUT SINCE THE WX WAS FORECAST TO BE OK, WE JUST WANTED TO GET THE PATIENT TO THEIR DEST AS QUICKLY AS POSSIBLE. I THINK A CONTRIBUTING FACTOR WAS CREW FATIGUE. WE HAD BOTH BEEN UP APPROX 24 HRS AND ON DUTY FOR ABOUT 13 HRS WITH ABOUT 8.5 HRS OF FLT TIME AT THE TIME OF THE APCH INTO ZZZ1. FLYING FOR A LARGE PART 135 COMPANY, WE DO A LOT OF LONG DAYS AND NIGHTS AND AS MUCH AS YOU'D LIKE TO THINK YOU ARE USED TO IT, YOU NEVER ARE. THE SAME GOES FOR THE WX. BOTH THE CAPT AND I HAVE LIVED AND FLOWN IN THE AREA OUR ENTIRE LIVES AND WE BOTH KNOW NOW MORE THAN EVER THAT THE WX CAN NEVER BE EXPECTED TO STAY AS PREDICTED. I GUESS FROM HERE ON OUT I WILL TRY AND LOOK AT WX TRENDS TO GET A BETTER IDEA OF WHAT COULD HAPPEN IN ADDITION TO WHAT IS EXPECTED. I WILL ALSO THINK TWICE ABOUT DOING LONG LEGS INTO AREAS WITH QUESTIONABLE WX AND TO CARRY EXTRA FUEL WHEN POSSIBLE TO HELP WITH DECISION MAKING. THE ONLY OTHER WAY TO GET MORE REST AT A PART 135 COMPANY IS NOT TO FLY FOR A PART 135 COMPANY. UNFORTUNATELY, WITH THE WAY THE CHARTER INDUSTRY HAS BEEN ALLOWED TO GET, PLTS WILL

ALWAYS BE EXPLOITED TO THE FULL EXTENT OF THEIR DUTY DAY WITHOUT REGARD TO NATURAL SLEEP HABITS AND GOOD REST.

Synopsis

AN LR25 MEDICAL FLT ENCOUNTERED NON FORECAST DEST WX AND WINDS. THE CREW DIVERTED TO A NEARBY ARPT AND LANDED FATIGUED WITH LOW FUEL IN A 100 FT CEILING.

ACN: 678136

Time / Day

Date : 200511
Day : Tue
Local Time Of Day : 1801 To 2400

Place

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

Environment

Flight Conditions : VMC
Light : Night

Aircraft : 1

Operator.Common Carrier : Air Taxi
Make Model Name : Jet Ranger/Kiowa/206
Operating Under FAR Part : Part 135
Mission : Ambulance
Flight Phase.Ground : Parked

Person : 1

Affiliation.Company : Air Taxi
Function.Flight Crew : Single Pilot
Qualification.Pilot : Commercial
Qualification.Pilot : Instrument
ASRS Report : 678136

Person : 2

Affiliation.Company : Air Taxi
Function.Flight Crew : Single Pilot

Events

Anomaly.Conflict : Ground Less Severe
Anomaly.Ground Encounters : Vehicle
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.None Taken : Detected After The Fact

Assessments

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

Narrative

MULTIPLE VEHICLE ACCIDENT SCENE FLT. MY ACFT WAS THE SECOND TO ARRIVE AT THE SCENE. THE FIRST ACFT HAD JUST LIFTED AS I ARRIVED AT THE SCENE. I WAS TOLD BY GND UNIT TO LAND S OF THE TWO AMBULANCE UNITS. I THOUGHT

I HAD GOOD LOCATION IN SIGHT FROM WHERE THE FIRST ACFT LIFTED. LNDG WAS TO BE MADE ON HWY. OTHER ACFT ADVISED ME TO LAND ON THE ROAD, S OF THE GND UNITS AND TO WATCH FOR WIRES NEAR THE ROAD, BUT NOT A FACTOR. I FLEW OVER, LOCATED WHAT I THOUGHT WAS THE LNDG AREA AND SET UP AN APCH TO THE NW. I SPOTTED THE WIRES W OF THE ROAD AND ALSO XING JUST S OF THE GND UNITS, WHICH WERE PARKED UNDER THE WIRES. I LANDED ON THE ROAD IN THE L LANE OF THE HWY. APPARENTLY, I FIXATED ON THE GND UNITS AND THE WIRES, WITHOUT THINKING ABOUT IT I LANDED CLOSE OVER A LINE OF STOPPED VEHICLES AND SET DOWN IN THE ADJACENT LANE NEXT TO THE FRONT OF THAT LINE. WE MADE THE PATIENT PICKUP, I TOOK OFF AND COMPLETED THE FLT TO THE HOSPITAL AND RETURNED TO BASE. ON THE TRIP HOME I WAS DISCUSSING THE FLT WITH THE CREW. ONE OF THEM MENTIONED THAT HE WAS TOLD THAT WE HAD LANDED IN THE WRONG LOCATION. THERE WERE ABOUT 6 AMBULANCES ON THE GND COVERING A LARGE AREA AND I HAD PICKED THE WRONG ONES. I DON'T REMEMBER ANY RADIO TFC POINTING OUT MY ERROR. AT THAT POINT I HAD ONE OF THOSE BLINDING FLASHES OF INSIGHT AND I REALIZED HOW DANGEROUS THAT LNDG HAD BEEN. BEFORE THAT POINT IT JUST HADN'T CROSSED MY MIND. I WAS IN THE NEXT LANE, PARALLEL TO THE STOPPED TFC AND MY MAIN ROTOR WAS OVERLAPPING THE CARS! MY TAIL ROTOR WAS IN CLOSE PROX TO THE CARS BEHIND ME! REALLY STUPID! I CAN'T OFFER ANY EXCUSES, I JUST DIDN'T THINK. FORTUNATELY, NO ONE WAS INJURED AND NO DAMAGE WAS DONE. WE WERE ONLY ON THE GND 7 MINS. IT WAS LATE, I WAS AT THE END OF MY SHIFT APCHING 14 HRS AND I GUESS I WASN'T AT MY BEST MENTALLY. WE SOMETIMES HAVE TO LAND IN SOME VERY TIGHT AREAS AND IT IS EASY TO FIXATE ON AVOIDING THE OBSTACLES, BUT ONE MUST ALSO REALIZE WHAT THESE OBSTACLES ARE. INTERESTINGLY, NEITHER OF MY MEDICAL CREW CONSIDERED THE CLOSE VEHICLES AND THEY ASSISTED ME LNDG. I GUESS THEY WERE FIXATED ON GETTING TO THE PATIENT. I DEFINITELY WON'T DO THIS AGAIN. I WILL VERIFY LNDG AREAS WITH GND UNITS AND POSITIVELY IDENT THEM BEFORE LNDG AND NEVER LAND IN CLOSE PROX TO NEARBY NON-EMER VEHICLES. I CAN'T FIND ANY SPECIFIC REG THAT I BROKE, BUT THIS WAS DEFINITELY A SAFETY PROB.

Synopsis

AN EMS HELI PLT RPTS LNDG IN CLOSE PROX TO VEHICLES AT AN AUTO ACCIDENT SCENE AFTER FAILING TO LOCATE THE CORRECT LNDG SITE.

ACN: 674908

Time / Day

Date : 200510
Day : Fri
Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.MSL.Single Value : 3500

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Controlling Facilities.TRACON : ZZZ.TRACON
Operator.Common Carrier : Air Taxi
Make Model Name : AS 350 Astar/Ecureuil
Operating Under FAR Part : Part 135
Mission : Ambulance

Aircraft : 2

Flight Phase.Cruise : Level

Person : 1

Affiliation.Company : Air Taxi
Function.Flight Crew : Single Pilot
Qualification.Pilot : ATP
Qualification.Pilot : Instrument
Experience.Flight Time.Last 90 Days : 60
Experience.Flight Time.Total : 11000
Experience.Flight Time.Type : 5000
ASRS Report : 674908

Person : 2

Affiliation.Government : FAA

Events

Anomaly.Inflight Encounter : VFR In IMC
Anomaly.Inflight Encounter : Weather
Anomaly.Non Adherence : FAR
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Controller : Issued New Clearance
Resolatory Action.Controller : Provided Flight Assist
Resolatory Action.Flight Crew : Exited Adverse Environment

Assessments

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

Narrative

WHILE ON AN EMS FLT TO ZZZ1 TO DROP OFF THE PATIENT AND TRANSPORT TO ABC HOSPITAL I CONTACTED APCH FOR APPROVAL TO FLY INTO THE CLASS B AIRSPACE. I WAS GIVEN A CODE AND WAS IN CONTACT WITH APCH WITH HEADING AND ALT RPTING. WHILE APCHING THE BRIDGE I NOTICED THAT THE WX THAT WAS BEING RPTED WAS NOT WHAT I WAS ENCOUNTERING. WX RPTED WAS 1300 FT SCATTERED, 1800 FT SCATTERED, 2200 FT OVERCAST WITH 10 MI, BOTH AT ZZZ1 AND ZZZ2. THERE WAS THIS LINE OF CLOUDS JUST PRIOR TO THE BRIDGE. I DSNDED TO ATTEMPT TO FLY UNDERNEATH THE LAYER OF CLOUDS TO STAY VFR. AT 500 FT MSL I ENTERED THE CLOUD BANK AND WAS IMC. I TRANSITION TO THE INSTRUMENTS AND CONTINUED TO FLY STRAIGHT AHEAD ON A HEADING OF 170 DEGS. I CONTACTED APCH AND INFORMED THEM THAT I JUST WENT IMC AND I NEEDED RADAR VECTOR TO VFR CONDITIONS. APCH SAID MAINTAIN HDG AND CONTINUE TO CLB TO VFR CONDITIONS OR DO I WANT AN ILS APCH TO ZZZ1. I INFORMED APCH THAT I'M A VFR HELI IN IMC AND THAT I WOULD LIKE VECTORS TO KNOWN VFR CONDITIONS. APCH SAID CONTINUE TO CLB AND RPT VFR ON TOP. AT 1650 FT MSL, APCH ASKED ME TO TURN TO A HDG OF 270 DEGS FOR JET TFC OFF OF ZZZ2. I REQUESTED TO MAINTAIN MY HDG OF 170 DEGS UNTIL I WAS VFR. THE CTLR TURNED THE TFC AWAY FROM US AND WE CONTINUED TO CLB TO 2500 FT MSL WHERE WE WERE VFR ON TOP. I CONTINUED TO CLB TO 3500 FT MSL WITH THE APPROVAL OF APCH. THE FLT CONTINUED IN VFR CONDITION TO ZZZ1 WHERE I LANDED WITHOUT ANY FURTHER PROBS. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: PLT RPTED THAT HE IS AN INSTRUMENT RATED ATP PLT.

Synopsis

THE PLT OF AN EMS VFR HELI EXPERIENCED IMC CONDITIONS AND REQUESTED VECTORS ABOVE THE CLOUD DECK TO VMC.

ACN: 671298

Time / Day

Date : 200509

Day : Thu

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.MSL.Single Value : 500

Environment

Flight Conditions : VMC

Light : Night

Aircraft : 1

Controlling Facilities.TRACON : ZZZ.TRACON

Operator.Common Carrier : Air Taxi

Make Model Name : S-76/S-76 Mark II

Operating Under FAR Part : Part 135

Mission : Ambulance

Flight Phase.Descent : Approach

Person : 1

Affiliation.Company : Air Taxi

Function.Flight Crew : Single Pilot

Qualification.Pilot : Commercial

Qualification.Pilot : Instrument

Experience.Flight Time.Last 90 Days : 50

Experience.Flight Time.Total : 3550

Experience.Flight Time.Type : 270

ASRS Report : 671298

Person : 2

Affiliation.Government : FAA

Function.Controller : Approach

Person : 3

Function.Observation : Passenger

Events

Anomaly.Airspace Violation : Entry

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.None Taken : Anomaly Accepted

Assessments

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

Narrative

WHILE FLYING AN EMS HELI, I CONTACTED APCH CTL AND WAS GRANTED PERMISSION TO ENTER THE ACTIVE STADIUM TFR TO LAND TO PICK UP A PATIENT AT THE HOSPITAL ROOFTOP HELIPAD. THE HOSPITAL HELIPAD IS ABOUT 3 NM FROM THE STADIUM AND THE TFR MUST BE ENTERED IN ORDER TO CONDUCT A SAFE APCH INTO THE WIND AND LAND. UPON MY DEP I WAS UNABLE TO CONTACT APCH CTL FROM THE HOSPITAL ROOFTOP (WHICH IS QUITE NORMAL), SO I LIFTED OFF THE HELIPAD IN LIFEGUARD STATUS AND ATTEMPTED TO CONTACT THEM IN THE AIR TO INFORM THEM THAT I WAS DEPARTING THE TFR. AFTER SEVERAL ATTEMPTS, I WAS FINALLY ABLE TO MAKE POSITIVE COM WITH APCH WHEN I REACHED AN ALT OF APPROX 1500 FT MSL. THE ATC CTRLR WAS VERY NICE AND APOLOGIZED FOR THE DELAYED COMS AND EXPLAINED THAT RADIO COMS ARE MANY TIMES UNREADABLE AT THOSE LOWER ALTS. LATER THAT EVENING I WAS RETURNING TO THE HOSPITAL WITH ANOTHER PATIENT ON BOARD AND ONCE AGAIN IN LIFEGUARD STATUS. MY FLT WAS EXTREMELY SHORT, ONLY 8 MINS OF ENRTE FLT TIME AND I REMAINED AT ALTS OF 800-1000 FT MSL FOR THE ENTIRE RTE IN REGARD TO THE SAFETY OF THE PATIENT ON BOARD, WHO WAS SENSITIVE TO PRESSURE AND OXYGEN CHANGES. AFTER ABOUT 3 ATTEMPTS, I WAS UNABLE TO CONTACT APCH TO ENTER AND LAND WITHIN THE STADIUM TFR. CLBING TO ALT WOULD DELAY MY FLT AND ALSO ADD PRESSURE TO MY PATIENT'S LUNGS, MAKING THE FLT NOT ONLY LONGER, BUT ALSO MAKING IT MORE DIFFICULT FOR THE PATIENT TO BREATHE. I CONTINUED ON MY FLT PATH FOR THE SAFETY OF MY PATIENT, MADE A BLIND RADIO CALL OF MY INTENTIONS TO ENTER THE TFR AND LAND AT THE HOSPITAL WITHIN THE TFR, THEN DSNDED FOR MY APCH TO THE HELIPAD. I ENTERED AND LANDED WITHIN THE STADIUM TFR WITHOUT MAKING POSITIVE COMS WITH APCH. I WAS IN LIFEGUARD STATUS. THE SAFETY AND SURVIVAL OF MY PATIENT DEPENDED ON A QUICK ARR. I DO KNOW OF MANY OTHER OCCASIONS THAT OTHER LIFEGUARD FLTS HAVE HAD DIFFICULTY MAKING RADIO COMS AT THOSE LOW ALTS ESPECIALLY WHEN WX IS INVOLVED AND THE HELIS ARE VFR AND REMAINING BENEATH THE CLOUD CEILING. THIS IS DEFINITELY AN ISSUE BEING THAT THERE ARE SEVERAL HOSPITALS WITHIN THE STADIUM TFR. THE ONLY FIX TO THIS DILEMMA MIGHT BE TO GIVE LIFEGUARD STATUS ACFT AN AUTOMATIC CLRNC THROUGH THIS PARTICULAR STADIUM TFR WHILE TALKING ON THE COMMON AIR-TO-AIR FREQ. OR, TO ALLOW EMS OR EMER HELIS AT THESE LOW ALTS TO CALL APCH FROM CELL OR SATELLITE PHONES WHILE INFLT TO GAIN PERMISSION TO ENTER THE TFR (IF THIS WERE A LEGAL OPTION WHILE IN LOW FLT, MANY WOULD UTILIZE IT). CELL PHONES HAVE GOOD RECEPTION IN AREAS WHERE RADIOS DO NOT.

Synopsis

EMS HELI PLT FORCED TO ENTER STADIUM TFR WITHOUT CONTACTING APPROPRIATE ATC CTL.

ACN: 661687

Time / Day

Date : 200506
Day : Wed

Place

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

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Controlling Facilities.Tower : ZZZ.Tower
Operator.Common Carrier : Air Taxi
Make Model Name : EC 135
Operating Under FAR Part : Part 135
Mission : Ambulance
Flight Phase.Descent : Approach
Route In Use.Approach : Visual

Aircraft : 2

Controlling Facilities.Tower : ZZZ.Tower
Make Model Name : Challenger CL600
Flight Phase.Descent : Approach
Route In Use.Approach : Visual

Person : 1

Affiliation.Company : Air Taxi
Function.Flight Crew : Captain
Function.Oversight : PIC
Qualification.Pilot : ATP
Qualification.Pilot : Commercial
Qualification.Pilot : Instrument
Qualification.Pilot : Multi Engine
Experience.Flight Time.Last 90 Days : 30
Experience.Flight Time.Total : 7000
Experience.Flight Time.Type : 100
ASRS Report : 661687

Person : 2

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

Person : 3

Function.Flight Crew : Captain
Function.Oversight : PIC

Person : 4

Affiliation.Government : FAA
Function.Controller : Local

Events

Anomaly.Conflict : Airborne Less Severe
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Took Precautionary Avoidance Action
Consequence.FAA : Reviewed Incident With Flight Crew
Miss Distance.Horizontal : 2000
Miss Distance.Vertical : 500

Assessments

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

Narrative

I WAS CAPT OF AN EMS HELI ON A MISSION FROM ZZZ1 MEDICAL CTR TO AN ACCIDENT SCENE. OUR HOSPITAL PAD IS LOCATED WITHIN THE ZZZ ARPT CLASS D AIRSPACE BOUNDARIES. WE COORD AT TKOF BY RADIO WITH TWR TO TRANSITION THROUGH THE AIRSPACE FOR EACH DEP. UPON RETURN, I CALLED TWR 12 MI S OF ZZZ AT 2500 FT FOR THE TRANSITION, NBOUND, TO THE HOSPITAL AND USED THE LIFEGUARD PREFIX TO MY CALL SIGN. I WAS GIVEN THE NORMAL TRANSITION INSTRUCTIONS THROUGH THE CLASS D AIRSPACE DIRECT TO THE PAD. AS I APCHED ZZZ, TWR GAVE AN IFR INBOUND CHALLENGER BIZJET CLRNC FOR A VISUAL APCH TO RWY 25 AND ASKED IF I HAD THE JET IN SIGHT. I RESPONDED THAT I DID, AND WAS ADVISED TO MAINTAIN VISUAL CONTACT AND SEPARATION FROM THE JET. I DID SO, AND CONTINUED MY DIRECT FLT TO THE HOSPITAL. THE CHALLENGER FLEW A STANDARD RECTANGULAR PATTERN AFTER PASSING OVERHEAD THE ARPT, USING L TURNS. AS THE CHALLENGER TURNED FINAL, IT BECAME APPARENT THAT OUR COMBINED SPD AND GND TRACKS WOULD BRING US CLOSER TOGETHER THAN IS NORMALLY DESIRED. I CALLED TWR TO ADVISE THAT I HAD THE TFC IN SIGHT AND WAS INITIATING A DSCNT INTO THE HOSPITAL PAD TO ENSURE ADEQUATE SEPARATION. APPARENTLY BASED ON A SUBSEQUENT PHONE CALL WITH THE TWR CTRL, HE HAD BECOME BUSY AND DISTR AND DID NOT SEE OUR CONVERGENCE DEVELOPING. WHEN HE DID RE-ESTABLISH VISUAL CONTACT, HIS VIEWING ANGLE DOWN RWY 25 CAUSED HIM TO THINK THAT AN NMAC WAS POSSIBLE. THE CTRL WAS MODERATELY UPSET WITH ME, IN SPITE OF THE FACT THAT I HAD COMPLIED WITH HIS INSTRUCTIONS AND HAD INITIATED CORRECTIVE ACTION TO ENSURE ADEQUATE, IF MINIMAL, SEPARATION. I FEEL THAT THE SIT, WHILE UPSETTING TO THE CTRL, WAS NOT IN FACT AS POTENTIALLY HAZARDOUS AS HIS PERCEPTION, AND THAT THE ENTIRE SIT DEVELOPED DUE TO HIS INAPPROPRIATE HANDLING OF VFR TFC. HIS INSTRUCTIONS TO BOTH ACFT RESULTED IN A FORESEEABLE, AND THUS AVOIDABLE, CONFLICT. AS A LIFEGUARD ACFT, I REALIZE THAT I AM NOT TO EXPECT SPECIAL HANDLING. IN THIS CASE, COMPLIANCE WITH TWR INSTRUCTIONS TO PROCEED DIRECT PLACED MY ACFT IN CONFLICT WITH ANOTHER ARRIVING ACFT. BY SIMPLY AMENDING MY CLRNC/INSTRUCTIONS, OR

BY ASKING THE CHALLENGER TO EXTEND HIS DOWNWIND LEG SLIGHTLY, THE CTLR COULD HAVE AVOIDED THIS CONFLICT ALTOGETHER. THE CHALLENGER CREW MIGHT HAVE BEEN MORE AWARE AND SIMPLY EXTENDED THEIR DOWNWIND TOO, BUT AS A NON LCL CREW, THEY COULD NOT BE EXPECTED TO DO SO AND, IN MY OPINION, ARE NOT AT FAULT. MY JUDGEMENT IS THAT THE CTLR BECAME DISTR BY OTHER DUTIES, AFTER GIVING CLRNCs TO 2 ACFT THAT HE SHOULD HAVE KNOWN WOULD RESULT IN A COLLISION HAZARD. FAILING TO RECOGNIZE HIS INITIAL ERROR, HIS DIVERTED ATTN ALLOWED THE CONVERGENCE TO DEVELOP UNTIL I FELT THAT ACTION WAS NECESSARY. HAVING TAKEN THE APPROPRIATE ACTION TO ENSURE THE SAFETY OF BOTH ACFT, AND HAVING ADVISED THE CTLR OF THAT ACTION, THE CTLR NOW SEEMS TO HOLD THE OPINION THAT HE DID NOTHING WRONG, THAT ANY POTENTIAL HAZARD WAS MY FAULT, AND THAT MY ACTIONS TO REDUCE THE HAZARD WERE INAPPROPRIATE. GIVEN THE CURRENT REGULATORY/ENFORCEMENT CLIMATE, A USEFUL DIALOGUE WITH ATC REGARDING IMPROVED AND SAFER PROCS IS NOT POSSIBLE. NO ONE CAN AFFORD TO ACKNOWLEDGE AN ERROR OR ACCEPT RESPONSIBILITY, BECAUSE IT COULD COST THEM THEIR JOB. I WANT TO HELP, BUT THIS IS THE ONLY MECHANISM THAT I TRUST.

Synopsis

EC135 HELI PLT LNDG AT LCL HOSPITAL EXPERIENCED CONFLICT WITH CL60 ON VISUAL APCH AT ZZZ ARPT.

ACN: 659595

Time / Day

Date : 200505
Day : Mon
Local Time Of Day : 0001 To 0600

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.AGL.Single Value : 10000

Environment

Flight Conditions : IMC
Weather Elements : Fog
Weather Elements : Rain
Weather Elements : Thunderstorm
Light : Night

Aircraft : 1

Controlling Facilities.TRACON : ZZZ.TRACON
Operator.Common Carrier : Air Taxi
Make Model Name : A109
Operating Under FAR Part : Part 135
Mission : Ambulance
Flight Phase.Cruise : Level

Person : 1

Affiliation.Company : Air Taxi
Function.Flight Crew : Single Pilot
Qualification.Pilot : ATP
Qualification.Pilot : CFI
Qualification.Pilot : Commercial
Qualification.Pilot : Instrument
Qualification.Pilot : Multi Engine
Experience.Flight Time.Last 90 Days : 70
Experience.Flight Time.Total : 6000
Experience.Flight Time.Type : 325
ASRS Report : 659595

Person : 2

Affiliation.Government : FAA
Function.Controller : Approach

Events

Anomaly.Inflight Encounter : VFR In IMC
Anomaly.Inflight Encounter : Weather
Anomaly.Non Adherence : FAR

Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Controller : Issued New Clearance
Resolatory Action.Controller : Provided Flight Assist
Resolatory Action.Flight Crew : Declared Emergency
Resolatory Action.Flight Crew : Exited Adverse Environment

Assessments

Problem Areas : Flight Crew Human Performance
Problem Areas : Weather

Narrative

FLT TO ZZZ DEPARTED XA27 ON 05/MON/05. AFTER CHKING WX AT FBO USING WX RADAR AND METAR/TAF INFO DECIDED TO DEPART FOR ZZZ WITH SOME STORM ACTIVITY S OF MY DEP AREA AND SW OF MY PLANNED RTE OF FLT. APPROX 15 NM NW OF TYLER I ENCOUNTERED SOME LOWERING VISIBILITY SO I ADJUSTED COURSE MORE WESTERLY, STARTED TO SLOW AIRSPEED WITH LOWERING VISIBILITY. AFTER A FEW MINS DECIDED VFR CONDITIONS COULD NOT BE HELD AND DUE TO THE DARK (LOW SURFACE LIGHTING) CONDITIONS THAT A 180 DEG TURN WOULD NOT BE THE BEST COURSE OF ACTION. ENTERED IMC IN A CLB STRAIGHT AHEAD TO A SAFE ALT 4000 FT. CONTACTED APCH AND DECLARED AN EMER. FOLLOWED DIRECTIONS AND CLRNCs GIVEN. CONTINUED IFR TO ZZZ RWY 31R ILS. CANCELLED IFR ON FINAL APCH IN VFR CONDITIONS, CONTINUED TO HOSPITAL VFR. LANDED AT ZZZ XB17. CONTACTED MY OPS MGMNT.

Synopsis

HELI PLT VFR ENRTE TO ZZZ INADVERTENTLY ENTERS IMC. DECLARED EMER, OBTAINS IFR CLRNC UNTIL ONCE AGAIN IN VMC AND CONTINUES TO DEST.

ACN: 652165

Time / Day

Date : 200503
Day : Mon
Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.AGL.Bound Lower : 10
Altitude.AGL.Bound Upper : 20

Environment

Flight Conditions : VMC
Light : Night

Aircraft : 1

Controlling Facilities.Tower : ZZZ.Tower
Operator.Common Carrier : Air Taxi
Make Model Name : Small Transport
Operating Under FAR Part : Part 135
Mission : Ambulance
Flight Phase.Descent : Approach

Person : 1

Affiliation.Company : Air Taxi
Function.Flight Crew : Single Pilot
Qualification.Pilot : ATP
Qualification.Pilot : CFI
Qualification.Pilot : Commercial
Qualification.Pilot : Instrument
Qualification.Pilot : Multi Engine
Experience.Flight Time.Last 90 Days : 40
Experience.Flight Time.Total : 6600
Experience.Flight Time.Type : 3450
ASRS Report : 652165

Person : 2

Affiliation.Government : FAA
Function.Controller : Local

Events

Anomaly.Inflight Encounter : VFR In IMC
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Controller : Issued Advisory
Resolatory Action.Flight Crew : Returned To Original Clearance
Consequence.FAA : Reviewed Incident With Flight Crew

Assessments

Problem Areas : ATC Human Performance

Narrative

ON AN AIR AMBULANCE FLT TO ZZZ, WHILE IN CONTACT WITH CTR, I ATTEMPTED TO LISTEN TO ZZZ ATIS. NO CONDITIONS WERE BEING XMITTED. UPON HDOF FROM CTR TO APCH, I WAS ASKED IF I HAD THE ATIS. I RESPONDED 'NEGATIVE ATIS.' THE CTLR RESPONDED THAT ZZZ WAS RPTING 1/4 MI IN FOG. I WAS 35-40 MI FROM ZZZ AT THE TIME AND HAD ZZZ VASI TO RWY X IN SIGHT, AND COULD SEE NO FOG. I CALLED COMPANY MEDICAL DISPATCH (LOCATED AT ZZZ) ON #2 COM, ASKED THEM TO 'LOOK OUT THE WINDOW' TO SEE IF THERE WAS FOG. THEY RPTED 'A LITTLE FOG, BUT VISIBILITY OK.' I THEN CALLED ZZZ TWR AND ASKED WHAT THEY WERE SEEING. THE CTLR SAID THAT FSS WAS CALLING IT 1/4 MI, BUT HE SAID HE COULD SEE RWY AND TXWY LIGHTS, LIGHTS DOWNTOWN, ETC. I THEN ASKED APCH TO RTE ME OVER ZZZ SO I COULD LOOK FOR MYSELF, WHICH THEY DID. I RPTED THAT I COULD SEE NO FOG ANYWHERE IN THE AREA. APCH SAID THEY COULD NOT DSND ME BELOW 2500 FT ON AN IFR FLT PLAN AND ASKED IF I WANTED TO CANCEL IFR. I STATED THAT I WASN'T OBSERVING ANY FOG AND WAS IN VFR CONDITIONS. I SAID YES. APCH HANDED ME OFF TO ZZZ TWR, AND AFTER CHKING ON, THE CTLR AGAIN SAID FSS WAS RPTING 1/4 MI. I TOLD HIM I WAS SEEING ABSOLUTELY NO FOG ANYWHERE AND WOULD CONTINUE FOR THE RWY. IT WAS A COMPLETELY NORMAL APCH TO LNDG. ALTHOUGH I DID ENCOUNTER SOME LIGHT FOG IN THE FLARE, I NEVER LOST SIGHT OF THE RWY EDGE LIGHTS OR REIL'S AT ANY TIME. AFTER SHUTTING DOWN AND UNLOADING THE PATIENT INTO THE GND AMBULANCE, I ASKED THE MEDICAL TEAM TO LOOK AT THE CONDITIONS ON THE FIELD. THEY STATED THEY COULD CLRLY SEE RWY AND TXWY LIGHTS, LIGHTS FROM THE FBO ON THE OTHER SIDE OF THE FIELD, LIGHTS ON ZZZ TWR AND STREET LIGHTS ON STREETS ADJACENT TO THE FIELD. IN RETROSPECT, EVEN THOUGH I COULD CLRLY SEE ALL RELEVANT RWY LIGHTS, WITH FSS RPTING 1/4 MI, I SHOULD HAVE DIVERTED. I WAS FEELING SOME PRESSURE TO COMPLETE THE TRANSPORT AS PLANNED SINCE THE PATIENT WAS ON A VENTILATOR. BY DIVERTING AND WAITING FOR THE GND AMBULANCE, THE VENTILATOR WOULD HAVE TO RUN ON BATTERY PWR FOR 15-20 MINS. I FELT THE EXTRA TIME COULD JEOPARDIZE PATIENT SAFETY. AT NO TIME DID I FEEL I JEOPARDIZED PATIENT OR CREW SAFETY BY LNDG AT ZZZ.

Synopsis

AN AIR AMBULANCE PLT COMPLETED A VFR APCH TO A RPTED ONE QUARTER MI VISIBILITY. RPTR CLAIMS THAT ACTUAL VISIBILITY WAS GREATER THAN 3 MI.

ACN: 651217

Time / Day

Date : 200503
Day : Mon
Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.MSL.Single Value : 1800

Environment

Flight Conditions : IMC

Aircraft : 1

Controlling Facilities.ARTCC : ZZZ.ARTCC
Operator.Common Carrier : Air Taxi
Make Model Name : Helicopter
Operating Under FAR Part : Part 135
Mission : Ambulance
Flight Phase.Cruise : Level

Person : 1

Affiliation.Company : Charter
Function.Flight Crew : Single Pilot
Qualification.Pilot : CFI
Qualification.Pilot : Commercial
Qualification.Pilot : Instrument
Experience.Flight Time.Last 90 Days : 24
Experience.Flight Time.Total : 1875
Experience.Flight Time.Type : 400
ASRS Report : 651217

Person : 2

Affiliation.Government : FAA
Function.Controller : Radar

Events

Anomaly.Inflight Encounter : VFR In IMC
Anomaly.Inflight Encounter : Weather
Anomaly.Non Adherence : FAR
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Controller : Provided Flight Assist
Resolatory Action.Flight Crew : Declared Emergency
Resolatory Action.Flight Crew : Exited Adverse Environment
Consequence.FAA : Reviewed Incident With Flight Crew

Assessments

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

Narrative

RETURNING FROM PATIENT XFER FROM ZZZ, ENCOUNTERED LOW CLOUD LAYER. DECLARED EMER DUE TO ACFT NOT IFR CERTIFIED AND PLT NOT IFR CURRENT. REQUESTED VECTORS FOR ILS INTO ZZZ1. COMPLETED ILS AND CLOSED FLT PLAN ON THE GND.

Synopsis

A HELI NOT IFR CERTIFIED AND A PLT NOT INST CURRENT ENCOUNTERED IMC, DECLARED AN EMER AND RECEIVED VECTORS FOR AN ILS AT ANOTHER ARPT.

ACN: 649017

Time / Day

Date : 200503
Day : Wed
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 Taxi
Make Model Name : Small Transport, Low Wing, 2 Turboprop Eng
Operating Under FAR Part : Part 135
Mission : Ambulance
Flight Phase.Ground : Position And Hold
Flight Phase.Ground : Takeoff Roll

Person : 1

Affiliation.Company : Air Taxi
Function.Flight Crew : Captain
Function.Oversight : PIC
Qualification.Pilot : Commercial
Qualification.Pilot : Multi Engine
Experience.Flight Time.Last 90 Days : 100
Experience.Flight Time.Total : 7000
Experience.Flight Time.Type : 2000
ASRS Report : 649017

Person : 2

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

Person : 3

Affiliation.Government : FAA
Function.Controller : Local

Events

Anomaly.Non Adherence : Clearance
Independent Detector.Other.ControllerA : 3
Resolatory Action.None Taken : Insufficient Time

Assessments

Problem Areas : Flight Crew Human Performance

Problem Areas : Weather

Narrative

PF (CAPT-MYSELF) WAS CLRED FOR POS AND HOLD, BUT WAS PREDETERMINED THAT ARPT WOULD BE CLOSED. I FORGOT THAT FACT, TWR ADVISED RWY CONDITIONS, COPLT (PNF) ADVISED RECEIPT AND SAID WE WERE ROLLING. I RELEASED BRAKES, ADDED PWR AND TOOK OFF. TWR ADVISED NEGATIVE, ABORT TKOF, NO IFR RELEASE. TOO LATE TO ABORT ON SNOW/ICE COVERED RWY. TWR ADVISED TO REMAIN VFR AND ENTER R DOWNWIND FOR RWY. AT THAT POINT, TWR GAVE US IFR RELEASE TO FLY DIRECT TO DEST. CAUSE OF PLTDEV ERROR: (TKOF WITHOUT CLRNC) WAS THAT I HAD PLANNED ON DEPARTING PRIOR TO TWR OPENING. HOWEVER, DURING TAXI FOR TKOF, TWR ANNOUNCED IT WAS NOW OPENING AS CLASS D AIRSPACE AND THEN ISSUED OUR CLRNC AS FILED. THIS FLT BEING A 'LIFEGUARD' MEDICAL FLT TRANSPORTING LONG PATIENT TO CLINIC, TIME WAS CRITICAL AND I GOT FOCUSED ON TKOF WITH PROPER TWR TKOF CLRNC. AFTERWARDS, CREW BRIEFED AND I INSTRUCTED COPLT TO BE MORE ASSERTIVE AND BE AGGRESSIVE AND TELL ME 'HOLD IN POS' UNTIL WE GET CLRNC FOR TKOF! IN SUMMARY: WHEN A PLT IS CLRED FOR 'TAXI INTO POS AND HOLD,' HE'S COCKED LIKE A 45 CALIBER REVOLVER READY TO RELEASE WITH THE TWR'S NEXT WORDS. WHEN TWR SAID RWY CONDITIONS, AND COPLT RESPONDED, I AUTOMATICALLY RELEASED BRAKES, ADDED PWR AND 'ROLLED,' JUST LIKE ALWAYS. I WAS FIXED ON THE TKOF AND PREDETERMINED TO GO WITH THE NEXT XMISSION FROM TWR!

Synopsis

A LIFEGUARD MEDICAL FLT INITIATED AN IFR TKOF WITHOUT TWR CLRNC SHORTLY AFTER THE CLOSED TWR OPENED.

ACN: 642919

Time / Day

Date : 200501
Day : Fri
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.AGL.Bound Lower : 500
Altitude.MSL.Bound Upper : 3500

Environment

Flight Conditions : Marginal
Weather Elements : Fog
Weather Elements : Rain
Light : Daylight

Aircraft : 1

Controlling Facilities.TRACON : ZZZ.TRACON
Operator.Common Carrier : Air Taxi
Make Model Name : Jet Ranger/Kiowa/206
Operating Under FAR Part : Part 135
Mission : Ambulance
Flight Phase.Cruise : Level
Flight Phase.Descent : Approach
Route In Use.Arrival : On Vectors
Route In Use.Enroute : On Vectors

Person : 1

Affiliation.Company : Air Taxi
Function.Flight Crew : Single Pilot
Function.Oversight : PIC
Qualification.Pilot : CFI
Qualification.Pilot : Commercial
Qualification.Pilot : Instrument
Qualification.Pilot : Multi Engine
Experience.Flight Time.Last 90 Days : 50
Experience.Flight Time.Total : 3700
Experience.Flight Time.Type : 1700
ASRS Report : 642919

Person : 2

Affiliation.Company : Air Taxi

Person : 3

Function.Other Personnel : Dispatcher

Person : 4

Affiliation.Government : FAA
Function.Controller : Radar

Person : 5

Affiliation.Government : FAA
Function.Controller : Approach

Events

Anomaly.Inflight Encounter : VFR In IMC
Anomaly.Non Adherence : Company Policies
Anomaly.Non Adherence : FAR
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Controller : Provided Flight Assist
Resolatory Action.Flight Crew : Exited Adverse Environment

Assessments

Problem Areas : Flight Crew Human Performance
Problem Areas : Weather

Narrative

I ENTERED IMC DURING A PATIENT TRANSPORT FROM ZZZ TO ZZZ1. WEATHER AT ALL RPTING POINTS ALONG THE RTE WAS ABOVE COMPANY DAY, CROSS-COUNTRY MINIMUMS. IN FACT, THE LOWEST CONDITIONS RPTED WERE CEILINGS OF 2600 FT OVERCAST AND 5 MI VISIBILITY IN LIGHT RAIN AT ZZZ2. THE FLT WAS RELATIVELY UNEVENTFUL FROM INITIAL LAUNCH FROM BASE THROUGH PICKUP AT ZZZ AND MOST OF THE FLT WITH THE PATIENT ABOARD. THE PLT OF ANOTHER COMPANY ACFT WHO HAD HEARD OUR LAST VOICE RPT TO OUR COMPANY DISPATCHER, CONTACTED US ON THE COMPANY FREQUENCY AND INFORMED US THAT THE FARTHER N WE GOT THE BETTER THE WX CONDITIONS WOULD BE. ABOUT 2/3 OF THE WAY THROUGH OUR LEG FROM ZZZ TO ZZZ2 WE ENCOUNTERED CEILINGS LOWER THAN RPTED AND WISPY MIST AT 500 FT AGL AND BELOW. THE MIST INTENSIFIED TO THE POINT WHERE I WAS BECOMING CONCERNED, SO WE TURNED SW, PLANNING TO LAND BACK AT ZZZ AND CONTINUE THE PATIENT TRANSPORT BY GND FROM THERE. AS WE PROGRESSED TOWARD ZZZ2, CONDITIONS GRADUALLY IMPROVED THE FURTHER W WE GOT. THE IMPROVED CONDITIONS WE FOUND NEAR ZZZ2 LASTED ONLY ABOUT 7 TO 8 MI AND AGAIN BEGAN TO DETERIORATE SIMILAR TO THE WISPY MIST WE HAD ENCOUNTERED EARLIER TO THE E, HOWEVER, AT 500 FT AGL, WE COULD STILL SEE SEVERAL MI UP THE INTERSTATE. GIVEN THOSE CONDITIONS, I BELIEVED CEILINGS AND VISIBILITY WOULD BE IMPROVING VERY SOON, HOWEVER, I STILL HAD NOT MENTALLY DISCARDED THE IDEA OF TURNING BACK IF CONDITIONS WORSENER. ABOUT THE SAME TIME, I PASSED A TOWER ON MY R AND SAW ANOTHER, PERHAPS A MI AHEAD, AT THE 10 O'CLOCK POS AND CONSULTED MY SECTIONAL CHART IN AN ATTEMPT TO PRECISELY FIX MY POS IN RELATION TO ANY OTHER OBSTACLES I MIGHT NEED TO AVOID IF I DID INDEED CHOOSE TO TURN AROUND. WHILE CONSULTING MY CHART, I HEARD THE RADAR ALTIMETER TONE, I HAD SET THE WARNING FLAG AT 400 FT AGL BECAUSE THE TALLEST TOWER I NOTED NEAR MY INTENDED RTE WAS 361 FT AGL. I GLANCED UP FROM THE CHART, NOTED THE NEEDLE GENTLY OSCILLATING AT THE 400 FT MARK, CONFIRMED MY ALT AND HDG WITH A BRIEF GLANCE OUTSIDE AND APPLIED

GENTLE AFT PRESSURE TO THE CYCLIC TO INITIATE A GRADUAL CLB BACK TO 500 FT AGL. I THEN CONTACTED CTR, HE TOLD ME I WAS IN 'RADAR CONTACT,' AND ALMOST IMMEDIATELY TOLD ME TO RE-CONTACT APCH. I SWITCHED BACK TO APCH, WHO GAVE ME AN ASSIGNED HDG AND ALT. THE CTLR ASKED IF THE ACFT AND PLT WERE INSTRUMENT RATED. I REPLIED 'THE PLT IS, THE ACFT IS NOT' AND TOLD HIM THAT I WAS TRAPPED BETWEEN LAYERS. HE WENT ON TO TELL ME THE WX CONDITIONS SHOULD BE IMPROVING AS WE PROGRESSED TOWARD ZZZ2. GIVEN THESE FACTORS, I WAS CONVINCED THAT THE SAFER AND BETTER CHOICE WAS TO CONTINUE TOWARD ZZZ2. I WILL ADMIT THAT I ALSO REALIZED THAT CONTINUING TOWARD ZZZ2 WOULD PUT THE PATIENT FAR CLOSER TO -- PERHAPS AT -- HIS DEST, HOWEVER, I CONSIDERED THAT 'ICING ON THE CAKE,' AND IT WAS NEVER A FACTOR IN MY DECISION TO CONTINUE. AS THE CTLR WAS COOPERATING WITH ME AND DID NO SOUND ANNOYED OR FLUSTERED, CONTRARY TO COMPANY POLICY, I CHOSE NOT TO SQUAWK 7700 AND CONTINUED ON INSTRUMENTS TOWARD ZZZ2 INTENDING TO BREAK OFF TO ZZZ1 AFTER I BECAME VMC AGAIN. ABOUT 2 MI S OF THE ABC VORTAC, I REACQUIRED CONTINUOUS VISUAL CONTACT WITH THE GND, NOTIFIED APCH AND REQUESTED VFR DIRECT TO ZZZ1. THE CTLR APPROVED MY REQUEST, WE DELIVERED THE PATIENT, AND DEPARTED TO ZZZ2 FOR FUEL. LOOKING BACK, I DON'T SEE MUCH THAT I COULD DO DIFFERENTLY. WHILE, ADMITTEDLY, MY BASIC AIRWORK COULD HAVE BEEN BETTER, I BELIEVE I MADE PRUDENT DECISIONS AT ALL POINTS ALONG THE TIMELINE, AND WE DELIVERED THE PATIENT SAFELY. DURING THIS FLT, AS I HAVE IN NUMEROUS OTHERS, I WAS DEALING WITH MY FLT ENVIRONMENT IN THE BEST WAY I KNEW HOW. UNFORTUNATELY, DEALING WITH THIS SIT REQUIRED MORE HEADS DOWN TIME WITH THE CHART THAN ON AN AVERAGE FLT, BOTH IN ORDER TO ACCURATELY FIX MY POS IF THINGS 'WENT SOUTH' AND TO DETERMINE FREQUENCIES REQUIRED AT POSSIBLE ALTERNATES. IN THE FUTURE, I WILL APPLY EVEN MORE CONSERVATIVE DECISION-MAKING CRITERIA DURING FLTS IN WX CLOSE TO COMPANY MINIMUMS, AND I WILL WORK TO REDUCE HEADS DOWN TIME IN MY FLYING.

Synopsis

A MEDICAL TRANSPORT HELI BECAME IMC ON A VFR FLT PLAN AND CONTINUED TO HIS DEST.

ACN: 636960

Time / Day

Date : 200411
Day : Wed
Local Time Of Day : 1201 To 1800

Place

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

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Controlling Facilities.TRACON : ZZZ.TRACON
Operator.Common Carrier : Air Taxi
Make Model Name : Jet/Long Ranger
Operating Under FAR Part : Part 135
Mission : Ambulance
Navigation In Use.Other : GPS
Flight Phase.Cruise : Level

Component : 1

Aircraft Component : Chip Detector

Person : 1

Affiliation.Company : Air Taxi
Function.Flight Crew : Single Pilot
Qualification.Pilot : Commercial
Qualification.Pilot : Instrument
Qualification.Pilot : Private
Experience.Flight Time.Last 90 Days : 30
Experience.Flight Time.Total : 3500
Experience.Flight Time.Type : 30
ASRS Report : 636960

Person : 2

Function.Observation : Passenger

Person : 3

Affiliation.Company : Air Taxi
Function.Other Personnel.Other

Person : 4

Affiliation.Government : FAA
Function.Controller : Approach

Events

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

Assessments

Problem Areas : Aircraft

Narrative

WHILE ON A PUBLIC RELATIONS FLT TO ZZZ1 HOSPITAL, I RECEIVED A DISPATCH TO LNDG ZONE 1. A MIDDLE-AGED WORKER HAD FALLEN 30 FT, LNDG ON HIS HEAD. HE SUFFERED SEVERE HEAD AND CHEST INJURIES. WE WERE ON THE GND APPROX 15 MINS WHILE THE CREW STABILIZED THE PATIENT. WE THEN DEPARTED FOR HOSPITAL IN ZZZ. THE CREW INDICATED THAT HIS BLOOD PRESSURE WAS WEAKENING AND THAT THE PATIENT'S SIT WAS CRUCIAL. THE APPROX FLT TIME TO HOSPITAL WAS 30 MINS. THE PATIENT HAD BEEN VIOLENT ON THE GND AND THEREFORE, THE CREW HAD SEDATED HIM WHILE ENRTE TO THE HOSPITAL. OUR FLT PATH TOOK US NEAR ZZZ. WHILE NEARING THE ARPT, AN ENG CHIP DETECTOR LIGHT ILLUMINATED. I CHKED TO SEE IF THE LIGHT WAS FAULTY BY ROTATING THE LIGHT FROM ON TO OFF SEVERAL TIMES, BUT THE LIGHT STAYED ON. SINCE LNDG IMMEDIATELY WOULD SURELY HAVE CAUSED A SIGNIFICANT DELAY IN TREATING THE PATIENT, POSSIBLY CAUSING DEATH, I ELECTED TO DECLARE AN EMER AND LAND AT THE ZZZ ARPT. I INFORMED THE TWR OF MY SIT AND ASKED THEM TO HAVE AN AMBULANCE STANDING BY TO IMMEDIATELY TRANSPORT THE PATIENT TO HOSPITAL. THE LNDG AND AMBULANCE PICK UP WENT OFF WITHOUT A HITCH AT APPROX XA50. THE PATIENT AND CREW WERE TRANSPORTED BY GND AMBULANCE TO HOSPITAL WHERE THE PATIENT WAS STABILIZED. I NOTIFIED MY PLT SUPVR AND MAINT IMMEDIATELY. MAINT SENT A TEAM FROM ZZZ2. THE ENG WAS CHKED, THE CHIP DETECTOR WAS REPLACED AND THE ACFT WAS FLOWN BACK TO ZZZ2 WITH NO FURTHER INCIDENT.

Synopsis

A BELL 206 AIR AMBULANCE IS DIVERTED FROM A DIRECT FLT TO A HOSPITAL WITH A CRITICALLY INJURED WORKMAN WHEN THE CHIP DETECTOR LIGHT ILLUMINATES. AMBULANCE SVC PROVIDED AFTER EMER IS DECLARED AND ACFT LANDS AT THE ARPT NEAR THE CITY SERVING THAT HOSPITAL.

ACN: 635667

Time / Day

Date : 200410
Day : Sat
Local Time Of Day : 0001 To 0600

Place

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

Environment

Flight Conditions : Marginal
Weather Elements : Rain
Light : Night

Aircraft : 1

Operator.Common Carrier : Air Taxi
Make Model Name : Jet Ranger/Kiowa/206
Operating Under FAR Part : Part 135
Mission : Ambulance
Flight Phase.Cruise : Level

Person : 1

Affiliation.Company : Air Taxi
Function.Flight Crew : Single Pilot
Qualification.Pilot : ATP
Qualification.Pilot : CFI
Qualification.Pilot : Instrument
Experience.Flight Time.Last 90 Days : 49
Experience.Flight Time.Total : 9952
Experience.Flight Time.Type : 3730
ASRS Report : 635667

Events

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

Assessments

Problem Areas : Flight Crew Human Performance
Problem Areas : Weather

Narrative

WHILE ON AN EMS FLT, I ENCOUNTERED LIMITED VISIBILITY WITH GND REF. THE FLT WAS FLYING FROM A HOSPITAL WITH A PATIENT ON BOARD. THE RAIN HAD PICKED UP AND THE VISIBILITY WAS LESS THAN RPTED. AT 1000 FT MSL, WE STARTED TO LOSE GND REF. I WAS ABLE TO MAINTAIN A COUPLE OF LIGHTS TO THE SIDE BUT FORWARD LIGHTS ALL DISAPPEARED. I MAINTAINED STRAIGHT AND LEVEL WITH THE USE OF INSTS AND THE 2 LIGHTS OUT THE SIDE. THE TIME LINE WAS SHORT AND THEN WE HAD FORWARD LIGHTS AGAIN, NO ALT WAS LOST. OUR HDG WAS ON TRACK AND WE CONTINUED OUR FLT WITHOUT INCIDENT. THE PROB IS HAVING A PATIENT ONBOARD AND FEELING THE PRESSURE TO TRY TO CONTINUE THE FLT IN LESS THAN RPTED CONDITIONS. THE SHIP WAS IFR CAPABLE, BUT THEY HAD DISCONNECTED THE AUTOPLT SO IT WAS INOP. I AM ATP RATED BUT NOT CURRENT IFR. WE DO HAVE ANOTHER IFR SHIP WHICH SHOULD HAVE BEEN SENT ON THE FLT BUT WE ARE CLOSER BY 18 MI AND OUR SHIP IS MUCH CHEAPER TO FLY. BECAUSE OF THIS FLT THEY WILL FROM NOW ON SEND THE OTHER SHIP IF IT IS AVAILABLE. IT IS TOO BAD THAT WE SOMETIMES HAVE TO HAVE LESS THAN FAVORABLE FLTS TO GET NON AVIATION PEOPLE TO REALIZE CLOSER AND CHEAPER ARE NOT ALWAYS THE RIGHT THING TO DO.

Synopsis

AN EMS BELL 206 INADVERTENTLY ENTERED IMC FOR SEVERAL SECONDS ENRTE WITH A PATIENT ON BOARD.

ACN: 635219

Time / Day

Date : 200410
Day : Mon
Local Time Of Day : 0001 To 0600

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.MSL.Bound Lower : 1800
Altitude.MSL.Bound Upper : 2000

Environment

Flight Conditions : Mixed
Light : Night

Aircraft : 1

Operator.Common Carrier : Air Taxi
Make Model Name : Jet Ranger/Kiowa/206
Operating Under FAR Part : Part 135
Mission : Ambulance
Navigation In Use.Other : GPS
Flight Phase.Cruise : Level

Person : 1

Affiliation.Company : Air Taxi
Function.Flight Crew : Single Pilot
Qualification.Pilot : ATP
Qualification.Pilot : Commercial
Qualification.Pilot : Instrument
Qualification.Pilot : Multi Engine
Experience.Flight Time.Last 90 Days : 67
Experience.Flight Time.Total : 4100
Experience.Flight Time.Type : 451
ASRS Report : 635219

Person : 2

Affiliation.Government : FAA
Function.Controller : Flight Data

Person : 3

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

Events

Anomaly.Inflight Encounter : VFR In IMC
Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Exited Adverse Environment

Assessments

Problem Areas : Flight Crew Human Performance
Problem Areas : Weather

Narrative

FLT REQUEST CAME INTO OUR ZZZ BASE FOR A PICK-UP GOING TO ZZZ1. I CALLED FSS, CALL SIGN AMBULANCE XXX. THE BRIEFER SAW NO CEILINGS FOR THE FLT. AS WE WERE XING THE SECOND RIDGE LINE APPROX 2000 FT MSL, AT 1000 FT AGL THE LIGHTS AHEAD BEGAN DISAPPEARING. I BEGAN A L TURN AND CONDITIONS DID NOT IMPROVE. SO MUCH THAT IN THE 180 DEG TURN I LOST GND CONTACT. I RECALL ANNOUNCING TO THE CREW WE WERE GOING TO CLB. QUICKLY WE WERE VFR ON TOP 2500 FT MSL. I CONTINUED TO CLB TO ABOUT 3000 FT MSL TO MAINTAIN VFR. AT THIS POINT, I BEGAN LOOKING FOR A CTR FREQ AND I SQUAWKED 7700 BEING THAT I WAS ON TOP OF A SOLID LAYER OF CLOUDS. I ALSO TRIED 121.5 AND APCH AND BACK TO 121.5. RECEIVING NO REPLY, I TUNED IN ZZZ TO OUR GPS. BY THIS TIME THERE WERE NO CLOUDS UNDER US AND WE COULD SEE ZZZ. I CALLED THE COMPANY DATA LINK TO SEE WHAT HE THOUGHT I SHOULD DO SINCE I WAS NO LONGER VFR ON TOP -- JUST VFR MAKING A NORMAL VFR APCH TO THE ARPT. HE ADVISED TO SQUAWK 1200 AND WRITE A LETTER TO THE CHIEF PLT, WHICH I DID. I THOUGHT I HAD MADE AN ABORT DECISION SOON ENOUGH, THE NURSE COMMENTED ABOUT MAKING A GOOD DECISION. IN THE TURN BACK, WE ENCOUNTERED LOWER CLOUDS AND BECAUSE IT HAPPENED SO QUICKLY, MY REACTION WAS CLB. AS FOR ACTIONS -- HAD I SLOWED THE HELI ONCE THE DECISION WAS MADE TO ABORT THE FLT, I MIGHT HAVE HAD MORE TIME FOR A DIFFERENT DECISION. WE HAD JUST COME OVER THE VALLEY WITH +1500 FT AGL CEILING, SO THE THOUGHT OF GOING INTO A CLOUD WASN'T PART OF THE THINKING. I HAVE RUN INTO WX BEFORE AND TURNED AROUND, ABOUT THE SAME LOCATION. AT NIGHT, IF CONDITIONS ARE LESS THAN CLR, I WOULD TAKE THE LONG RTE AROUND THE RIDGE LINES. WITH NO WX RPTING STATIONS IN THAT AREA AT NIGHT, I FEEL IT WOULD BE BETTER TO GO AROUND.

Synopsis

A BELL 206 INADVERTENTLY ENTERED IMC WHILE VFR. FLT WAS ABORTED TO A VFR LNDG.

ACN: 635088

Time / Day

Date : 200410
Day : Tue
Local Time Of Day : 1801 To 2400

Place

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

Environment

Flight Conditions : IMC
Weather Elements : Fog
Light : Night

Aircraft : 1

Controlling Facilities.ARTCC : ZZZ.ARTCC
Operator.Common Carrier : Air Taxi
Make Model Name : Helicopter
Operating Under FAR Part : Part 135
Mission : Ambulance
Flight Phase.Descent : Approach
Route In Use.Approach : Instrument Non Precision

Person : 1

Affiliation.Company : Air Taxi
Function.Flight Crew : Single Pilot
Qualification.Pilot : ATP
Qualification.Pilot : CFI
Qualification.Pilot : Multi Engine
Experience.Flight Time.Last 90 Days : 91
Experience.Flight Time.Total : 6135
Experience.Flight Time.Type : 815
ASRS Report : 635088

Events

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 : Chart Or Publication
Problem Areas : Flight Crew Human Performance

Narrative

OVERLOOKED REMARK FOR RNAV (GPS) RWY XX APCH INTO ZZZ: 'PROC NOT APPLICABLE AT NIGHT.' APCH EXECUTED AT NIGHT CONTRARY TO IAP REMARKS SECTION. THE 'PROCS NOT APPLICABLE AT NIGHT' PORTION OF THE REMARKS ON THE IAP IS LOCATED IN BTWN 2 REMARKS DEALING WITH USING AN OFF-AIRFIELD ALTIMETER SETTING. PRIOR TO THE APCH, I INTERPED THE NOT APPLICABLE PORTION OF THIS REMARK TO BE ASSOCIATED WITH THE USE OF THE ALTERNATE ALTIMETER SETTING. UPON REVIEW OF THE APCH PLATE ON THE RETURN LEG OF THE FLT, I REALIZED THE REMARK PROHIBITED USE OF THE APCH AT NIGHT REGARDLESS OF ALTIMETER SETTING SOURCE.

Synopsis

HELI FLIES RNAV (GPS) RWY XX IAP TO ZZZ AT NIGHT IN VIOLATION OF THE NIGHT RESTR STATED IN THE REMARKS SECTION OF THE PROC.

ACN: 634879

Time / Day

Date : 200410
Day : Sat
Local Time Of Day : 0601 To 1200

Place

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

Environment

Flight Conditions : Mixed
Light : Daylight

Aircraft : 1

Operator.Common Carrier : Air Taxi
Make Model Name : Citation II S2/Bravo
Operating Under FAR Part : Part 135
Mission : Ambulance
Flight Phase.Ground : Takeoff Roll

Component : 1

Aircraft Component : Cargo Restraint/Tie Down

Component : 2

Aircraft Component : Oxygen System/Pax

Component : 3

Aircraft Component : Oxygen System/Portable

Person : 1

Affiliation.Company : Air Taxi
Function.Flight Crew : Captain
Function.Oversight : PIC
Qualification.Pilot : ATP
Qualification.Pilot : CFI
Experience.Flight Time.Last 90 Days : 120
Experience.Flight Time.Total : 6000
Experience.Flight Time.Type : 390
ASRS Report : 634879

Person : 2

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

Person : 3

Function.Other Personnel.Other

Person : 4

Function.Observation : Passenger

Person : 5

Affiliation.Company : Air Taxi

Function.Other Personnel.Other

Events

Anomaly.Aircraft Equipment Problem : Less Severe

Anomaly.Non Adherence : FAR

Anomaly.Other Anomaly.Other

Independent Detector.Other.Flight CrewA : 1

Independent Detector.Other.Flight CrewB : 2

Resolatory Action.None Taken : Anomaly Accepted

Resolatory Action.None Taken : Detected After The Fact

Consequence.Other : Company Review

Assessments

Problem Areas : Aircraft

Problem Areas : Company

Problem Areas : Flight Crew Human Performance

Problem Areas : Passenger Human Performance

Situations

Narrative

I AM A NEW AIR TAXI OPS PLT BUT EXPERIENCED CITATION PLT. MY COPLT WAS AN OLD HAND BUT NEW TO THE CITATION. WE SHOWED UP EARLY AM AT ZZZ TO PICK UP PAX WHO SHOWED UP WHILE WE WERE TAKING ON FUEL. 2 UNIFORMED MEDICAL ATTENDANTS AND 2 'CIVILIAN' WOMEN WERE THE PAX. THE MEDICAL ATTENDANTS BROUGHT A STRETCHER AND SOME MEDICAL EQUIP AND 2 BOTTLES OF MEDICAL OXYGEN ABOARD. MY COPLT ENERGETICALLY HELPED THEM LOAD THE STRETCHER WHILE ONE OF THE ATTENDANTS SAID 'IT FIT EASIER IN THIS PLANE LAST TIME.' BTWN (1) THE OLD-HAND'S ATTITUDE, 2) THE ATTENDANT'S COMMENT ABOUT 'LAST TIME,' 3) THE FACT THAT WE HAVE CONTRACTS WITH SEVERAL MEDICAL COMPANIES FOR FLYING AROUND MEDICAL PERSONNEL AND THEIR EQUIP, 4) I WAS TOLD BY A MGMNT PERSON THAT WE WOULD BE GETTING CERTIFIED FOR AIR AMBULANCE FLTS, I FIGURED THIS WAS OK, BUT MADE THEM PROPERLY SECURE THAT STRETCHER AND LEAVE THE EMER EXIT OPEN. WE ARE OK FOR MEDICAL OXYGEN AS LONG AS THE USER OF THAT OXYGEN WAS ON BOARD, BUT THERE IS ANOTHER SECTION OF OUR OPS MANUAL THAT ALLOWS IT IF PACKED AND SECURED PROPERLY. SO WE TOOK OFF FOR OUR FLT DOWN TO ZZZ1. WHEN IN ZZZ1 I STARTED TO GET SUSPICIOUS WHEN I HEARD MORE FROM MY COPLT ABOUT WHAT THE MEDICAL PERSONNEL TOLD HIM. I THEN CALLED MY CHIEF PLT AND TOLD HIM THE SIT AND ASKED IF THIS WAS ALL RIGHT TO DO, I DID NOT THINK SO AT THIS POINT. HE SAID THAT HE WASN'T SURE BUT WOULD LOOK INTO IT AND TO GO AHEAD AND FINISH THE FLT BACK TO ZZZ. HE SOUNDED REASONABLE AND CERTAIN SO I ASSUMED THIS WASN'T AS MUCH OF A PROB AS I THOUGHT. THE NON-AMBULATORY, 300 LB PATIENT WAS SECURED IN THE STRETCHER WHICH WAS SECURED TO 2 SEATS WITH SEAT

BELTS. GETTING HIM INTO AND OUT OF THE PLANE WAS DIFFICULT FOR THE ATTENDANTS. THIS PATIENT WAS HOOKED UP TO OXYGEN AND SEVERAL TUBES WITH DEVICES ATTACHED, IN PRETTY BAD SHAPE. THE FLT WENT VERY SMOOTHLY EXCEPT FOR A SCUFFED SEAT, ETC. AS WE UNLOADED THE PATIENT I WAS ONLY MILDLY REASSURED BY THE FACT THAT IT WAS A MISERABLE, RAINY DAY AND NO ONE WAS AT THE ARPT, ESPECIALLY THE LCL AIR-AMBULANCE COMPANY, WHICH MAY HAVE REFUSED TO FLY THIS GUY BECAUSE OF HIS WT (ACCORDING TO MY COPLT). I HAVE SINCE TALKED TO COMPANY MGMNT ABOUT THIS AND HAVE BEEN INFORMED THAT IT WILL NEVER HAPPEN AGAIN, AND THAT THEY ARE TAKING STEPS TO MAKE SURE ALL PLTS, DISPATCHERS AND MGMNT ARE NOTIFIED NOT TO TAKE ANYTHING RESEMBLING AN AIR AMBULANCE FLT. I SURE WON'T! BEFORE I STARTED WORKING HERE, THERE WERE A NUMBER OF 'UNUSUAL' OPS AT THIS COMPANY, BUT THE CURRENT DIRECTOR OF OPS AND CHIEF PLT ARE WORKING SINCERELY AND SUCCESSFULLY TO CORRECT THE SIT WHICH IS A COMFORT TO WE PLTS. I AM BACKED UP BY MGMNT FOR THE DECISIONS I MAKE REGARDING TKOF WTS, WET RWYS, WX JUDGEMENTS, ETC, AND FEEL NO PRESSURE TO DO ANYTHING FOOLISH OR ILLEGAL, WHICH IS WHY IT WAS FOOLISH FOR ME TO DO THIS. HAVE YOU EVER NOTICED THAT WHEN YOU BRING ORDER INTO A CONFUSED SIT PARTS OF THE CONFUSION JUMP OUT TO BITE YOU AS YOU CLEAN THINGS UP. I LOOK AT THIS DAY AS A REMNANT OF THE OLD ATTITUDE AT THIS COMPANY SURFACING TO TAKE ITS 'BITE' WHILE GENERALLY EVERYTHING IS IMPROVING GREATLY. I WAS INITIALLY FOOLED INTO THIS BY THE SELF-ASSURED ATTITUDE OF OUR DISPATCHER AND THE ATTENDANTS' 'ROUTINE' ATTITUDE, BUT THIS IS NO EXCUSE. PROBABLY SHOULD NOT HAVE LISTENED TO MY CHIEF PLT AS HE WASN'T EVEN 100% SURE ABOUT THIS OP AT THE TIME EITHER. HERE IS WHAT I SHOULD HAVE PAID ATTN TO: 1) I HAVE SEEN A PLANE MODIFIED FOR AIR AMBULANCE AND I KNOW WHAT THE EQUIP LOOKS LIKE AND WE DID NOT HAVE IT. 2) THE WHOLE PLAN (OF THE MEDICAL ATTENDANTS) SEEMED TO BE HAPHAZARD. 3) MY COPLT SAID (ON THE FLT TO ZZZ1) THAT HE HAD NEVER DONE THIS TYPE OF (MEDICAL) FLT BEFORE. 4) HEADED THE OPS MANUAL AND NOT THE CHIEF PLT (WHO IS NOW IMPLEMENTING STEPS TO SEE THAT THIS NEVER HAPPENS AGAIN). PLTS: IF YOU ARE NOT SURE ABOUT AN OP PLEASE CONSULT YOUR OPS MANUAL AND MGMNT BECAUSE IT IS WORTH THE TIME. I WAS ALSO TIRED, HAVING NOT SLEPT WELL THE NIGHT BEFORE.

Synopsis

ILLEGAL AIR AMBULANCE FLT FLOWN BY C550 FLT CREW AFTER HAVING CONFERRED WITH THEIR CHIEF PLT REGARDING THE LEGALITY ISSUES OF THE OP PRIOR TO TKOF FROM ZZZ1.

ACN: 632634

Time / Day

Date : 200410
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.Common Carrier : Air Taxi
Make Model Name : Golden Eagle 421
Operating Under FAR Part : Part 135
Mission : Ambulance
Flight Phase.Ground : Taxi

Person : 1

Affiliation.Company : Air Taxi
Function.Flight Crew : Single Pilot
Qualification.Pilot : ATP
Qualification.Pilot : CFI
Qualification.Pilot : Instrument
Qualification.Pilot : Multi Engine
Experience.Flight Time.Last 90 Days : 95
Experience.Flight Time.Total : 18000
Experience.Flight Time.Type : 500
ASRS Report : 632634

Person : 2

Affiliation.Government : FAA
Function.Controller : Ground

Events

Anomaly.Incursion : Runway
Anomaly.Non Adherence : Clearance
Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.ControllerA : 2
Resolutive Action.Controller : Issued Advisory

Resolatory Action.Flight Crew : Returned To Original Clearance
Consequence.Other : Company Review

Assessments

Problem Areas : Company

Problem Areas : Flight Crew Human Performance

Narrative

THE SINGLE PLT OP WAS AN IFR AIR AMBULANCE FLT. CLRNC WAS OBTAINED FROM ZZZ TWR CLRNC DELIVERY POS INCLUDING DEP PROC AND ALT OF 5000 FT. UPON CONTACTING GND CTL, WE WERE CLRED TO TAXI FROM THE FBO TO RWY INTXN DEP FROM INTXN E. AS WE COMMENCED TAXI, EXITING THE FBO RAMP AT INTXN K, GND CTL ISSUED A REVISED CLRNC INCLUDING A DIFFERENT DEP AND DIFFERENT INITIAL ALT (3000 FT). DURING THE BRIEF 'HEADS DOWN' PERIOD, WHILE I WAS LOCATING THE NEW DEP CHART AND INPUTTING THE CHANGE INTO THE GPS, I INADVERTENTLY CROSSED THE TXWY, ENTERED RWY, AND BEGAN TAXIING ALONG IT UNDER THE IMPRESSION THAT IT WAS THE TXWY, THE NORMAL RTE TO INTXN E. AS SOON AS I WAS QUERIED BY GND CTL, I REALIZED THE SIT AND IMMEDIATELY EXITED THE RWY VIA THE ADJACENT TXWY. TOTAL TIME ON THE RWY WAS UNDER 30 SECONDS AND THERE WAS NO ACTUAL TFC CONFLICT. THE CAUSE OF THIS INCURSION WAS DISTR FROM THE CORRECT TAXI RTE DUE TO THE LAST-MIN CHANGE IN CLRNC, COMPOUNDED BY THE FACT THAT IT WAS A SINGLE-PLT OP. WE HAVE IMMEDIATELY INSTITUTED A CHANGE IN OPERATING PROCS TO MANDATE THAT AT NO TIME WILL CLRNCs OR AMENDMENTS BE COPIED WHEN OPERATING AS A SINGLE PLT WHILE THE AIRPLANE IS MOVING ON THE GND. INPUTS TO THE GPS SYS WILL SIMILARLY BE CARRIED OUT ONLY WHEN THE AIRPLANE IS AT A STOP. IF NECESSARY, THE AIRPLANE WILL BE STOPPED TO ALLOW THESE ACTIONS. ALTERNATIVELY, CLRNC DELIVERY OR GND CTL POS WILL BE ADVISED THAT WE CANNOT COPY CLRNCs UNTIL WE HAVE REACHED A POS AT WHICH WE CAN STOP THE AIRPLANE WITHOUT IMPEDING OTHER GND TFC, AND WE WILL REQUEST THAT THE NEW CLRNC NOT BE ISSUED UNTIL WE HAVE STOPPED AND ADVISED READY TO COPY IT.

Synopsis

RWY INCURSION BY AN AIR AMBULANCE CESSNA 421 TWIN AT ZZZ.

ACN: 632119

Time / Day

Date : 200409
Day : Sat
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.MSL.Bound Lower : 500
Altitude.MSL.Bound Upper : 1000

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Controlling Facilities.Tower : ZZZ.Tower
Operator.Common Carrier : Air Taxi
Make Model Name : A109
Operating Under FAR Part : Part 135
Mission : Ambulance
Flight Phase.Cruise : Level

Aircraft : 2

Controlling Facilities.Tower : ZZZ.Tower
Operator.Common Carrier : Air Carrier
Make Model Name : Regional Jet CL65, Undifferentiated or Other Model
Operating Under FAR Part : Part 121
Mission : Passenger
Flight Phase.Descent : Approach

Person : 1

Affiliation.Company : Air Taxi
Function.Flight Crew : Single Pilot
Qualification.Pilot : ATP
Experience.Flight Time.Last 90 Days : 30
Experience.Flight Time.Total : 5300
Experience.Flight Time.Type : 514
ASRS Report : 632119

Person : 2

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

Person : 3

Affiliation.Government : FAA
Function.Controller : Local

Person : 4

Affiliation.Government : FAA
Function.Controller : Supervisor

Events

Anomaly.Conflict : Airborne Less Severe
Anomaly.Non Adherence : Clearance
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.None Taken : Anomaly Accepted
Consequence.FAA : Reviewed Incident With Flight Crew

Assessments

Problem Areas : ATC Human Performance

Narrative

AFTER COMPLETING PATTERN WORK IN A HELI AT ZZZ, I ASKED THE TWR CTLR FOR A NBOUND DEP TO THE HOSPITAL VIA A TOWN ABOUT 6 MI N OF THE ZZZ ARPT. THE CTLR IN THE TWR SAID 'PROCEED AS REQUESTED, SQUAWK VFR.' I DEPARTED THE ARPT AT ABOUT 800 FT MSL AND PROCEEDED N TO ZZZ1. I REMAINED ON THE TWR FREQ BECAUSE I WAS NOT ADVISED TO SWITCH TO DEP. I CIRCLED TOWN AT 300 FT AGL THEN TURNED S TO HEAD BACK TO THE HOSPITAL AS I HAD REQUESTED. I HEARD AN ACR FLT CHK IN WITH ZZZ TWR FOR A 'REALLY WIDE R BASE' TO THE RWY AT ZZZ. I CLBED TO 1000 FT MSL TO BE SURE THAT I WAS SEEN AND HEARD TWR ANNOUNCE TO THE ACR FLT THAT 'A VFR TARGET JUST POPPED UP ABOUT 3 MI AHEAD AND I'M NOT TALKING TO HIM.' THE ACR FLT SAID 'I DON'T HAVE HIM ON THE FISH FINDER WHEN I SEE HIM I WILL LET YOU KNOW.' I CONTACTED TWR AND ADVISED HIM OF MY POS AND HE SAID 'I THOUGHT I CLRED YOU DIRECT TO THE HOSPITAL.' I SAID 'NO I ASKED FOR A R TURN OUT TO THE N.' I WAS THEN TOLD TO GO DIRECT TO THE HOSPITAL. THE ACR FLT CALLED TWR AND RPTED 'TFC NOT IN SIGHT,' TWR ROGERED THE CALL. I THEN SAW THE ACR FLT AND TOLD TWR (UNSOLICITED) THAT I HAD TFC IN SIGHT AT WHICH TIME THE TWR CTLR CAME ON THE RADIO WITH A REALLY DIFFERENT TONE OF VOICE (EXTREMELY ANNOYED) AND SAID 'ACFT X PROCEED DIRECT TO THE HOSPITAL, CHANGE TO ADVISORY.' I LANDED UNEVENTFULLY AT THE HOSPITAL. I CALLED ZZZ TRACON VIA TELEPHONE AS SOON AS THE HELI WAS SHUT DOWN AND ASKED TO SPEAK TO THE TWR CTLR TO TRY AND CLR UP ANY MISUNDERSTANDING. WHEN THE CTLR GOT ON THE PHONE HE YELLED AT ME FOR ABOUT 2 MINS ABOUT HOW WHEN HE CLRS ME FOR SOMETHING HE EXPECTS ME TO DO IT. I ADVISED HIM OF MY REQUEST AND HE YELLED 'DO YOU WANT ME TO PULL THE TAPES?' I SAID THAT WAS UNNECESSARY AND HE CONTINUED, 'YOU MIGHT PULL THAT KIND OF THING WITH THE OTHER CTLRS BUT YOU WON'T PULL IT WITH ME! THAT'S THE END OF IT. THIS DISCUSSION IS OVER!' AND HE HUNG UP. I CALLED BACK THE TWR SUPVR AND SHE EXPLAINED TO ME HOW THE CTLR I HAD A PROB WITH WAS UNDER A LOT OF STRESS AND I WAS 'THE FIRST ONE IN THE LINE OF FIRE, YOU WERE NEVER IN ANY CONFLICT AND NEVER IN THE WAY.'

Synopsis

A109 HELI DEPARTS FROM ZZZ, HAS COM AND ROUTING MISUNDERSTANDING WITH TWR CTLR.

ACN: 627701

Time / Day

Date : 200408
Day : Fri
Local Time Of Day : 1201 To 1800

Place

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

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Controlling Facilities.TRACON : ZZZ.TRACON
Operator.Common Carrier : Air Taxi
Make Model Name : AS 355 Twinstar
Operating Under FAR Part : Part 135
Mission : Ambulance
Flight Phase.Landing.Other

Component : 1

Person : 1

Affiliation.Company : Air Taxi
Function.Flight Crew : Single Pilot
Qualification.Pilot : Commercial
Qualification.Pilot : Instrument
Qualification.Pilot : Private
Experience.Flight Time.Last 90 Days : 37.1
Experience.Flight Time.Total : 4875
Experience.Flight Time.Type : 227.0

Person : 2

Affiliation.Government : FAA
Function.Controller : Approach

Events

Anomaly.Non Adherence : FAR
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Diverted To Another Airport
Consequence.Other : Company Review

Assessments

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

Narrative

AFTER PICKING UP A PATIENT, FLT Z DEPARTED FOR THE HOSPITAL. AFTER INFORMING APCH THAT WE HAD THE HOSPITAL IN SIGHT, RADAR SVC WAS TERMINATED. WE PROCEEDED TO SET UP FOR OUR APCH INTO THE PAD LOCATED DIRECTLY IN FRONT OF THE EMER ROOM N OF THE HOSPITAL. I HAVE LANDED ON THIS PAD AT LEAST 3 OTHER TIMES, THE LAST VISIT WAS APPROX 4 MONTHS EARLIER. ON FINAL, THE AIR CREW NOTIFIED SATCOM THAT WE WERE ON FINAL. BASED ON THE WINDS, I ELECTED A SW APCH. MY APCH WAS A LITTLE STEEPER THAN NORMAL BECAUSE OF THE LIGHT POLES AND VEHICLES THAT WERE IN THE PARKING LOTS AROUND THE PAD. MY PRIMARY FOCUS DURING THE APCH WAS ON THESE OBSTACLES, NOT DIRECTLY AT THE PAD. ON SHORT FINAL, APPROX 100-150 FT AGL, I NOTICED A PALE YELLOWISH 'X' ACROSS THE PAD. MY AIR CREW DIDN'T NOTICE THE 'X' UNTIL THAT TIME AS WELL. THE PAD WAS CLR AND WE LANDED UNEVENTFULLY. AFTER WE HAD LANDED, WE WERE TOLD TO REPOS ON THE ROOF PAD SINCE THAT WAS WHERE THE STRETCHER WAS LOCATED. WE DID SO. AFTER LNDG, I TALKED TO HOSPITAL SECURITY AND ADMINISTRATION AND THEY INFORMED ME THAT THE PAD HAD BEEN CLOSED FOR ABOUT A MONTH. I TOLD THEM THAT I DID NOT KNOW THE PAD WAS CLOSED, SINCE I NEVER SAW ANY NOTAM HIGHLIGHTING ITS CLOSURE. I CALLED SATCOM TO SEE IF THERE WAS A NOTAM OR IF THEY HAD ANY INFO ON THE CLOSURE OF THE PAD. THEY DID NOT. I ASKED THE HOSPITAL FOR INFO ON THE NEW PAD. THE HOSPITAL GAVE ME A POINT OF CONTACT WHO DID HAVE SPECS FOR THE NEW ROOF PAD. I RELAYED THE NAME TO SATCOM. SUBSEQUENTLY, SATCOM RELEASED A NOTAM A COUPLE OF DAYS LATER. I FEEL 3 THINGS COULD HAVE AVOIDED FLT Z FROM LNDG ON A PAD THAT WAS CLOSED. FIRST, IT IS ULTIMATELY THE PLT'S RESPONSIBILITY TO BE VIGILANT AND SCAN EVERYTHING SO HE CAN MAKE THE RIGHT DECISION ON WHETHER TO LAND ON A PAD OR NOT. AN 'X' ON A LNDG SURFACE, REGARDLESS OF HOW BRIGHT IT IS, CAN ONLY MEAN ONE THING -- THAT LNDG SURFACE IS NOT OPERATIONAL. I'VE BEEN FLYING LONG ENOUGH TO KNOW THIS. WHEN I FIRST NOTICED THE 'X' ON SHORT FINAL, I SHOULD HAVE WAVED OFF AND CALLED SATCOM WHO COULD HAVE CALLED THE HOSPITAL FOR CLARIFICATION. SECOND, IT IS CRITICAL TO ENSURE ANY CHANGE TO A FACILITY IS DISSEMINATED QUICKLY TO ALL WHO USE THE FACILITY. THE COMPANY DIDN'T HAVE ANY INFO ON THIS PAD CLOSURE, SO THEY COULDN'T SEND OUT A COMPANY NOTAM. THIRD, I HAVE SEEN SOME HOSPITALS PLACE ORANGE/WHITE CONES ACROSS A PAD TO FURTHER HIGHLIGHT ITS CLOSURE. THIS LNDG TO A CLOSED PAD WAS UNEVENTFUL. HOWEVER, HAD THERE BEEN ANOTHER REASON FOR THE PAD BEING CLOSED, OTHER THAN RELOCATING IT TO THE ROOF, THE LNDG COULD HAVE ENDED WITH OTHER THAN NORMAL RESULTS.

Synopsis

AS55 PLT LANDS ON CLOSED HOSPITAL HELIPAD.

ACN: 626005

Time / Day

Date : 200407
Day : Wed
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.MSL.Single Value : 2000

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Operator.Common Carrier : Air Taxi
Make Model Name : Helicopter
Operating Under FAR Part : Part 135
Mission : Ambulance
Flight Phase.Cruise : Enroute Altitude Change
Flight Phase.Cruise : Level

Aircraft : 2

Make Model Name : Cessna Single Piston Undifferentiated or Other Model
Flight Phase.Cruise : Level

Component : 1

Aircraft Component : Traffic Collision Avoidance System (TCAS)

Component : 2

Aircraft Component : Traffic Collision Avoidance System (TCAS)

Person : 1

Affiliation.Company : Air Taxi
Function.Flight Crew : Single Pilot
Qualification.Pilot : Commercial
Qualification.Pilot : Instrument
Experience.Flight Time.Last 90 Days : 62
Experience.Flight Time.Total : 3840
Experience.Flight Time.Type : 222
ASRS Report : 626005

Person : 2

Affiliation.Company : Air Taxi
Function.Observation : Observer

Person : 3

Function.Flight Crew : Single Pilot

Events

Anomaly.Conflict : NMAC
Resolatory Action.None Taken : Insufficient Time
Miss Distance.Horizontal : 0
Miss Distance.Vertical : 75

Assessments

Problem Areas : Flight Crew Human Performance

Narrative

I WAS ABOUT 4 MI NW OF ZZZ HOSPITAL AT 2000 FT MSL. I HAD FINISHED ENGAGING THE AUTOPLT WHEN MY CREW MEMBER SHOUTED 'ACFT 9 O'CLOCK POSITION, LOW!' I LOOKED DOWN TO SEE A WHITE CESSNA 172 OR 152, WITH A RED STRIPE, PASS AT 75-100 FT BELOW ME. HE CONTINUED ON THE SAME HDG AND ALT UNTIL HE WAS 1 1/2 TO 2 MI FROM ME. HE THEN FLEW A PARALLEL COURSE TO ME FOR ABOUT A MI AND THEN TURNED E.

Synopsis

NMAC BTWN A LOW ALT EC135 EUROCOPTER AT 2000 FT ON AN EMS MISSION AND A XING CESSNA 152-172 TYPE SW OF ZZZ.

ACN: 625657

Time / Day

Date : 200407
Day : Thu
Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.MSL.Single Value : 1800

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Controlling Facilities.Tower : ZZZ.Tower
Operator.Common Carrier : Air Taxi
Make Model Name : Helicopter
Operating Under FAR Part : Part 135
Mission : Ambulance
Navigation In Use.Other : GPS
Flight Phase.Cruise : Level
Flight Phase.Descent : Approach
Route In Use.Arrival : VFR

Aircraft : 2

Controlling Facilities.Tower : ZZZ.Tower
Make Model Name : Any Unknown or Unlisted Aircraft Manufacturer
Flight Phase.Descent : Approach
Route In Use.Approach : Traffic Pattern

Component : 1

Aircraft Component : VHF

Person : 1

Affiliation.Company : Air Taxi
Function.Flight Crew : Single Pilot
Qualification.Pilot : Commercial
Qualification.Pilot : Instrument
Qualification.Pilot : Multi Engine
Experience.Flight Time.Last 90 Days : 40
Experience.Flight Time.Total : 2860
Experience.Flight Time.Type : 145
ASRS Report : 625657

Person : 2

Function.Flight Crew : Captain
Function.Oversight : PIC

Person : 3

Affiliation.Company : Air Taxi
Function.Other Personnel.Other

Person : 4

Affiliation.Government : FAA
Function.Controller : Local

Events

Anomaly.Airspace Violation : Entry
Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Required Legal Separation
Anomaly.Other Anomaly.Other
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Controller : Issued New Clearance
Resolatory Action.Flight Crew : Took Evasive Action
Resolatory Action.Other
Miss Distance.Horizontal : 400
Miss Distance.Vertical : 50

Assessments

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

Narrative

I WAS PIC OF A COMMERCIAL HELI FLT NEAR ZZZ1. APCHING ZZZ1'S CLASS B AIRSPACE SWITCHED TO PRE-DESIGNATED DISCRETE XPONDER CODE AND TUNED APCH FOR MONITORING. KNOWING I WAS APCHING ZZZ1 FROM THE W, I SWITCHED THE GPS MODE TO MAP IN ORDER TO SEE THE PROX OF THE ACFT TO CLASS D AIRSPACE AT ZZZ. THE MAP MODE WAS NOT CURRENTLY SET-UP TO SHOW ARPTS SO I HAD TO SELECT THAT OPTION. AT THE SAME TIME, COMPANY DISPATCH PROVIDED UPDATED LNDG ZONE COORDINATES, WHICH THE PLT ENTERED. I DID NOT SEE ZZZ ON THE GPS BECAUSE OF ENTERING THE NEW COORDINATES. SHOWING APPROX 6 MI TO THE SCENE, I TUNED ACFT FM RADIO TO THE GND FREQ FOR A LNDG ZONE BRIEF WITH THE GND UNIT. SEEING AN ARPT AND REALIZING PROX TO ZZZ I QUICKLY SWITCHED TO CTAF TO CONTACT TWR. SEVERAL OTHER ACFT WERE TALKING WITH TWR AND I WAS UNABLE TO CONTACT TWR FOR IMMEDIATE CLRNC. CONCURRENTLY, GND UNIT WAS GIVING LNDG ZONE DESCRIPTION TO AIRCREW AND I WAS VISUALLY LOOKING OUTSIDE FOR LNDG ZONE. AT THE TIME I SPOTTED AN AIRPLANE TURNING ON AN EXTENDED R BASE FOR RWY XX AND TURNED SW TO AVOID. AT THIS TIME I WAS SPEAKING WITH ZZZ TWR GIVING POS RPT AND MISSION INFO. CLRNC WAS GIVEN AND CONTINUED TO THE LNDG ZONE. CAUSAL FACTORS LEADING UP TO THIS INCIDENT: I WAS WORKING AT A DIFFERENT HOME BASE FOR THE FIRST TIME, TASK SATURATION INFLT, LOSS OF SITUATIONAL AWARENESS. A HIGHER LEVEL OF PLANNING PRIOR TO DEPARTING, DELEGATING MORE DUTIES TO AIRCREW, AND CONTACTING ZZZ SOONER WOULD HAVE HELPED AVOID THIS SIT. I DEBRIEFED THE AIRCREW DURING POSTFLT.

Synopsis

PLT OF AS55 EXPERIENCES NMAC NEAR BVI, AFTER AN UNAUTH ENTRY OF CLASS D AIRSPACE.

ACN: 623890

Time / Day

Date : 200407
Day : Sun
Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.MSL.Single Value : 2000

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Controlling Facilities.TRACON : ZZZ.TRACON
Operator.Common Carrier : Air Taxi
Make Model Name : Jet Ranger/Kiowa/206
Operating Under FAR Part : Part 135
Mission : Ambulance
Navigation In Use.Other : Pilotage
Flight Phase.Cruise : Level
Flight Phase.Descent : Approach
Route In Use.Arrival : VFR

Component : 1

Aircraft Component : Cowling/Nacelle Fasteners, Latches

Person : 1

Affiliation.Company : Air Taxi
Function.Flight Crew : Single Pilot
Qualification.Pilot : Commercial
Qualification.Pilot : Instrument
Experience.Flight Time.Last 90 Days : 64
Experience.Flight Time.Total : 2927.4
Experience.Flight Time.Type : 465.7
ASRS Report : 623890

Person : 2

Affiliation.Company : Air Taxi
Function.Other Personnel.Other

Person : 3

Affiliation.Government : FAA
Function.Controller : Approach

Events

Anomaly.Aircraft Equipment Problem : Critical
Anomaly.Other Anomaly.Other
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.None Taken : Anomaly Accepted
Resolatory Action.Other
Consequence.Other

Assessments

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

Narrative

ACFT, A BELL 206L, WAS FLYING A HOSPITAL-TO-HOSPITAL PATIENT XFER MEDICAL EVAC FLT. THE ACFT WAS IN THE CLASS B AIRSPACE UNDER RADAR CTL AT APPROX 2000 FT MSL PREPARING FOR LNDG AT ZZZ HOSPITAL. THE ACFT STARTED A 1-TO-1 LATERAL VIBRATION AND THE PIC IMMEDIATELY INITIATED AN INFLT FLT CTLS CHK TO ASSESS THE CONTINUED 'FLY ABILITY' OF THE ACFT. AFTER COMPLETION OF THE FLT CTLS CHK AND A SCAN OF ALL FLT INSTS IT WAS DETERMINED THAT THE PLT HAD FULL COMMAND AUTH IN ALL AXIS OF FLT. THE PIC MADE THE DECISION TO CONTINUE HIS APCH TO THE HOSPITAL HELIPAD. SHORTLY AFTER THIS TRANSPIRED THE MEDICAL CREW IN THE REAR CABIN AREA RPTED A 'LOUD POP' AND AT THIS TIME THERE WAS AN IMMEDIATE REASSESSMENT OF ACFT CTLS AND INSTS. THE RESULTS BEING FULL COMMAND AUTH IN ALL FLT AXIS AND NORMAL INST INDICATIONS BUT THE LOSS OF THE LATERAL 1-TO-1 VIBRATIONS. LNDG WAS COMPLETED TO THE HOSPITAL HELIPAD WITHOUT ANY FURTHER INCIDENT. UPON LNDG AND THE EXIT OF THE MEDICAL CREW FROM THE REAR CABIN AREA, THEY NOTIFIED THE PLT THAT THE L SIDE DOOR OF THE ENG COWLING WAS NO LONGER ATTACHED TO THE ACFT. THE PIC COMPLETED A POSTFLT INSPECTION FOR ANY FURTHER DAMAGE. THE RESULT OF THE POSTFLT INSPECTION WAS ONLY 2 SCRATCHES IN THE ACFT'S PAINT JOB.

Synopsis

VIBRATIONS AND A LOUD SOUND FROM THE SIDE OF A BELL 206 CREATE THE NEED FOR THE PLT TO PERFORM A FLT CTL CHK PRIOR TO CONTINUING THE LNDG AT A HOSPITAL.

ACN: 621217

Time / Day

Date : 200406
Day : Sat
Local Time Of Day : 0001 To 0600

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.MSL.Single Value : 1300

Environment

Flight Conditions : Marginal
Weather Elements.Other
Light : Night

Aircraft : 1

Controlling Facilities.TRACON : ZZZ.TRACON
Operator.Common Carrier : Air Taxi
Make Model Name : Jet Ranger/Kiowa/206
Operating Under FAR Part : Part 135
Mission : Ambulance
Flight Phase.Cruise : Level

Person : 1

Affiliation.Company : Air Taxi
Function.Flight Crew : Captain
Function.Oversight : PIC
Qualification.Pilot : Commercial
Qualification.Pilot : Instrument
Experience.Flight Time.Last 90 Days : 45
Experience.Flight Time.Total : 4800
Experience.Flight Time.Type : 1200
ASRS Report : 621217

Person : 2

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

Person : 3

Affiliation.Government : FAA
Function.Controller : Approach

Events

Anomaly.Inflight Encounter : VFR In IMC
Anomaly.Inflight Encounter : Weather
Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Controller : Provided Flight Assist
Consequence.FAA : Reviewed Incident With Flight Crew

Assessments

Problem Areas : Flight Crew Human Performance
Problem Areas : Weather

Narrative

ENRTE, ENCOUNTERED UNFORECASTED WX AND INADVERTENTLY ENTERED IMC CONDITIONS. WAS ABLE TO CLB TO 2500 FT MSL AND GET VFR OVER TOP. I WAS ABLE TO CONTACT APCH, UPDATE WX AND REQUEST RADAR VECTORS FOR AN ASR APCH. UNABLE TO GET AN ASR APCH AND REQUESTED RADAR VECTORS TO VFR CONDITIONS. GIVEN A HDG OF 020 DEGS AND WAS ABLE TO BREAK OUT INTO VFR CONDITIONS 20 MI S OF THE FIELD. WHAT CAUSED THE PROB WAS THE REDUCTION OF LIGHTED SURFACE REFS ONCE I HAD LEFT THE CITY AREA. THERE ARE A LOT OF BLACK HOLE AREAS OUT THERE IN THE RURAL AREAS THAT ARE DANGEROUS. GOT TO ALWAYS BE ONE STEP AHEAD OF THE GAME AND HAVE SEVERAL CONTINGENCY PLANS AVAILABLE AND READY TO EXECUTE.

Synopsis

BELL 206 PLT INADVERTENTLY FLIES INTO IMC ON NIGHT FLT OVER UNLIT RURAL AREA.

ACN: 620044

Time / Day

Date : 200406
Day : Sat

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.MSL.Single Value : 3500

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Controlling Facilities.TRACON : ZZZ.TRACON
Operator.Common Carrier : Air Taxi
Make Model Name : MBB-BK 117A-1
Operating Under FAR Part : Part 135
Mission : Ambulance
Navigation In Use.Other : Pilotage
Flight Phase.Cruise : Level

Component : 1

Aircraft Component : Powerplant Lubrication System

Person : 1

Affiliation.Company : Air Taxi
Function.Flight Crew : Single Pilot
Qualification.Pilot : ATP
Experience.Flight Time.Last 90 Days : 50
Experience.Flight Time.Total : 7500
Experience.Flight Time.Type : 90
ASRS Report : 620044

Person : 2

Affiliation.Government : FAA
Function.Controller : Approach

Events

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

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

Assessments

Problem Areas : Aircraft

Problem Areas : Flight Crew Human Performance

Narrative

WHILE IN THE FINAL PHASES OF A PAX XFER FROM ZZZ1 TO ZZZ2 AT 3500 FT MSL, ENG OIL PRESSURE ON THE #1 ENG BEGAN TO FLUCTUATE FROM ZERO BAR TO +4.0 BAR. I NOTIFIED CABIN CREW THAT I MAY BE REQUIRED TO SHUT DOWN THE #1 ENG. I NOTIFIED ZZZ APCH OF THE SIT AND THE REQUIREMENT TO DIVERT TO ZZZ. I DECLARED AN EMER AND REQUESTED CRASH RESCUE BE ON STANDBY AT ZZZ. THERE WERE NO TORQUE DEVS, NOR ILLUMINATION OF THE 'ENG OIL 1 P' LIGHT. AS THE FLUCTUATIONS DID NOT SUBSIDE, I UTILIZED THE PLT'S EMER CHKLIST TO CONFIRM AND PERFORM THE EMER ENG SHUTDOWN. AFTER IDENTING AND RETARDING #1 TO IDLE THE FLUCTUATIONS CEASED AND STABILIZED AT +2.0 BAR. AFTER MAKING LANDFALL THE #1 ENG WAS SECURED, AND A LNDG WAS MADE ON THE 24 RWY AT ZZZ.

Synopsis

LOSS OF OIL PRESSURE IN #1 ENG FORCES AN INFLT SHUTDOWN AND DIVERSION TO ANOTHER ARPT FOR PLT OF BK117.

ACN: 619323

Time / Day

Date : 200405
Day : Thu
Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.AGL.Bound Lower : 0
Altitude.AGL.Bound Upper : 10

Environment

Flight Conditions : VMC
Light : Dusk

Aircraft : 1

Operator.Common Carrier : Air Taxi
Make Model Name : MBB-BK 117A-1
Operating Under FAR Part : Part 135
Mission : Ambulance
Flight Phase.Ground : Parked
Flight Phase.Ground : Taxi
Flight Phase.Ground.Other
Flight Phase.Landing : Roll

Component : 1

Aircraft Component : Helicopter Control Systems

Person : 1

Affiliation.Company : Air Taxi
Function.Flight Crew : Single Pilot
Qualification.Pilot : ATP
Experience.Flight Time.Last 90 Days : 54
Experience.Flight Time.Total : 15500
Experience.Flight Time.Type : 3200
ASRS Report : 619323

Person : 2

Affiliation.Company : Air Taxi
Function.Observation : Passenger
Function.Other Personnel.Other

Person : 3

Affiliation.Company : Air Taxi
Function.Observation : Passenger
Function.Other Personnel.Other

Events

Anomaly.Conflict : Ground Critical
Anomaly.Non Adherence : Company Policies
Anomaly.Non Adherence : Published Procedure
Anomaly.Other Anomaly.Other
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Landed As Precaution
Resolatory Action.Flight Crew : Rejected Takeoff
Consequence.Other : Company Review

Assessments

Problem Areas : Company
Problem Areas : Flight Crew Human Performance

Narrative

THE FLT CREW AND MYSELF HAD JUST COMPLETED DELIVERING A PATIENT. I COMPLETED THE SHUTDOWN AND EXITED THE ACFT. WE (ACFT #1) WERE THEN DISPATCHED TO ZZZ1. I CLBED BACK INTO THE ACFT AND BEGAN THE START PROCS GETTING #1 ENG ON LINE AT IDLE. I RECEIVED A PAGE CANCELING OUR RESPONSE TO ZZZ1. SHUTTING DOWN THE ENG JUST STARTED, I NOTICED MY CREW APCHING THE ACFT. ONCE AGAIN I BEGAN AND COMPLETED THE START PROC GETTING BOTH ENGS ON LINE AND COMPLETING THE CHKS. I ADVANCED THE THROTTLES TO 100%, DID A PREFLT CHK ENG INSTS IN THE GREEN, MASTER CAUTION DOOR LIGHT ON, THROTTLES FULL FORWARD. I BEGAN AND CONTINUED TO PULL PITCH. ABOUT 10 FT IN THE AIR, I SAW THE PARAMEDIC OUT MY R DOOR. OUT THE L FRONT, I SAW THE FLT NURSE. I HAD STARTED A R YAW TO GET THE NOSE INTO THE WIND. I IMMEDIATELY STOPPED AND LANDED THE ACFT. THE CREW SECURED THE EQUIP AND CLOSED THE REAR DOORS. THEY THEN BOARDED AND WE WENT OVER WHAT HAD JUST OCCURRED. I CHKED WITH THE CREW TO SEE IF THERE HAD BEEN ANY INJURIES OR DAMAGE CAUSED BY THIS EVENT. THE CREW ASSURED ME NO INJURIES OR ACFT DAMAGE HAD OCCURRED AND WERE PREPARED TO CONTINUE. WE THEN DID A NORMAL TKOF CHK WITH ME CHALLENGING THE CREW ABOUT BELTS AND DOORS AND THEM ANSWERING SECURE AND REFERRING TO OBSTACLES AROUND THE ACFT. WE THEN WENT TO FUEL AND I DOUBLECHKED THE ACFT FOR DAMAGE. NO DAMAGE WAS FOUND ON THE ACFT.

Synopsis

BK117 PLT LAUNCHES HELI TO A HOVER BEFORE EMS CREW IS ABLE TO BOARD.

ACN: 618770

Time / Day

Date : 200405
Day : Sun
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
Make Model Name : EC 135
Operating Under FAR Part : Part 135
Mission : Ambulance

Aircraft : 2

Flight Phase.Landing : Roll
Flight Phase.Landing.Other

Component : 1

Aircraft Component : Helicopter Control Systems

Person : 1

Function.Flight Crew : Single Pilot
Qualification.Pilot : ATP
Qualification.Pilot : CFI
Qualification.Pilot : Instrument
Qualification.Pilot : Multi Engine
Experience.Flight Time.Last 90 Days : 50
Experience.Flight Time.Total : 2000
Experience.Flight Time.Type : 67
ASRS Report : 618770

Person : 2

Affiliation.Government : FAA
Function.Controller : Local

Person : 3

Function.Flight Crew : Load Master

Events

Anomaly.Aircraft Equipment Problem : Critical
Anomaly.Cabin Event : Passenger Illness
Anomaly.Conflict : Ground Less Severe
Anomaly.Ground Encounters.Other
Anomaly.Non Adherence : Clearance
Anomaly.Other Anomaly
Anomaly.Other Anomaly : Unstabilized Approach
Anomaly.Other Spatial Deviation
Independent Detector.Aircraft Equipment.Other Aircraft Equipment : RPM Warning
Independent Detector.Other.ControllerB : 2
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Controller : Issued Advisory
Resolatory Action.Flight Crew : Landed In Emergency Condition
Resolatory Action.Flight Crew : Returned To Intended or Assigned Course
Consequence.FAA : Reviewed Incident With Flight Crew

Assessments

Problem Areas : Aircraft
Problem Areas : Flight Crew Human Performance

Narrative

AFTER LOADING, I TOOK OFF AND NOTICED THAT I NEEDED TO PULL MAX TORQUE AVAILABLE TO GET OUT OF THE HELIPAD. I THOUGHT IT WAS UNUSUAL EVEN TAKING INTO ACCOUNT THE TEMP OF THE DAY AND THE WIND DIRECTION. THIS WAS OUTSIDE MY COMFORT ZONE. I INFORMED THE ORIENTEE THAT AFTER THIS MISSION WE WOULD BE UNABLE TO TAKE HIM DUE TO THE TOTAL WT OF THE ACFT. THE APCH INTO THE HOSPITAL TOOK EXTRA VIGILANCE BECAUSE I KNEW WE WERE HVY. THE APCH WAS UNEVENTFUL EXCEPT THE LAST 100 FT I WAS IN THE RED ON THE TORQUE READOUT. ON DEP, AGAIN I WAS IN MAX TORQUE LIMITS. I WAS CLRED TO LAND ON RWY 13 AND HOLD SHORT OF RWY 28. I WAS ON A 150 DEG HDG AND CUT THE CORNER OF THE RWY TO STOP N OF THE INTXN OF RWY 28 AND RWY 13. THE WINDS WERE APPROX 180-190 DEGS ACCORDING TO THE WINDSOCK. I INITIATED MY APCH BY REDUCING COLLECTIVE WITH A LITTLE AFT CYCLIC. NEXT, I NOTICED A MASTER CAUTION LIGHT AND THE RPM LIGHT ON AND A GONG. I CHKED THE ROTOR GAUGE AND SAW THE ROTOR WAS OVERSPDING. MY REACTION WAS TO ADD FORWARD CYCLIC AND PULL IN COLLECTIVE. THE ROTOR CAME BACK WITHIN LIMITS BUT THE ACFT CONTINUED TO DSND AND ACCELERATE. DURING THIS TIME, TWR CALLED AND ASKED IF I KNEW I WAS TO HOLD N OF RWY 28. I DO NOT RECALL RESPONDING. WITH THE ACFT DSNDING AND ACCELERATING, I KNEW I WAS GOING TO OVERSHOOT RWY 28 WITH AN ACFT TAKING OFF. I TURNED TO THE L BECAUSE I SAW MORE OPEN GND HOPING THE ACFT WOULD BEGIN TO LEVEL OUT AND CLB. BUT IT DIDN'T. I CONTINUED TO PULL COLLECTIVE AND I KNEW THE ACFT WAS GOING TO HIT THE GND. I INFORMED THE CREW THAT WE WERE GOING TO LAND HARD AND COMMITTED TO A RUN ON LNDG. THE ACFT STUCK HARD BUT LEVEL AT ABOVE 40 KTS.

Synopsis

EC135 PLT EXPERIENCES UNUSUAL TORQUE REQUIREMENTS AND PERFORMS A RUN-ON LNDG WITH HARD IMPACT.

ACN: 618678

Time / Day

Date : 200405
Day : Thu
Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.MSL.Single Value : 1800

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Controlling Facilities.Tower : ZZZ.Tower
Operator.Common Carrier : Air Taxi
Make Model Name : Helicopter
Operating Under FAR Part : Part 135
Mission : Ambulance
Flight Phase.Climbout : Intermediate Altitude
Route In Use.Departure : VFR

Aircraft : 2

Controlling Facilities.Tower : ZZZ.Tower
Make Model Name : Beechcraft, Beech Aircraft Corp Undifferentiated or Other Model
Operating Under FAR Part : Part 91
Flight Phase.Cruise : Level

Person : 1

Affiliation.Company : Air Taxi
Function.Flight Crew : Single Pilot
Qualification.Pilot : ATP
Qualification.Pilot : Instrument
Qualification.Pilot : Multi Engine
Experience.Flight Time.Last 90 Days : 60
Experience.Flight Time.Total : 7000
Experience.Flight Time.Type : 4000
ASRS Report : 618678

Person : 2

Function.Flight Crew : Single Pilot

Person : 3

Affiliation.Government : FAA
Function.Controller : Local

Events

Anomaly.Conflict : NMAC
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Took Precautionary Avoidance Action
Miss Distance.Horizontal : 400
Miss Distance.Vertical : 0

Assessments

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

Narrative

CALLED ZZZ TWR WHEN TAKING OFF FROM ZZZ HELIPAD. DEPARTED TO NW WITH A L TURN TO THE S. ADVISED TWR OF DIRECTION OF FLT. ABOUT 1-2 MINS AFTER DEP, LOOKED OUT AT 2 O'CLOCK POS, TO SEE A V-TAIL BONANZA'S AT THE SAME ALT, OPPOSITE DIRECTION. TFC WAS NEVER ISSUED FOR EITHER ACFT UNTIL THAT TIME. IF I HAD MADE THE L TURN A FEW SECONDS LATER, IT WOULD PROBABLY HAVE BEEN A MIDAIR.

Synopsis

A HELI PLT HAS A CLOSE ENCOUNTER WITH A V-TAIL BONANZA WHILE IN ZZZ TWR'S AIRSPACE.

ACN: 617427

Time / Day

Date : 200405
Day : Sun
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 Taxi
Make Model Name : MBB-BK 117A-1
Operating Under FAR Part : Part 135
Mission : Ambulance
Navigation In Use.Other : Pilotage
Flight Phase.Cruise : Level
Route In Use.Arrival : VFR
Route In Use.Departure : VFR
Route In Use.Enroute.Other

Component : 1

Aircraft Component : Engine

Person : 1

Affiliation.Company : Air Taxi
Function.Flight Crew : Single Pilot
Qualification.Pilot : Instrument
Qualification.Pilot : Multi Engine
Experience.Flight Time.Last 90 Days : 60
Experience.Flight Time.Total : 5600
Experience.Flight Time.Type : 30
ASRS Report : 617427

Person : 2

Affiliation.Company : Air Taxi
Function.Other Personnel.Other

Events

Anomaly.Aircraft Equipment Problem : Critical
Anomaly.Non Adherence : Company Policies

Anomaly.Other Anomaly.Other
Independent Detector.Aircraft Equipment.Other Aircraft Equipment : Chip Indicator
Light
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Diverted To Another Airport
Consequence.Other

Assessments

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

Narrative

I DEPARTED A RURAL COMMUNITY WITH 2 FLT NURSES AND 1 PATIENT FOR A LCL HOSPITAL. APPROX 15 MINS INTO THE FLT, ENG #2 CHIP LIGHT ILLUMINATED. I ACTIVATED THE CHIP PULSE SWITCH 3 TIMES TO TURN OFF ANY FUZZ ON THE CHIP DETECTOR. STILL, THE CAUTION LIGHT REMAINED ILLUMINATED. I CONSULTED THE CHKLIST AND EXECUTED IT. #2 ENG WAS SECURED AND THE HELI WAS FLOWN TO A LCL ARPT AT 3000 FT. THE LNDG WAS UNEVENTFUL AND THE PATIENT WAS TRANSPORTED BY AMBULANCE TO THE HOSPITAL. AN EMER WAS NOT DECLARED SINCE I DEEMED IT UNNECESSARY. THE FLT AND LNDG WERE CONDUCTED SAFELY WITHOUT CREATING A HAZARD TO ANY PAX, PROPERTY, OR PEOPLE ON THE GND. ZZZ WAS THE CLOSEST ARPT AT THE TIME OF THE INCIDENT. HOWEVER, I WAS REQUIRED TO FLY 5 MI ACROSS OPEN WATER. LIFE VESTS WERE AVAILABLE TO ALL PAX ON BOARD THE HELI. CORRECTIVE ACTION: I FEEL VERY CONFIDENT ABOUT MY DECISIONS, AS IN THE ACTION OF NOT DECLARING AN EMER, AND FLYING OVERWATER ON 1 ENG. THAT IS OF COURSE UNTIL SOMEBODY CONVINCES ME OTHERWISE. I'M ALWAYS OPEN FOR SUGGESTIONS.

Synopsis

PLT OF BK117 HELI EXPERIENCES CHIP DETECTOR WARNING. SHUTS DOWN 1 OF 2 ENGS AND PROCEEDS TO NEAREST SUITABLE ARPT.

ACN: 610510

Time / Day

Date : 200403
Day : Sat
Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.MSL.Single Value : 1200

Environment

Flight Conditions : VMC
Light : Night

Aircraft : 1

Controlling Facilities.TRACON : ZZZ.TRACON
Make Model Name : MBB-BK 117A-1
Operating Under FAR Part : Part 135
Mission : Ambulance
Flight Phase.Cruise : Level
Route In Use.Approach : Instrument Precision

Person : 1

Affiliation.Company : Air Taxi
Function.Flight Crew : Captain
Function.Oversight : PIC
Qualification.Pilot : CFI
Qualification.Pilot : Commercial
Qualification.Pilot : Instrument
Qualification.Pilot : Multi Engine
Experience.Flight Time.Last 90 Days : 40
Experience.Flight Time.Total : 7750
Experience.Flight Time.Type : 200
ASRS Report : 610510

Person : 2

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

Person : 3

Affiliation.Other : Personal
Function.Observation : Passenger

Person : 4

Affiliation.Government : FAA
Function.Controller : Approach

Events

Anomaly.Inflight Encounter : VFR In IMC
Anomaly.Inflight Encounter : Weather
Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.ControllerA : 4
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Controller : Issued New Clearance
Resolatory Action.Controller : Provided Flight Assist
Resolatory Action.Flight Crew : Declared Emergency
Resolatory Action.Flight Crew : Exited Adverse Environment
Consequence.Other : Company Review

Assessments

Problem Areas : Flight Crew Human Performance
Problem Areas : Weather

Narrative

I WAS TRANSPORTING A PATIENT TO A LCL HOSPITAL IN ZZZ WHEN I ENCOUNTERED, INADVERTENT IMC CONDITIONS. PER COMPANY POLICY, I CONTACTED APCH CTL, ADVISED THEM OF MY SIT, DECLARED AN EMER, AND REQUESTED RADAR VECTORS FOR AN ILS APCH. THE CTLR WAS EXTREMELY HELPFUL AND THE FLT CONTINUED TO THE ARPT WITHOUT ANY PROBS. THE ARPT WAS VFR UPON ARR, BUT THE AREA W OF THE ARPT WAS CERTAINLY BELOW VFR MINIMUMS. PRIOR TO ACCEPTING THE FLT, I CHKED BOTH THE CURRENT AND FORECAST WX FOR THE AREA AND FELT THAT THE FLT COULD BE MADE SAFELY.

Synopsis

A BK117 MEDEVAC PLT ENCOUNTERED IMC DURING A VFR FLT IN ZZZ'S AIRSPACE.

ACN: 610480

Time / Day

Date : 200403

Day : Thu

Place

Locale Reference.Special Use Airspace : ZZADIZ.OtherSUA

State Reference : US

Altitude.MSL.Single Value : 1000

Aircraft : 1

Controlling Facilities.TRACON : ZZZ.TRACON

Operator.Common Carrier : Air Taxi

Make Model Name : Helicopter

Operating Under FAR Part : Part 135

Mission : Ambulance

Flight Phase.Cruise : Level

Person : 1

Affiliation.Company : Air Taxi

Function.Flight Crew : Single Pilot

Qualification.Pilot : Commercial

Qualification.Pilot : Instrument

Experience.Flight Time.Last 90 Days : 35

Experience.Flight Time.Total : 8500

Experience.Flight Time.Type : 225

ASRS Report : 610480

Person : 2

Affiliation.Government : FAA

Function.Controller : Approach

Person : 3

Affiliation.Government : FAA

Function.Controller : Flight Data

Function.Other Personnel : FSS Specialist

Events

Anomaly.Airspace Violation : Entry

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.None Taken : Anomaly Accepted

Consequence.FAA : Reviewed Incident With Flight Crew

Assessments

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

Situations

ATC Facility.Procedure Or Policy : ZZZ.TRACON

Narrative

WHILE TRANSPORTING A MEDICAL PATIENT TO A HOSPITAL I HAD TO GO THROUGH THE ADIZ. WE HAVE A DISCRETE SQUAWK FOR OUR MEDICAL HELI ASSIGNED TO US BY APCH TO USE ON OUR LIFEGUARD MISSIONS. I USED THIS SQUAWK FOR THE FLT THROUGH THE ADIZ AS APPROVED IN OUR LOA. WITH CLRNC INTO THE ADIZ I WAS PROCEEDING AS REQUESTED BY ATC. WHEN I CHANGED TO THE NEXT FREQ AND MADE THE CALL, I WAS TOLD TO USE A DIFFERENT FREQ. WHEN I FINALLY DID GET SOMEONE, THEY WOULD WANT TO KNOW WHERE I WAS GOING. BECAUSE OF THE HVY RADIO TFC, BY THE TIME I COULD GET THROUGH TO EXPLAIN, I WAS TOLD THAT I SHOULD BE TALKING TO SOMEONE ELSE OR SHOULD HAVE CALLED SOMEONE ELSE. BEING SINGLE PLT NAVING, WATCHING FOR OTHER ACFT (THIS IS A HIGH TFC AREA), AND TALKING ON A COUPLE OF DIFFERENT RADIOS AT THE SAME TIME CAN BE DIFFICULT. I HAD A SIMILAR PROB WHEN DEPARTING FOR HOME BASE AFTER REFUELING. THIS TIME I FILED WITH FSS AND GOT DETAILED INFO ON DEPARTING THE AREA. WHEN I CALLED TO GET MY CLRNC AND SQUAWK THEY DIDN'T HAVE THE RIGHT TAIL NUMBER. I GOT THAT CORRECTED AND WAS ASSIGNED A SQUAWK. I TOOK OFF AND STAYED IN THE DEP ARPT AREA UNTIL I HAD ESTABLISHED RADAR IDENT WITH THE ASSIGNED SQUAWK. THEN I HAD TO TELL THEM TWICE THE RTE OF MY FLT PLAN AND AGAIN THE FREQ I WAS GIVEN WAS NOT THE ONE I NEEDED TO BE ON. THIS TIME I HAD ONE OF THE CREW UP FRONT WITH ME COPYING THE INFO FROM ATC AND COULD NOT UNDERSTAND WHY THEY WERE GIVING THE WRONG FREQS. I HAVE DONE A DETAILED STUDY OF THE INFO ON OPS IN THE ADIZ AND NOW FEEL I WILL BE BETTER INFORMED AS TO HOW TO CONFRONT THIS 'ATC FROM HELL' (AS QUOTED BY ONE OF MY MEDICAL CREW).

Synopsis

HELI PLT EXPRESSED FRUSTRATION REGARDING ZZZ'S HANDLING OF HIS FLT IN THE ADIZ.

ACN: 603799

Time / Day

Date : 200312
Day : Wed
Local Time Of Day : 1201 To 1800

Place

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

Environment

Flight Conditions : VMC
Light : Dusk

Aircraft : 1

Operator.Common Carrier : Air Taxi
Make Model Name : MBB-BK 117A-1
Operating Under FAR Part : Part 135
Mission : Ambulance
Navigation In Use.Other : Pilotage
Flight Phase.Cruise : Level

Aircraft : 2

Make Model Name : S-70 Black Hawk/Night Hawk/Sea Hawk
Operating Under FAR Part : Part 91
Mission : Tactical
Flight Phase.Cruise : Holding
Flight Phase.Cruise : Level

Component : 1

Aircraft Component : GPS & Other Satellite Navigation

Person : 1

Affiliation.Company : Air Taxi
Function.Flight Crew : Captain
Function.Oversight : PIC
Qualification.Pilot : Commercial
Qualification.Pilot : Instrument
Experience.Flight Time.Last 90 Days : 36
Experience.Flight Time.Total : 7900
Experience.Flight Time.Type : 3000
ASRS Report : 603799

Person : 2

Affiliation.Government.Other
Function.Flight Crew : Captain
Function.Oversight : PIC

Person : 3

Affiliation.Government : FAA
Function.Controller : Supervisor

Events

Anomaly.Aircraft Equipment Problem : Critical
Anomaly.Airspace Violation : Entry
Anomaly.Non Adherence : Company Policies
Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.Flight CrewA : 1
Independent Detector.Other.Flight CrewB : 2
Resolatory Action.None Taken : Detected After The Fact
Consequence.FAA : Investigated
Consequence.FAA : Reviewed Incident With Flight Crew

Assessments

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

Situations

Airspace Structure.Special Use : ZZZ.OtherSUA

Narrative

I WAS THE DUTY PLT FOR AN EMS HELICOPTER SERVICE. I WAS DISPATCHED FOR A PATIENT PICK UP AT AN AREA HOSPITAL AROUND XA00. A QUICK MAP RECON SHOWED A VFR ROUTE IN AND OUT AND THE FLT WAS ACCEPTED AND LAUNCHED. THE FIRST LEG WAS UNEVENTFUL TO ZZZ1, THE SECOND LEG TO ZZZ2 IS WHERE THINGS WENT WRONG. WHEN I DIALED IN ZZZ2, WE HAD JUST TURNED INTO THE SETTING SUN AND I MIS-DIALED ZZZ3 INSTEAD. I KNEW THE HDG AND DISTANCE WERE INCORRECT SO I PICKED UP A 250-260 DEG HDG TO STAY CLEAR OF THE ADIZ AND BEGAN TO TROUBLESHOOT MY ERROR. THINGS BECAME ADDITIONALLY COMPLICATED BY A LOSS OF COMMUNICATION WITH MY DISPATCH. BETWEEN THOSE PROBS, I THOUGHT I HAD A GOOD GROUND TRACK AND HAD IDENTIFIED A LANDMARK THAT SHOWED ME ON COURSE AND CLEAR. WHEN I GOT THE PROPER ID ENTERED, IT SHOWED ME JUST N OF ZZZ. I KNEW THAT I WAS INSIDE THE 30 MILE ARC AND AT THAT POINT, I COULD SEE MY DESTINATION WHICH I KNEW WAS CLEAR SO I CONTINUED IN AND LANDED. AS I TOUCHED DOWN, A BLACKHAWK CIRCLED OVERHEAD. I CAME UP ON 121.5 AND TALKED WITH THE AIR MARSHALL AND TOLD HIM WHO I WAS AND WHAT I WAS DOING. I ASKED IF I COULD REPOSITION TO ZZZ4 TO REFUEL AND HE SAID YES. HE THEN CAME BACK AND ASKED FOR MY TAIL NUMBER, SAID HE KNEW WHO WE WERE AND WHAT WE WERE DOING, SAID GOODBYE AND LEFT THE AREA. I RETURNED TO THE HOSPITAL AND PICKED UP MY CREW AND PATIENT. THERE WAS A MESSAGE TO CALL ATC ON A LAND LINE SO I DID AND GAVE THEM MY NAME, TAIL #, ETC, AND RETURNED VIA ZZZ2. I DID TRY APCH ON THE WAY OUT BUT GOT NO RESPONSE. IN MY HASTE TO PROVIDE A QUICK RESPONSE AND TRANSPORT A SICK PATIENT EXPEDITIOUSLY, I DID NOT PLAN PREFLT AS WELL

AS I SHOULD HAVE AND I DIDN'T USE ALL OF THE RESOURCES THAT WERE AVAILABLE TO ME WHEN I HAD PROBS. WITH HINDSIGHT, I REALIZE THAT APCH CTL COULD HAVE HELPED ME IMMENSELY, AND IF I HAD THE SAME FLT TOMORROW I WOULD HANDLE IT VERY DIFFERENTLY AND USE OF ALL THOSE RESOURCES.

Synopsis

SINGLE PLT OF BK117C HELO ON A LIFEGUARD FLT PENETRATES AN ADIZ WHEN HE FAILS TO PROGRAM HIS NAV EQUIP FOR THE APPROPRIATE DEST.

ACN: 603747

Time / Day

Date : 200312
Day : Sun
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.MSL.Single Value : 1300

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Controlling Facilities.TRACON : ZZZ.TRACON
Operator.Common Carrier : Air Taxi
Make Model Name : Bell Helicopter Textron Undifferentiated or Other Model
Operating Under FAR Part : Part 135
Mission : Ambulance
Flight Phase.Cruise : Level

Aircraft : 2

Controlling Facilities.TRACON : ZZZ.TRACON
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
Mission : Passenger
Flight Phase.Descent : Approach

Person : 1

Affiliation.Company : Air Taxi
Function.Flight Crew : Single Pilot
Qualification.Pilot : Commercial
Qualification.Pilot : Instrument
Qualification.Pilot : Multi Engine
Experience.Flight Time.Last 90 Days : 80
Experience.Flight Time.Total : 4500
ASRS Report : 603747

Person : 2

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

Person : 3

Affiliation.Government : FAA
Function.Controller : Approach

Person : 4

Affiliation.Government : FAA
Function.Controller : Local

Events

Anomaly.Conflict : Airborne Less Severe
Independent Detector.Aircraft Equipment : TCAS
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Took Evasive Action
Miss Distance.Vertical : 1000

Assessments

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

Narrative

I WAS THE PLT OF AN EMS HELI ENRTE FROM A SCENE CALL NW OF ZZZ AND UNDERNEATH THE APCH PATHS OF RWYS XXL&R (ZZZ). I WAS SWITCHED TO THE ZZZ FINAL CTLR FOR WY XXL&R AND HEARD MY CALLSIGN, X ACKNOWLEDGED. TFC WAS HVY AND THE CTLR WAS BUSY SO I COULDN'T GET A CALL IN BTWN HIS TFC CALLS AFTER MY INITIAL CALL. I STAYED AT 1300 FT MSL TO AVOID THE 1800 FT FLOOR OF THE CLASS B AIRSPACE AROUND ZZZ AND WAITED FOR THE FINAL CTLR TO CALL OUT TFC TO ME LIKE THEY NORMALLY DO. WE WORK WITH ATC AROUND ZZZ EVERY DAY. I SAW AN MD80 APCHING FROM THE L AND KEPT MY DISTANCE AND VERT SEPARATION (I ESTIMATE 1000 FT) FROM THE MD80. I NEVER SAW A REASON FOR THE MD80 TO WAVE-OFF, BUT LATER I WAS TOLD BY THE ATC SUPVR AT ZZZ THAT THE MD80 HAD WAVED OFF DUE TO A TCASII ALERT. THE CTLR FINALLY DID COME UP AND RECOMMEND A SWITCH TO TWR AND SAID SOMETHING GARBLED AND UNREADABLE ABOUT CLASS B AIRSPACE. I SWITCHED TO TWR, CALLED THE TFC I SAW APCHING RWY YY AND PROCEEDED TO THE HOSPITAL. HAD THE CTLR ASKED ME TO TURN E FOR TFC AVOIDANCE I WAS PREPARED TO ASK FOR A DIRECT RTE TO THE HOSPITAL BECAUSE OF THE CRITICAL NATURE OF THE PATIENT. IF I WERE FACED WITH THE SAME SIT AGAIN, I WOULD BREAK INTO THE CTLR'S TFC CALLS TO OTHER ACFT, ASK FOR A DIRECT PATH TO THE HOSPITAL, AND EXPLAIN THAT THE PATIENT ONBOARD WAS DYING. POSSIBLE SOLUTIONS FOR FUTURE INCIDENTS LIKE THIS INVOLVING EMS HELIS ARE TO MOVE BEYOND 'PRIORITY HANDLING' AND 'LIFEGUARD' PREFIXES TO CALL SIGNS, AND USE 'TRAUMA' OR 'CRITICAL PATIENT' PREFIXES WHEN THE PATIENT IS LITERALLY DYING AND EVERY MINUTE DELAYED FROM A HOSPITAL EMER ROOM IS CRITICAL TO THE PATIENT'S SURVIVAL. 3 CIRCUMSTANCES HAPPENED TO MEET AT THE SAME PLACE AND TIME -- AN MD80 ON FINAL APCH, A VERY BUSY ATC CTLR DURING A 'PUSH,' AND AN EMS HELI WITH A VERY CRITICAL PATIENT ON BOARD TRYING TO GET TO A TRAUMA CTR.

Synopsis

EMS HELI EXPERIENCES POTENTIAL CONFLICT AT ZZZ WHILE TRYING TO TRANSIT AREA.

ACN: 595979

Time / Day

Date : 200310
Day : Thu
Local Time Of Day : 1801 To 2400

Place

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

Environment

Flight Conditions : VMC
Light : Night

Aircraft : 1

Controlling Facilities.Tower : ZZZ.Tower
Operator.Common Carrier : Air Taxi
Make Model Name : Skyhawk 172/Cutlass 172
Operating Under FAR Part : Part 135
Mission : Ambulance
Flight Phase.Descent : Approach
Route In Use.Approach : Straight In
Route In Use.Approach : Traffic Pattern
Route In Use.Arrival : VFR

Aircraft : 2

Controlling Facilities.Tower : ZZZ.Tower
Make Model Name : PA-31 Navajo Chieftan/Mojave/Navajo T1020
Flight Phase.Descent : Approach
Route In Use.Approach : Traffic Pattern

Person : 1

Affiliation.Company : Air Taxi
Function.Flight Crew : Single Pilot
Qualification.Pilot : Commercial
Qualification.Pilot : Instrument
Qualification.Pilot : Multi Engine
Qualification.Pilot : Private
Experience.Flight Time.Last 90 Days : 90
Experience.Flight Time.Total : 1150
Experience.Flight Time.Type : 1100
ASRS Report : 595979

Person : 2

Function.Observation : Passenger
Function.Other Personnel.Other

Person : 3

Affiliation.Government : FAA
Function.Controller : Local

Events

Anomaly.Airspace Violation : Entry
Anomaly.Conflict : Airborne Less Severe
Anomaly.Non Adherence : FAR
Independent Detector.Other.ControllerA : 3
Resolatory Action.Controller : Issued Advisory
Resolatory Action.Controller : Issued New Clearance
Resolatory Action.Controller : Separated Traffic
Resolatory Action.Flight Crew : Became Reoriented
Consequence.FAA : Reviewed Incident With Flight Crew

Assessments

Problem Areas : Flight Crew Human Performance

Narrative

I WAS FLYING A MISSION TO PICK UP A PATIENT IN ZZZ3, AND BRING HER TO ZZZ2. FOR ALMOST 2 HRS, I STARED AT THE SUN AS THE SUN SET, WHICH MAY HAVE HAD MORE EFFECT THAN I REALIZED AT THE TIME, AS WELL AS THE FACT THAT I HAD FLOWN ABOUT 6 HRS TOTAL AT THE TIME OF THE INCIDENT AND HAD BEEN UP FOR 12 HRS. WHEN I WAS ABOUT 5 MI FROM ZZZ2, APCH CLRED ME TO SWITCH FREQS TO TALK ON CTAF. AFTER I LANDED, I ASKED THE PATIENT TO DIRECT ME TO WHERE HER FAMILY WOULD PICK HER UP. SHE SEEMED CONFUSED. I TOOK THE FIRST TXWY TO THE L WHICH HAD A SIGN POINTING THE WAY TO THE FBO. AS I WAS TAXIING TO THE FBO, THE PATIENT SAID, 'WE ARE AT THE WRONG ARPT. I TOLD MY KIDS TO PICK ME UP AT THE OTHER ONE.' SHE EVENTUALLY BECAME CONVINCED THAT ZZZ WAS SUPPOSED TO BE OUR DEST. I LOOKED AT MY IFR CHARTS AND AT THE ILS #1 PLATE FOR ZZZ. I OBVIOUSLY DID NOT STUDY THE PLATE CLOSELY ENOUGH BECAUSE I SAW THE UNICOM FREQ AND CONSIDERED THAT IT TOO WAS AN UNCTLED FIELD. WE TOOK OFF TOWARD ZZZ. I IMMEDIATELY BEGAN CALLING OUT MY RANGE AND INTENTIONS ON THE UNICOM FREQ. AT ABOUT 2.5 MI OUT ON FINAL, A VOICE CAME ON THE RADIO AND SAID 'YOU NEED TO BE ON TWR.' IT WAS AT THIS MOMENT I KNEW I HAD BLUNDERED. I IMMEDIATELY CHANGED TO TWR AND SAID, 'THIS IS ACFT X ON 2 MI FINAL. WHAT DO YOU WANT ME TO DO?' THE CTLR BROADCASTED, 'IF YOU ARE THE GUY ON FINAL, LAND!' HE TOLD A NAVAJO TO DO A 360 DEGS. TWR HAD ME LAND, DIRECTED ME TO TXWY 'X' AND THEN TO A PARKING SPOT. HE TOLD ME TO CALL THE TWR AND TO GET THE NUMBER FROM THE FBO. I RELAYED MY STORY TO HIM, BASICALLY THAT I THOUGHT I WAS COMING TO AN UNCTLED FIELD. THAT I HAD OVERLOOKED THE 'D' ON MY IFR CHART AS WELL AS THE TWR FREQ ON THE APCH PLATE, AND THAT I HAD LANDED AT ZZZ2 AND HAD THEN BEEN TOLD BY THE PAX THAT WE WERE AT THE WRONG ARPT. I REALIZED THAT I HAD MADE A MAJOR ERROR AND DID NOT DISAGREE WITH THE CTLR AT ALL. THINGS I HAVE LEARNED FROM THIS EVENT: 1) BE AWARE OF FATIGUE AND LENGTH OF AWAKE HRS COMPARED TO FLTS. 2) SLOW WAY DOWN WHEN SOMETHING OUT OF THE PLAN POPS UP, DO NOT BE RUSHED WHEN THERE IS NOT AN IMMEDIATE EMER. 3) IT NEVER HURTS TO TALK TO APCH EVEN ON SHORT FLTS. IF I HAD BEEN TALKING TO APCH AND TOLD THEM THAT WE HAD LANDED AT ONE ARPT AND THE PAX NOW THINKS HER FAMILY IS AT ANOTHER ARPT, I

MIGHT HAVE PICKED UP A CLUE WHEN THEY SWITCHED ME TO TWR FREQ, ALSO HE MIGHT HAVE COORDINATED WITH TWR AND TWR WOULD HAVE BEEN LOOKING FOR ME. 4) HAD I LOOKED AT THE VFR CHART I MIGHT HAVE HAD ANOTHER CUE TO PICK UP THE CLASS D AIRSPACE. THIS WAS A MISTAKE I HAVE NEVER MADE BEFORE IN 24 YRS OF FLYING AND WILL BE VERY DILIGENT TO NEVER MAKE AGAIN.

Synopsis

PLT OF C172 ENTERS CLASS D AND TFC PATTERN WITHOUT CLRNC. DUE TO RUSHED FLT PLANNING, PLT WAS NOT AWARE ARPT WAS TWR CTLED.

ACN: 594624

Time / Day

Date : 200309
Day : Wed
Local Time Of Day : 0001 To 0600

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.MSL.Bound Lower : 405
Altitude.MSL.Bound Upper : 2500

Environment

Flight Conditions : VMC
Light : Night

Aircraft : 1

Controlling Facilities.TRACON : ZZZ.TRACON
Controlling Facilities.Tower : ZZZ.Tower
Operator.Common Carrier : Air Taxi
Make Model Name : MBB-BK 117A-1
Operating Under FAR Part : Part 135
Mission : Ambulance
Flight Phase.Cruise : Level

Person : 1

Affiliation.Company : Air Taxi
Function.Flight Crew : Single Pilot
Qualification.Pilot : Commercial
Qualification.Pilot : Instrument
Qualification.Pilot : Multi Engine
Experience.Flight Time.Last 90 Days : 30
Experience.Flight Time.Total : 19000
Experience.Flight Time.Type : 2150
ASRS Report : 594624

Person : 2

Function.Other Personnel.Other

Person : 3

Person : 4

Affiliation.Government : FAA
Function.Controller : Approach

Person : 5

Affiliation.Government : FAA
Function.Oversight : Supervisor

Events

Anomaly.Airspace Violation : Entry
Independent Detector.Other.ControllerA : 4
Independent Detector.Other.ControllerB : 5
Resolatory Action.None Taken : Anomaly Accepted
Resolatory Action.None Taken : Detected After The Fact
Consequence.FAA : Reviewed Incident With Flight Crew

Assessments

Problem Areas : Airspace Structure
Problem Areas : FAA

Narrative

AT APPROX XA00 I RPTED FOR DUTY AS PIC OF AN EMER MEDICAL SVCS HELI (BK117) AT A MEDICAL CENTER. KNOWING THAT A TFR WAS IN EFFECT FOR A GOV OFFICIAL VISIT THE AREA, I ASKED THE PLT I WAS RELIEVING HOW IT WAS WORKING OUT, AS HE HAD JUST COMPLETED A FLT. I HAD READ THE TFR AND HAD A LOT OF PREVIOUS EXPERIENCE WITH TFR'S. IN THE PAST, A DISCRETE XPONDER CODE WAS ISSUED TO EACH EMS ACFT FOR THE DURATION OF THE TFR AND WE WOULD CALL ATC ASAP AFTER LIFTOFF FOR OUR CLRNC. THIS SAVED PRECIOUS TIME AND WAS THE SIMPLEST ARRANGEMENT FOR ALL CONCERNED. THE PLT I WAS RELIEVING INFORMED ME THAT ZZZ TRACON COULD NOT ISSUE A DISCRETE XPONDER FOR THIS OP THAT WOULD LAST LONGER THAN 3 HRS SO THE DECISION WAS MADE TO ACQUIRE THE CODE FROM ATC FOR EACH FLT. IT WAS MY UNDERSTANDING THAT THIS COULD BE DONE BY RADIO. LATER THAT MORNING, WE RECEIVED AN EMER MEDICAL REQUEST TO PROCEED TO THE SCENE OF A MOTOR VEHICLE ACCIDENT WHICH WAS LOCATED 33 NM FROM THE MEDICAL CENTER. THIS RTE OF FLT WOULD TAKE US WELL TO THE NW OF THE REGION AND OUT OF THE LIMITS OF THE TFR. UPON LIFTOFF WITH THE MEDICAL CREW ON BOARD, I CALLED ATC X FREQ AND RECEIVED AN IMMEDIATE XPONDER CODE OF XXXX AND DIRECT CLRNC TO DEST. APPROX 1/2 WAY TO THE SCENE, I WAS HANDED OFF TO Y FREQ AND PROCEEDED TO THE ACCIDENT SCENE. I ALSO CONTACTED MR X AT CTL TWR ZZZ AS THEY WERE ALONG OUR RTE OF FLT. BEFORE LNDG AT THE LNDG ZONE, I WAS ADVISED BY ATC TO KEEP THE SAME XPONDER CODE ON MY OUT AS MY INTENDED RTE OF FLT WOULD BE BACK TO MEDICAL CENTER. WE LANDED IN THE LNDG ZONE. UPON LIFTOFF FROM THE SCENE WITH THE PATIENT AND MEDICAL CREW ON BOARD, I CONTACTED ZZZ TWR AND ATC APCH AND WAS CLRED DIRECT TO MEDICAL CENTER. ON DSCNT INTO THE MEDICAL CENTER, I ADVISED ATC THAT OUR LNDG AT MEDICAL CENTER WAS ASSURED. ATC ADVISED THAT RADAR SVC WAS TERMINATED, SQUAWK VFR AND TO HAVE A NICE NIGHT. I THANKED THEM AND LANDED. I CONSIDERED THIS FLT UNEVENTFUL AND COMPLETELY ROUTINE. I WENT OFF SHIFT. I ADVISED THE ONCOMING PLT OF MY EXPERIENCE WITH ATC REGARDING THE TFR AND ALSO THAT THE TFR WOULD BE IN EFFECT A FEW MORE HRS. SHORTLY AFTER THE INCOMING PLT CAME ON SHIFT, HE RECEIVED A REQUEST TO PROCEED TO AN ACCIDENT SCENE THAT WAS IN THE SAME DIRECTION AS THE ONE THAT I HAD JUST COMPLETED. HE DID AS I HAD DONE REGARDING CALLS TO ATC. UPON HIS RETURN TO MEDICAL CENTER, HE WAS REQUESTED TO CALL THE ZZZ TRACON, WHICH HE DID. HE WAS INFORMED THAT EVERYONE

'UPSTAIRS' WAS UPSET BECAUSE HE DID NOT CALL ATC ON THE TELEPHONE PRIOR TO LIFTOFF TO RECEIVE A XPONDER CODE. HE ASSURED THEM THAT HE WOULD DO WHATEVER THEY WANTED AND IT WAS MUTUALLY DECIDED THAT FROM THERE ON WE WOULD CALL ATC BY TELEPHONE INFORMING THEM OF OUR INTENDED RTE OF FLT AND RECEIVE A XPONDER CODE EACH TIME A MISSION CAME UP EVEN THOUGH THAT WOULD COST SEVERAL VALUABLE MINS OF TIME. WITH THAT, WE THINK THE MATTER ENDED. THIS MISUNDERSTANDING COULD HAVE BEEN AVOIDED WITH BETTER COMS BTWN ALL PARTIES CONCERNED. IT RESULTED, IN MY OPINION, FROM DEVIATING FROM PREVIOUSLY ESTABLISHED PROCS WITH VIRTUALLY NO CHANGE IN THE WORDING OF THE TFR.

Synopsis

EMS HELI PLT RPTED THE PROCS TO ENTER A TFR CHANGED WHILE ON SHIFT. NO TFR WORDING WAS CHANGED, HOWEVER.

ACN: 594297

Time / Day

Date : 200309
Day : Sat
Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.MSL.Single Value : 500

Environment

Flight Conditions : VMC

Aircraft : 1

Operator.Common Carrier : Air Taxi
Make Model Name : Jet Ranger/Kiowa/206
Operating Under FAR Part : Part 135
Mission : Passenger
Flight Phase.Landing : Roll

Person : 1

Affiliation.Company : Air Taxi
Function.Flight Crew : Captain
Function.Oversight : PIC
Qualification.Pilot : Commercial
Qualification.Pilot : Instrument
Qualification.Pilot : Multi Engine
Experience.Flight Time.Last 90 Days : 60
Experience.Flight Time.Total : 3080
Experience.Flight Time.Type : 180
ASRS Report : 594297

Person : 2

Affiliation.Government.Other
Function.Other Personnel.Other

Events

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

Assessments

Problem Areas : Environmental Factor

Narrative

MY CREW AND I WERE CALLED FOR AN ACCIDENT SCENE FLT. UPON ARR AND APCH AT THE SCENE, I EXPERIENCED A WHITE-OUT SIT. AT APPROX 7 FT ABOVE THE GND, I LOST ALL VISUAL REF. A GAR WAS NOT AN OPTION AT THIS POINT. I HELD WHAT I HAD ON THE CTLS AND LANDED THE ACFT IN AN UPRIGHT POS, SLIGHTLY HARDER THAN A NORMAL LNDG WITH ABOUT 5 FT OF FORWARD MOVEMENT UPON TOUCHDOWN. THE WHITE-OUT OCCURRED DUE TO GYPSUM DUST FROM A NEIGHBORING PLANT. I SHUT THE ACFT DOWN TO CHK FOR DAMAGE, WITH A FLASHLIGHT, AND SAW NO DAMAGE. THE LCL FIRE DEPT AT MY REQUEST, HOSED DOWN THE AREA TO CTL DUST. THE FLT CONTINUED WITHOUT INCIDENT TO THE HOSPITAL, A FUEL STOP AND RETURN TO BASE. LNDG GEAR WAS FOUND TO BE DAMAGED THE FOLLOWING DAY.

Synopsis

BELL 206 EMS PLT LOST VISUAL REF WHEN GYPSUM DUST OBSCURED VISIBILITY AT AN ACCIDENT SITE. HE MADE A HARD LNDG THAT DAMAGED THE LNDG GEAR.

ACN: 592516

Time / Day

Date : 200308
Day : Wed
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.AGL.Single Value : 30

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Controlling Facilities.Tower : ZZZ.Tower
Operator.Common Carrier : Air Taxi
Make Model Name : AS 355 Twinstar
Operating Under FAR Part : Part 135
Mission : Ambulance
Flight Phase.Climbout : Initial
Flight Phase.Climbout : Takeoff
Route In Use.Departure : VFR

Aircraft : 2

Operator.Common Carrier : Air Taxi
Make Model Name : Jet Ranger Undifferentiated or Other Model
Operating Under FAR Part : Part 135
Mission : Ambulance
Flight Phase.Cruise : Level
Flight Phase.Descent : Approach
Route In Use.Arrival : VFR

Person : 1

Affiliation.Company : Air Taxi
Function.Flight Crew : Single Pilot
Qualification.Pilot : ATP
Qualification.Pilot : Commercial
Qualification.Pilot : Instrument
Qualification.Pilot : Multi Engine
Experience.Flight Time.Last 90 Days : 63.7
Experience.Flight Time.Total : 5000
Experience.Flight Time.Type : 63.7
ASRS Report : 592516

Person : 2

Function.Observation : Observer

Person : 3

Affiliation.Company : Air Taxi

Function.Flight Crew : Single Pilot

Events

Anomaly.Conflict : NMAC

Anomaly.Non Adherence : FAR

Anomaly.Non Adherence : Published Procedure

Anomaly.Non Adherence : Required Legal Separation

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Took Evasive Action

Consequence.Other : Company Review

Miss Distance.Horizontal : 100

Miss Distance.Vertical : 10

Assessments

Problem Areas : Flight Crew Human Performance

Narrative

I DROPPED OFF THE FLT CREW, MR X AND MR Y, AT THE HOSPITAL TO BEGIN PATIENT PREPARATION WHILE I WENT TO REFUEL THE ACFT AT THE ZZZ1 ARPT. WHEN I RETURNED TO ZZZ, THE WINDS WERE OUT OF THE SW AND I LANDED TO THE S. I SHUT DOWN THE ACFT AND THE CREW LOADED THE PATIENT. WHILE I WAS GOING THROUGH MY RUN-UP PROCS THE CREW INFORMED ME THAT ANOTHER HELI WAS COMING TO PICK UP A PATIENT AS WELL. I ASKED WHEN THE HOSPITAL THOUGHT THEY WOULD ARRIVE AND MR X SAID THAT THE HOSPITAL HAD NOT HEARD IF THE OTHER HELI HAD EVEN LIFTED OFF AND DID NOT KNOW WHEN THEY WOULD ARRIVE. PRIOR TO LIFTING OFF, I PERFORMED MY PRE TKOF CHKS AND CALLED OUT 'CLR L, R, AND ABOVE.' MR X RESPONDED, 'CLR L' AND MR Y RESPONDED 'CLR R.' THE ZZZ HELIPAD IS SITUATED NEXT TO THE HOSPITAL WITH MARKED WIRES ON THE S SIDE OF THE HELIPAD. THE HOSPITAL BUILDING BLOCKED MY VIEW OF MY DEP PATH WHILE ON THE HELIPAD. THE WINDS WERE STILL R QUARTERING OFF THE NOSE. AS I BEGAN TO CLB OUT OF THE HELIPAD TO THE S, AT AN ALT OF APPROX 20-30 FT, PERSON SITTING ON THE L SIDE, CALLED OUT 'ACFT COMING FAST, 9 O'CLOCK POS.' I LOOKED L AND SAW A BELL JET RANGER APCHING AT A VERY HIGH RATE OF SPD AND HDG DIRECTLY FOR THE HELIPAD WHERE IT APPEARED TO BE SETTING UP FOR A LNDG TO THE N. I IMMEDIATELY STOPPED MY TKOF. I WAS IN A CRITICAL POS WITH THE WIRES IN FRONT AND THE BUILDING TO MY L. I COULD NOT DSND BECAUSE OF THE WIRES AND BEGAN AN IMMEDIATE R TURN TO AVOID A COLLISION. THE JET RANGER CAME WITHIN 100 FT OF US WHEN IT HESITATED AND THEN BROKE L OFF OF THE APCH. I IMMEDIATELY STOPPED MY R TURN TO AVOID CLBING INTO THE NEW FLT PATH OF THE JET RANGER AND ENTERED AN OUT OF GND EFFECT HOVER WHILE WATCHING THE JET RANGER. THE JET RANGER CONTINUED TO CIRCLE TO THE W OF THE HELIPAD AND I PROCEEDED TO TAKE OFF TO THE S. THE JET RANGER HAD MADE A TIGHT TURN BEHIND US AND WAS LNDG ON THE HELIPAD AS WE WERE CLBING OUT. I NOTIFIED DISPATCH OF THE INCIDENT AND THEY IN TURN NOTIFIED OUR BASE. THE FLT CONTINUED WITHOUT FURTHER INCIDENT.

Synopsis

2 EMS HELIS HAD AN NMAC. ONE WAS DEPARTING AN ARPT HELIPAD AND THE OTHER WAS ARRIVING.

ACN: 590544

Time / Day

Date : 200308
Day : Wed
Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.MSL.Single Value : 2000

Environment

Flight Conditions : VMC
Light : Dusk

Aircraft : 1

Controlling Facilities.TRACON : ZZZ.TRACON
Controlling Facilities.Tower : ZZZ.Tower
Operator.Common Carrier : Air Taxi
Make Model Name : MBB-BK 117A-1
Operating Under FAR Part : Part 135
Mission : Ambulance
Flight Phase.Cruise : Level
Route In Use.Enroute : On Vectors

Aircraft : 2

Make Model Name : Any Unknown or Unlisted Aircraft Manufacturer

Person : 1

Affiliation.Company : Air Taxi
Function.Flight Crew : Single Pilot
Qualification.Pilot : Commercial
Qualification.Pilot : Instrument
Experience.Flight Time.Last 90 Days : 60
Experience.Flight Time.Total : 4300
Experience.Flight Time.Type : 2300
ASRS Report : 590544

Person : 2

Function.Flight Crew : Captain
Function.Oversight : PIC

Person : 3

Affiliation.Government : FAA
Function.Controller : Local

Person : 4

Affiliation.Government : FAA
Function.Controller : Approach

Events

Anomaly.Conflict : Airborne Less Severe
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.None Taken : Insufficient Time
Miss Distance.Horizontal : 300
Miss Distance.Vertical : 500

Assessments

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

Narrative

AT XA30 ENRTE TO ZZZ1 VIA ZZZ VOR AND ZZZ. RADAR CONTACT ESTABLISHED WITH ZZZ APCH AT 35 MI NE OF ZZZ2. ASKED IF I WANTED A VECTOR, I REPLIED YES. A 180 DEG VECTOR FOR ZZZ1 WAS GIVEN TO ME. I ACCEPTED. ALONG WITH THE VECTOR, I DISCONTINUED RELYING ON MY VOR AND WAS NAVING BY THE VECTOR AND PILOTAGE AND DEAD-RECKONING. I RECOGNIZED THE AREA I WAS IN, AND EVEN THOUGH I WAS UP WITH ZZZ APCH, I DIALED IN ZZZ TWR TO GIVE THEM A COURTESY CALL. WHEN I LOOKED UP FROM THE RADIO, AN ACFT WAS COMING OFF THE RWY EBOUND AT ZZZ. THE ACFT PASSED UNDERNEATH MINE. I WOULD GUESS I WAS APPROX 300 FT HORIZ AND 500 FT VERTICAL. I CALLED ZZZ APCH AND ASKED IF HE HAD POINTED OUT THE TFC TO ME, BUT I WAS NEVER TOLD 'YES' OR 'NO,' ONLY THAT THE ACFT WAS NOW N OF ME. I ASKED ZZZ TWR IF ZZZ APCH HAD POINTED ME OUT TO THEM AND THE CTLR REPLIED, 'NO.' I GAVE MY CALL SIGN TO HER AND TOLD HER WHAT MY DEST WAS IN CASE ANYTHING IS TO BECOME OF THIS.

Synopsis

BK117 PLT HAD A CONFLICT WITH ANOTHER ACFT WHILE ON VECTORS IN VMC CONDITIONS, TRANSITIONING BTWN TRACON TO TWR.

ACN: 588842

Time / Day

Date : 200307
Day : Wed
Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.AGL.Single Value : 4000

Environment

Flight Conditions : Mixed
Light : Night

Aircraft : 1

Controlling Facilities.TRACON : ZZZ.TRACON
Controlling Facilities.Tower : ZZZ.Tower
Operator.Common Carrier : Air Taxi
Make Model Name : PA-28 Cherokee Arrow IV
Operating Under FAR Part : Part 135
Mission : Ambulance
Navigation In Use.ILS.Localizer & Glide Slope : 32
Flight Phase.Descent : Approach
Route In Use.Approach : Instrument Precision
Route In Use.Arrival : On Vectors

Person : 1

Affiliation.Company : Air Taxi
Function.Flight Crew : Single Pilot
Qualification.Pilot : Instrument
Qualification.Pilot : Private
Experience.Flight Time.Last 90 Days : 17
Experience.Flight Time.Total : 350
Experience.Flight Time.Type : 26
ASRS Report : 588842

Person : 2

Function.Observation : Passenger

Person : 3

Affiliation.Government : FAA
Function.Controller : Approach

Person : 4

Affiliation.Other : Contracted Service
Function.Controller : Local

Events

Anomaly.Altitude Deviation : Excursion From Assigned Altitude
Anomaly.Non Adherence : Clearance
Anomaly.Non Adherence : Published Procedure
Anomaly.Other Anomaly
Anomaly.Other Anomaly : Unstabilized Approach
Anomaly.Other Spatial Deviation
Anomaly.Other Spatial Deviation
Independent Detector.Other.ControllerA : 4
Resolatory Action.Flight Crew : Became Reoriented
Resolatory Action.Flight Crew : Regained Aircraft Control
Resolatory Action.Flight Crew : Returned To Original Clearance

Assessments

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

Narrative

I WAS FLYING 2 LEGS OF A MEDICAL FLT FROM ZZZ TO ZZZ1 IN THE MORNING, THEN BACK FROM ZZZ1 TO ZZZ EARLY EVENING. SECOND LEG, DEPARTED AT XA30 FROM ZZZ1. ONCE OUT OF CONGESTED CLASS B AIRSPACE, HAD A FINE FLT AT 9000 FT MSL, WHICH PUT US ABOVE MOST LATE AFTERNOON CUMULUS BUILDUPS. LAST 100 NM, CEILINGS 3000-4000 FT AGL. AS WE APCHED ZZZ, WE WERE DSND TO 5000 FT, THEN VECTORS FOR ILS RWY 32, DSND TO 3000 FT MSL UNTIL ESTABLISHED. I HAD BEEN TALKING WITH PAX WHILE GENERALLY STAYING AHEAD OF AIRPLANE. AS WE DSND TO 3000 FT, I MUST HAVE BEEN DISTR, BUT THEN SENSED PLANE ACCELERATING RAPIDLY. WHEN I LOOKED AT ATTITUDE INDICATOR, PLANE WAS 20-30 DEGS NOSE DOWN AND BANKED 45-60 DEGS TO R. I LEVELED AND SLOWED AIRPLANE AND LOOKED AT GPS AND SAW I WAS 90 DEGS TO LOC AND THROUGH THE LOC BY 1/2 MI. TWR ASKED IF I WANTED VECTORS BACK FOR ANOTHER APCH. I SAID NO AND ESTABLISHED 30 DEG INTERCEPT FOR LOC AGAIN. WE HAD BROKEN OUT AND GOT VISUAL CONTACT WITH ARPT AND LANDED WITHOUT INCIDENT. I MADE 2 MAIN MISTAKES: 1) I VIOLATED MY STERILE COCKPIT ON APCH, AND 2) I DIDN'T FOCUS ON THE ATTITUDE INDICATOR WHEN ENTERING THE CLOUDS. I ATTRIBUTE THESE FAILURES OF COCKPIT DISCIPLINE ON A SENSE OF COMPLACENCY AND, TO A CERTAIN EXTENT, FATIGUE. I WAS COMPLACENT IN THINKING THAT THE FLT WAS NEARLY OVER AND WE 'JUST' HAD TO DSND THROUGH A THIN OVCST LAYER BEFORE BREAKING OUT VFR WITH ABOUT A 2000 FT CEILING. FATIGUE MAY HAVE FACTORED IN BECAUSE I HAD SLEPT ONLY A FEW HRS THE NIGHT BEFORE, PLANNING FOR THE INITIAL MORNING FLT AND WARNING ABOUT A MALFUNCTIONING MODE C XPONDER. BY THE TIME WE MADE THE EVENING RETURN ZZZ1 TO ZZZ (ANOTHER 1 HR 45 MIN FLT), IT WAS AFTER XA00 AT DEST. SO FATIGUE MAY HAVE PLAYED A FACTOR. AFTER THESE EVENTS, I RESOLVE TO DO THE FOLLOWING THINGS: 1) I WILL MAINTAIN A STERILE COCKPIT DURING ALL CRITICAL PHASES OF FLT, ESPECIALLY TKOF/DEP AND APCH/LNDG. 2) I WILL FIXATE ON PRIMARY ATTITUDE INSTS WHEN ENTERING CLOUDS AND NOT LET MYSELF BE DISTR BY SECONDARY TASKS.

Synopsis

PA28 PLT, WITH PAX, LOSES SITUATIONAL AWARENESS ON APCH TO ZZZ, IS ALERTED TO COURSE AND ALTDEV, RECOGNIZING A LOSS OF COCKPIT DISCIPLINE.

ACN: 587498

Time / Day

Date : 200307
Day : Sat
Local Time Of Day : 1201 To 1800

Place

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

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Operator.Common Carrier : Air Taxi
Make Model Name : BO105
Operating Under FAR Part : Part 135
Mission : Ambulance
Flight Phase.Climbout : Takeoff
Flight Phase.Ground : Preflight

Component : 1

Aircraft Component : Turbine Engine

Person : 1

Affiliation.Company : Air Taxi
Function.Flight Crew : Single Pilot
Qualification.Pilot : ATP
Experience.Flight Time.Last 90 Days : 30.8
Experience.Flight Time.Total : 8700
Experience.Flight Time.Type : 250
ASRS Report : 587498

Person : 2

Function.Other Personnel.Other

Person : 3

Function.Maintenance : Technician

Person : 4

Function.Other Personnel.Other

Events

Anomaly.Aircraft Equipment Problem : Critical
Anomaly.Maintenance Problem : Improper Maintenance

Anomaly.Non Adherence : Published Procedure
Independent Detector.Aircraft Equipment.Other Aircraft Equipment : LOGBOOK
ENGINE TIME RECORD
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.None Taken : Detected After The Fact
Consequence.Other

Maintenance Factors

Maintenance.Contributing Factor : Schedule Pressure
Maintenance.Performance Deficiency : Inspection
Maintenance.Performance Deficiency : Logbook Entry
Maintenance.Performance Deficiency : Non Compliance With Legal Requirements

Assessments

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

Narrative

THE AMBULANCE B PLT STATED THAT HE HAD NOT BROUGHT THE LOGBOOK UP TO DATE AND THAT HE DID NOT KNOW THE 'NEXT INSPECTION DUE' OR THE 'NEXT COMPONENT DUE' TYPES OR TIMES. I ASKED ABOUT THE STATUS OF THESE ITEMS PER THE ACFT'S STATUS SHEET. I THEN DISCOVERED THAT THE STATUS SHEET CONTAINED IN THE LOGBOOK WAS DATED JUN/SUN/03, THUS MAKING IT 13 DAYS OUT OF DATE, THE MOST CURRENT STATUS SHEET HAVING BEEN PUBLISHED BY MAINT ON JUL/WED/03. I FOUND THIS TO BE QUITE UNUSUAL, FOR THE PLT WHO WAS XFERRING HIS ACFT FOR USE BY THE BASE HAS A REPUTATION FOR BEING VERY THOROUGH. AT THIS POINT, MY PLT'S CELL PHONE RANG. IT WAS THE AMBULANCE G ACFT TECHNICIAN. I EXPLAINED TO OUR ACFT TECHNICIAN WHAT WAS GOING ON AND MY CONCERNS ABOUT THE LOGBOOK AND OUTDATED STATUS SHEET. AFTER THE MAINT SVC MGR AND THE ACFT TECHNICIAN PRESENT AT THE HELIPAD IN ZZZ1 HAD ASSURED ME THAT THE HELI WAS FLYABLE AND THAT ALL THAT WAS REQUIRED WAS AN ENG PWR CHK ENRTE, I DEPARTED WITH MY CREW FOR ZZZ. OVER ZZZ6 AT 7000 FT I PERFORMED THE REQUIRED PWR CHK ON THE #2 ENG ONLY TO DISCOVER THAT I DID NOT HAVE SUFFICIENT ROTOR RPM OR N2 TO COMPLETE THE TEST. THERE WAS NO ABILITY TO 'BEEP' SWITCH THE #2 ENG UP TO THE 100% NR OR N2 REQUIRED FOR THE TEST AND THAT ANY ATTEMPT TO PULL PWR 'DROOPED' THE SYS PARAMETERS INTO THE LOW TRANSIENT RANGE. I COULD BEEP RPM UP AND DOWN WITH BOTH ENGS OPERATING. I TRIED THE PWR CHK AGAIN OVER THE COAST AS I ATTRIBUTED THE FAILURE OF THE FIRST TEST TO HIGH DENSITY ALT AND HOT CONDITIONS. THE ACTUAL FACTOR LATER TURNED OUT TO BE AN ENG OUT OF RIGGING. THE ACFT WAS LANDED AT ZZZ AND I TRIED AGAIN TO 'BEEP' THE #2 ENG WITHOUT ANY SUCCESS. I SHUT DOWN THE ACFT AND CALLED THE ACFT OTS. DURING THE PROCESS OF THIS SCENARIO THE ACFT HAD FLOWN 4.3 HRS OVER REQUIRED INSPECTIONS: 1) I FLEW IT 1.4 HRS WHICH INCLUDED THE 2 ATTEMPTS AT MAKING PWR CHKS. 2) THE PLT I TOOK THE ACFT FROM HAD JUST COMPLETED A FLT .9 HRS IN DURATION AND HAD NOT A CLUE ABOUT THE STATUS SHEET OR THE REQUIRED NEXT INSPECTIONS/COMPONENTS DUE. 3) ANOTHER PLT HAD FLOWN THE ACFT FROM ZZZ3 TO ZZZ IN ORDER TO REPOSITION THE ACFT. I DO NOT HAVE THE LOGBOOK, BUT AM ASSUMING

APPROX .7 HRS. 4) YET ANOTHER PLT, FLEW THE ACFT FROM ZZZ4 TO ZZZ3 WITH THE REMAINING 1.3 HRS. SO, $1.4 + .9 + .7 + 1.3$ EQUALS 4.3 HRS OVER INSPECTION WITH 4 PLTS TO INCLUDE MYSELF, SEVERAL ACFT TECHNICIANS, AND MAINT SVC MGR INVOLVED IN THE PROCESS. IN BRIEF, TRUST NO ONE AND DO NOT LET THE PRESSURES OF CROWDED HELIPADS, MOVIE CREWS MAKING DEMANDS, AND BEING OUT OF YOUR SVC AREA CONTRIBUTE TO BEING 'PUSHED' INTO FLYING AN UNAIRWORTHY ACFT.

Synopsis

AN MBB BO105 HELI WAS OPERATED IN NON COMPLIANCE WHEN FLOWN 4 PT 3 HRS OVER REQUIRED PWR PLANT INSPECTION LIMITS.

ACN: 587316

Time / Day

Date : 200307
Day : Tue
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.AGL.Bound Lower : 350
Altitude.AGL.Bound Upper : 400

Environment

Flight Conditions : Marginal
Weather Elements : Thunderstorm
Light : Daylight

Aircraft : 1

Controlling Facilities.TRACON : ZZZ.TRACON
Operator.Common Carrier : Air Taxi
Make Model Name : Helicopter
Operating Under FAR Part : Part 135
Mission : Ambulance
Flight Phase.Cruise : Level
Flight Phase.Descent : Intermediate Altitude

Person : 1

Affiliation.Company : Air Taxi
Function.Flight Crew : Single Pilot
Qualification.Pilot : ATP
Qualification.Pilot : CFI
Qualification.Pilot : Commercial
Qualification.Pilot : Instrument
Qualification.Pilot : Multi Engine
Experience.Flight Time.Last 90 Days : 41.5
Experience.Flight Time.Total : 6500
Experience.Flight Time.Type : 75
ASRS Report : 587316

Person : 2

Affiliation.Government : FAA
Function.Controller : Departure

Events

Anomaly.Inflight Encounter : VFR In IMC
Anomaly.Inflight Encounter : Weather
Anomaly.Non Adherence : Company Policies

Anomaly.Non Adherence : FAR
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Became Reoriented
Resolatory Action.Flight Crew : Diverted To Another Airport
Resolatory Action.Flight Crew : Took Precautionary Avoidance Action
Resolatory Action.Other

Assessments

Problem Areas : Flight Crew Human Performance
Problem Areas : Weather

Narrative

RECEIVED AN AIR AMBULANCE MISSION TO FLY FROM ONE HOSPITAL TO ANOTHER HOSPITAL (34 NM SSE). WX WAS VFR AT DEP/DEST HOSPITALS. RADAR WAS CHKED PRIOR TO DEP FOR TSTMS, NONE WERE IN THE FLT PATH. AFTER DEP, FLEW A HEADING OF 159 DEGS AND AN ALT OF 2500 FT MSL. ABOUT 10 MINS INTO THE FLT, A SCATTERED LAYER AT 1600/1700 FT MSL BECAME OVCST, SO I DSNDED BELOW THE OVCST AND CONTINUED THE FLT. ABOUT ANOTHER 5 MINS INTO THE FLT, THE OVCST STARTED FORCING US LOWER TO ABOUT 350 FT TO 400 FT AGL. I INITIATED A 180 DEG TURN. AT ABOUT 90 DEGS INTO THE TURN, THE ACFT ENCOUNTERED IMC CONDITIONS. AT THAT POINT I INITIATED A CLB AND RPTED TO APCH THAT I WAS INADVERTENT IFR AND REQUESTED AN IFR CLRNC. APCH ISSUED A CLRNC AND DURING THE VOR APCH, VFR CONDITIONS WERE ENTERED AND ACFT WAS RETURNED TO DEST HOSPITAL UNDER VFR. I SHOULD HAVE RETURNED TO DEP HOSPITAL PRIOR TO ENTERING IMC.

Synopsis

ROTARY FLT RETURNS TO DEP HOSPITAL AFTER EXPERIENCING IMC IN VFR FLT ON THE WAY TO DEST HOSPITAL.