

ASRS Database Report Set

General Aviation Flight Training Incidents

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

Update Number.....11.0

Date of UpdateOctober 22, 2008

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

Number of New Records in Report Set16

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: 799425 (1 of 50)

Synopsis

AN SMA INST PLT RPTS PCT APCH CTLR COMPLAINED HIS FLT CONTACTED ATC TOO LATE. THE FLT FOLLOWED PROCS NORMAL UNTIL THAT TIME FOR ZZZ/ADIZ FLTS.

ACN: 797681 (2 of 50)

Synopsis

C205 STUDENT AND INSTRUCTOR PLT ON TEB SID FROM TEB START TURN AT 500 FT AGL VICE 1500 FT AS PUBLISHED.

ACN: 788876 (3 of 50)

Synopsis

C172 STUDENT AND INSTRUCTOR HAVE CLOSE ENCOUNTER WITH R22 TAKING OFF ACROSS THE RWY ON WHICH THEY HAD JUST TOUCHED DOWN. NEITHER ACFT ANNOUNCED ON CTAF.

ACN: 787855 (4 of 50)

Synopsis

C172 INSTRUCTOR WITH STUDENT REPORT CRITICAL CONFLICT WITH PIPER TWIN ON FINAL.

ACN: 785701 (5 of 50)

Synopsis

DA42 WAS REPEATEDLY OPERATED FOR FLT INSTRUCTION WITH A DEICING BOOT MISSING FROM A PROPELLER.

ACN: 785691 (6 of 50)

Synopsis

EA50 PLT HAS ALT DEV CAUSED BY AUTOPLT MALFUNCTION THEN EXPERIENCES LNDG WITH LOCKED BRAKES. OTHER AUTOMATION ISSUES ARE REFERENCED.

ACN: 785552 (7 of 50)

Synopsis

STUDENT PILOT LOSES CONTROL OF ACFT PRACTICING SOFT FIELD LANDING IN CROSSWIND REQUIRING INSTRUCTOR TO TAKE OVER AND GAR.

ACN: 782511 (8 of 50)

Synopsis

VFR ARR TO PRC DESCRIBED TFC PATTERN EVENT WHEN EVASIVE ACTION WAS REQUIRED TO COMPLY WITH ATC CLRNC AND TO AVOID TERRAIN AND TFC.

ACN: 782232 (9 of 50)

Synopsis

ECLIPSE 500 STUDENT PILOT ENTERED THE CLASS B AIRSPACE OF ADJACENT ARPT WHILE FLYING A VFR TFC PATTERN.

ACN: 781801 (10 of 50)

Synopsis

EA50 INSTRUCTOR REPORTS RUDDER TRIM STUCK IN THE FULL LEFT POSITION DURING TRAINING.

ACN: 780469 (11 of 50)

Synopsis

AN INSTRUCTOR TOOK CTL FROM HIS STUDENT AFTER C172 CTL WAS LOST ON TKOF ROLL. THE ACFT STALLED, TOUCHED DOWN, HIT A TXWY LIGHT AND DENTED AN EXHAUST PIPE.

ACN: 780197 (12 of 50)

Synopsis

PLT AND FLT INSTRUCTOR STAY IN POSITION ON RWY OF UNCONTROLLED ARPT FOR TRAINING PURPOSES AND CAUSE GAR BY ACFT NOT REPORTING POSITION ON CTAF.

ACN: 777561 (13 of 50)

Synopsis

C172 HAD CHECKED NOTAMS PRIOR TO DEP, BUT A NOTAM WAS ISSUED FOR SNOW REMOVAL DURING TAXI OUT. NO RESTRICTION WAS COMMUNICATED TO THE PLTS AS THEY TAXIED.

ACN: 774001 (14 of 50)

Synopsis

A PA-28 PILOT EXPERIENCED A NEAR MISS WITH A CESSNA IN THE PATTERN AT DAB.

ACN: 773449 (15 of 50)

Synopsis

FLT INSTRUCTOR AND PRIVATE PLT OF PA28 ARE CONCERNED THEY MAY HAVE ENTERED THE DC ADIZ WHILE PERFORMING THE PUBLISHED MAP FOR THE GPS-Z RWY 23 IAP AT FDK.

ACN: 772873 (16 of 50)

Synopsis

A PA28 INSTRUCTOR NEW TO THE ACFT TYPE, USED CARB HEAT INCORRECTLY IN SNOW AND COLD NEARLY CAUSING THE ENG TO QUIT DURING A GAR.

ACN: 771255 (17 of 50)

Synopsis

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

ACN: 766182 (18 of 50)

Synopsis

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

ACN: 763884 (19 of 50)

Synopsis

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

ACN: 763467 (20 of 50)

Synopsis

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

ACN: 755284 (21 of 50)

Synopsis

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

ACN: 754698 (22 of 50)

Synopsis

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

ACN: 751446 (23 of 50)

Synopsis

A PA28 HAD AN NMAC WITH A C172 AT C77.

ACN: 750519 (24 of 50)

Synopsis

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

ACN: 750010 (25 of 50)

Synopsis

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

ACN: 749971 (26 of 50)

Synopsis

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

ACN: 749742 (27 of 50)

Synopsis

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

ACN: 749394 (28 of 50)

Synopsis

A C172 AT BXK HAD AN NMAC WITH AN ARCHER.

ACN: 749075 (29 of 50)

Synopsis

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

ACN: 748854 (30 of 50)

Synopsis

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

ACN: 748493 (31 of 50)

Synopsis

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

ACN: 748004 (32 of 50)

Synopsis

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

ACN: 746945 (33 of 50)

Synopsis

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

ACN: 746942 (34 of 50)

Synopsis

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

ACN: 746544 (35 of 50)

Synopsis

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

ACN: 746233 (36 of 50)

Synopsis

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

ACN: 745458 (37 of 50)

Synopsis

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

ACN: 745235 (38 of 50)

Synopsis

DA42 INADVERTENTLY PENETRATED CLASS B AIRSPACE DURING INSTRUCTIONAL FLT.

ACN: 744519 (39 of 50)

Synopsis

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

ACN: 743409 (40 of 50)

Synopsis

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

ACN: 743180 (41 of 50)

Synopsis

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

ACN: 742873 (42 of 50)

Synopsis

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

ACN: 742822 (43 of 50)

Synopsis

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

ACN: 741905 (44 of 50)

Synopsis

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

ACN: 741708 *(45 of 50)***Synopsis**

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

ACN: 741547 *(46 of 50)***Synopsis**

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

ACN: 741145 *(47 of 50)***Synopsis**

C172RG LNDG GEAR COLLAPSED AFTER LNDG AND ACFT DEPARTED RWY.

ACN: 740773 *(48 of 50)***Synopsis**

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

ACN: 740538 *(49 of 50)***Synopsis**

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

ACN: 739353 *(50 of 50)***Synopsis**

PA-28 STRUT ASSEMBLY FAILED AFTER HARD LANDING.

Report Narratives

ACN: 799425

Time / Day

Date : 200808
Local Time Of Day : 1201 To 1800

Place

Locale Reference.ATC Facility : PCT.TRACON
State Reference : VA
Altitude.MSL.Single Value : 1300

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Operator.General Aviation : Personal
Make Model Name : Small Aircraft
Operating Under FAR Part : Part 91
Flight Phase.Cruise : Level

Person : 1

Affiliation.Other : Instructional
Function.Instruction : Instructor
Qualification.Pilot : CFI
Qualification.Pilot : Commercial
Qualification.Pilot : Instrument
Qualification.Pilot : Multi Engine
Experience.Flight Time.Last 90 Days : 150
Experience.Flight Time.Total : 4500
Experience.Flight Time.Type : 500
ASRS Report : 799425

Person : 2

Affiliation.Government : FAA
Function.Controller : Approach

Events

Anomaly.Airspace Violation : Entry
Anomaly.Altitude Deviation : Overshoot
Anomaly.Non Adherence : Clearance
Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.ControllerA : 2
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Returned To Original Clearance

Assessments

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

Narrative

TRAINING PRIMARY STUDENT IN ACFT WITH POWERFUL ENGINE (210HP) AND CLB PROPELLER. INTRODUCING STUDENT TO MAKING 'FIRST CONTACT' ATC RADIO CALL SIMULTANEOUS TO LIMITING ACFT CLB UNDER 1500 FT MSL CLASS B LAYER. STUDENT TOOK OFF ON RWY 28 (SHORT TKOF TECHNIQUE DUE HOSTILE TERRAIN UNDER EARLY-UPWIND LEG, SO HIGH CLB RATE), TURNED TO X-WIND AND CLBED TO TPA, TURNED TO 140 HEADING AND CLBED TO 1300 FT MSL. I REHEARSED STUDENT IN CONTENT OF 'FIRST CONTACT' RX CALL TO PCT APCH. DURING THIS TIME STUDENT INADVERTENTLY CLBED TO 1475 FT. I REQUESTED STUDENT TO RETURN TO 1300 FT AND TRIM ACFT. THEN STUDENT SWITCHED RADIO FROM ZZZ CTAF FREQ TO PCT APCH. STUDENT WAITED 5 SECONDS TO ENSURE NO-ONE ELSE ON FREQ. 4NM SE ZZZ, LITERALLY AS STUDENT PRESSED TRANSMIT BUTTON, PCT APCH CALLED OUR ACFT. STUDENT RESPONDED WITH CALL-SIGN. ATC ADVISED THEY OBSERVED CORRECT TRANSPONDER CODE, AND HAD CALLED US REPEATEDLY SINCE WE WERE 2 NM SOUTH OF ZZZ, WITH NO REPLY. ATC CLAIMED WE WERE THEN 5.5 NM SOUTH OF ZZZ. ATC ADVISED THEY HAD ALERTED US MILITARY TO 'NO-RADIO' ACFT PROCEEDING SE FROM ZZZ. US MILITARY MIGHT CTC US DIRECTLY. (NO CTC TO-DATE, 3 HOURS AFTER EVENT.) CAUSE OF IMPLIED VIOLATION OF 'IMMEDIATE RADIO CONTACT' REQUIREMENT IN ADIZ NOTAM: I HAVE OPERATED AND TAUGHT WITHIN ADIZ (INCLUDING AT LEAST 200+ VFR FLTS DEPARTING ZZZ ROUTING SE OR NW) SINCE ADIZ INCEPTION. CONSISTENT PRACTICAL EXPERIENCE GAINED FROM THESE HUNDREDS OF FLTS (TYPICALLY AT LEAST DAILY, 5 DAYS/WEEK) IS THAT PCT APCH WILL ACCEPT A 'FIRST CONTACT' CALL FROM ACFT PROCEEDING AWAY FROM ZZZ, BETWEEN 3-5 NM FROM DEP ARPT. THEREFORE, I WAS OPERATING TODAY IN ACCORDANCE WITH MY INTERPRETATION OF ACCEPTABLE DISTANCE AT WHICH TO SWITCH FROM CTAF TO PCT APCH, CONSISTENTLY DEMONSTRATED TO BE ACCEPTABLE TO PCT APCH DURING EACH OF SEVERAL HUNDRED PREVIOUS IDENTICAL-RTE FLTS. ROOT CAUSE: ADIZ NOTAM STATES ([URL TFR.FAA.GOV SAVE_PAGES/DETAIL_7_0206.HTML](http://URL.TFR.FAA.GOV/SAVE_PAGES/DETAIL_7_0206.HTML), PART 1 BULLET# 7): 'PLTS MUST ESTABLISH AND MAINTAIN TWO-WAY RADIO COMS WITH THE APPROPRIATE ATC FACILITY WHILE OPERATING IN THE DC ADIZ.' ADIZ NOTAM DOES NOT DEFINE WHEN -- UPON DEP FROM AN UNCONTROLLED AIRFIELD LOCATED WITHIN ADIZ -- PLT SHOULD SWITCH FROM CTAF TO ASSIGNED PCT APCH FREQ. CONSEQUENTLY, THIS DISTANCE HAS TO BE DETERMINED BY PLT, BALANCING THE FOLLOWING CONTRADICTORY CRITERIA: 1. HOW FAR FROM ARPT TFC PATTERN IS SAFE TO ABANDON CTAF FREQUENCY? 2. HOW FAR FROM ARPT TFC PATTERN IS 'TOO FAR' TO DELAY 'FIRST CONTACT' CALL TO PCT APCH? (IN ABSENCE OF ANY DEFINITION, 5 NM APPEARS A REASONABLE LIMIT IF PROCEEDING AWAY FROM ZZZ, SMALLER DISTANCE IF PROCEEDING TOWARDS ZZZ. UNTIL TODAY, PCT APCH DID NOT OBJECT TO THAT DE FACTO LIMIT.) 3. HOW DOES INSTRUCTOR INSTRUCT STUDENT PLT TO AVIATE/NAVIGATE IN CONFINED AREA BELOW CLASS B AIRSPACE, IN TIMELY MANNER, IF RADIO CALLS TAKE PRIORITY OVER STAYING WITHIN PERMITTED AIRSPACE? 4. HOW DOES INSTRUCTOR TEACH STUDENT TO MAKE THAT 'FIRST CONTACT' CALL IN TIMELY MANNER, WHILE GIVING PRIORITY TO AVIATING AND NAVIGATING OVER COM? IF DHS/TSA REQUIRES ACFT DEPARTING ADIZ ARPTS IN DIRECTION AWAY FROM ZZZ TO MAKE 'FIRST CONTACT' CALL CLOSER THAN 4-5 NM FROM DEP ARPT, FAA SHOULD STATE THIS SPECIFICALLY IN NOTAM, NOT REQUIRE INDIVIDUAL ATC CTLRS TO INTERPRET

NOTAM AND DECIDE IF 'FIRST CONTACT' WAS MADE AT ACCEPTABLE OR UNACCEPTABLE DISTANCE. BECAUSE WHAT WAS ACCEPTABLE TO ALL CTRLS UNTIL TODAY, IS NOT ACCEPTABLE TO ONE CTRLR TODAY. SO I RISK BEING VIOLATED BECAUSE ONE EXCEPTIONAL CTRLR DISAPPROVES THE DE FACTO ACCEPTABLE PRACTICE APPROVED REPEATEDLY BY HIS COLLEAGUES. DEFINE THE MAXIMUM ACCEPTABLE DISTANCE. DON'T LEAVE IT TO INDIVIDUALS TO INTERPRET.

Synopsis

AN SMA INST PLT RPTS PCT APCH CTRLR COMPLAINED HIS FLT CONTACTED ATC TOO LATE. THE FLT FOLLOWED PROCS NORMAL UNTIL THAT TIME FOR ZZZ/ADIZ FLTS.

ACN: 797681

Time / Day

Date : 200808
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : TEB.Airport
State Reference : NJ
Altitude.MSL.Single Value : 500

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Controlling Facilities.Tower : TEB.Tower
Operator.General Aviation : Instructional
Make Model Name : Cessna Super Skywagon/Super Skylane
Operating Under FAR Part : Part 91
Navigation In Use.Other.NDB
Flight Phase.Climbout : Takeoff
Route In Use.Departure.SID : TEB

Person : 1

Affiliation.Other : Instructional
Function.Instruction : Instructor
Qualification.Pilot : CFI
Qualification.Pilot : Commercial
Qualification.Pilot : Instrument
Qualification.Pilot : Private
Experience.Flight Time.Last 90 Days : 50
Experience.Flight Time.Total : 460
Experience.Flight Time.Type : 110
ASRS Report : 797681

Person : 2

Affiliation.Other : Instructional
Function.Instruction : Trainee

Events

Anomaly.Non Adherence : Clearance
Anomaly.Non Adherence : Published Procedure
Anomaly.Other Spatial Deviation
Independent Detector.Other.ControllerA : 2
Resolatory Action.Controller : Issued Alert
Resolatory Action.Flight Crew : Returned To Intended or Assigned Course

Assessments

Problem Areas : Flight Crew Human Performance

Narrative

WAS CLEARED TEB 5 DEP. REACHED 500 FT AND BEGAN TURN TO PNJ, EVEN THOUGH PROC REQUIRED CLB TO 1500 FT MSL BEFORE TURNING. TOWER ALERTED ME TO FLY THE DEP AS PUBLISHED. I FLY FREQUENTLY IN THE PITTSBURGH AREA WHERE ARPTS ARE 1100-1200 FT MSL. I WAS USED TO ALREADY BEING 1000 FT UP ON TAKEOFF, AND MISREAD THE ALTIMETER, THINKING I WAS 1500 FT WHEN I WAS ONLY 500 FT. MY STUDENT WAS IN THE R SEAT FOR THIS IFR LEG AND HE POINTED OUT THE TOWER AND THAT WE WERE TO CLB TO 1500 FT BEFORE TURNING, AS I HAD BRIEFED OUTLOUD BEFORE DEP. CONTRIBUTING TO THIS ERROR WAS A 'TAKEOFF WITH NO DELAY' -- I USUALLY WOULD RUN THROUGH THE DEP SEQUENCE ONE MORE TIME BEFORE ROLLING, BUT WE WERE AT A BUSY ARPT AND HAD TO TAKE THE AVAILABLE TAKEOFF SLOT. I HAD FLOWN THIS DEP CORRECTLY 2 DAYS EARLIER, BUT FOR WHATEVER REASON MISINTERPRETED THE ALTIMETER. I AM GLAD CONDITIONS WERE IMC AS THERE IS A TOWER NOT FAR FROM THE DEP END OF RWY 01.

Synopsis

C205 STUDENT AND INSTRUCTOR PLT ON TEB SID FROM TEB START TURN AT 500 FT AGL VICE 1500 FT AS PUBLISHED.

ACN: 788876

Time / Day

Date : 200806
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

Aircraft : 1

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

Aircraft : 2

Make Model Name : Robinson R22
Operating Under FAR Part : Part 91
Flight Phase.Climbout : Takeoff

Person : 1

Affiliation.Other : Instructional
Function.Instruction : Instructor
Qualification.Pilot : ATP
Qualification.Pilot : CFI
Experience.Flight Time.Last 90 Days : 200
Experience.Flight Time.Total : 20000
Experience.Flight Time.Type : 3500
ASRS Report : 788876

Person : 2

Events

Anomaly.Conflict : Ground Critical
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.Flight CrewA : 1
Independent Detector.Other.Flight CrewB : 2
Resolatory Action.Flight Crew : Took Evasive Action

Assessments

Problem Areas : Airport
Problem Areas : Flight Crew Human Performance

Narrative

WHILE INSTRUCTING HIS STUDENT, THE CFI WAS LNDG IN A MODERATE XWIND, AND THE NORMAL RADIO CALL FROM BASE LEG WAS OMITTED BY BOTH CREWMEN. AFTER TOUCHDOWN, WHEN SPD WAS REDUCED SOMEWHAT, BOTH CFI AND STUDENT REALIZED A HELI WAS MAKING A TKOF RUN, WHICH WOULD INTERSECT THE LNDG RWY THEY WERE ON. THIS WAS THE ONLY RWY IN USE AT THE TIME FOR AIRPLANES. HELIS NORMALLY TAKE OFF AT THIS ARPT DIRECTLY ON THE PARALLEL TXWYS. AS THE HELI APCHED A COLLISION POINT, THE PLT MADE A HARD, CLBING, PEDAL TURN TO THE R AND RETURNED TO A POS FROM HIS STARTING POINT WELL OFF THE RWY AND TXWY. IT IS ESTIMATED THE CESSNA HAD BEEN (AT THAT TIME) TOO FAST TO STOP SHORT OF A COLLISION, AND TOO SLOW TO CROSS THE HELI'S PATH TO SAFETY BEFORE A COLLISION. ONLY THE HARD TURN-BACK BY THE HELI PLT AVERTED THE COLLISION. IT IS THOUGHT THAT THE HELI MADE NO RADIO CALL DURING HIS TKOF RUN AS WELL AS NONE FROM THE AIRPLANE. THESE ARE SPECULATIONS AS NO RECORDINGS WERE AVAILABLE. APPARENTLY, MORE JUDICIOUS USE OF THE COMS MIGHT HAVE AVOIDED THIS SITUATION ENTIRELY. SOMETIMES, WITH 2 CFI'S AND 2 STUDENTS IN CLOSE PROX, SUCH OMISSIONS DO OCCUR AND THIS APPARENTLY IS A CONTINUING SAFETY PROB. IT WAS GUSTY, A XWIND EXISTED, AND THE STUDENT IN THE AIRPLANE WAS NEEDING SOME DETAILED HELP ON HIS TECHNIQUE. THE CFI WAS VERY INVOLVED IN HIS DEMONSTRATION. THE HELI SITUATION IS OPEN TO SPECULATION.

Synopsis

C172 STUDENT AND INSTRUCTOR HAVE CLOSE ENCOUNTER WITH R22 TAKING OFF ACROSS THE RWY ON WHICH THEY HAD JUST TOUCHED DOWN. NEITHER ACFT ANNOUNCED ON CTAF.

ACN: 787855

Time / Day

Date : 200805
Local Time Of Day : 0601 To 1200

Place

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

Environment

Flight Conditions : Marginal
Light : Daylight

Aircraft : 1

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

Aircraft : 2

Controlling Facilities.Tower : ZZZ.Tower
Operator.General Aviation : Personal
Make Model Name : Piper Twin Piston Undifferentiated or Other Model
Flight Phase.Descent : Approach

Person : 1

Affiliation.Other : Instructional
Function.Instruction : Instructor
Qualification.Pilot : CFI
Qualification.Pilot : Commercial
Qualification.Pilot : Instrument
Qualification.Pilot : Multi Engine
Experience.Flight Time.Last 90 Days : 14
Experience.Flight Time.Total : 299
ASRS Report : 787855

Person : 2

Affiliation.Other : Instructional
Function.Instruction : Trainee
Qualification.Pilot : Student
Experience.Flight Time.Last 90 Days : 4
Experience.Flight Time.Total : 29
Experience.Flight Time.Type : 29
ASRS Report : 787856

Events

Anomaly.Conflict : Airborne Critical
Independent Detector.Other.Flight CrewA : 2
Resolatory Action.Flight Crew : Executed Go Around
Consequence.FAA : Reviewed Incident With Flight Crew
Miss Distance.Horizontal : 300
Miss Distance.Vertical : 150

Assessments

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

Narrative

MY PVT STUDENT AND I WERE TRYING TO DO SLOW FLT, STALLS, OUT IN THE PRACTICE AREA. AFTER WE TOOK OFF I NOTICED THE CEILING STARTING TO COME DOWN MUCH LOWER THAN THE METARS HAD SPECIFIED PRIOR TO TAKING OFF. WE STAYED BELOW THE CLOUD LAYER AND REMAINED VFR BUT IT WAS APPARENT WE WERE UNABLE TO DO AIRWORK. I DECIDED THAT BECAUSE THE WX WAS VFR OVER ZZZ ARPT WE WOULD PRACTICE TFC PATTERNS, TKOFS, AND LNDGS. WE WERE THE ONLY ONES IN CLOSED TFC WITH INTERMITTENT TFC DEPARTING THE FIELD. ON EITHER THE 4TH OR 5TH TFC PATTERN WE WERE CLRED FOR TOUCH AND GO ON OUR XWIND LEG JUST AS WE HAD BEEN ON THE PREVIOUS PATTERNS. ON DOWNWIND I HEARD THE CTLR TALKING TO A CHEROKEE WHO WAS COMING IN FOR AN APCH. WE TURNED BASE AROUND 900 FT AND STARTED OUR DSCNT. TURNING FINAL MY STUDENT SAW THE CHEROKEE OUT HIS L WINDOW AND TOLD ME THERE WAS AN AIRPLANE DIRECTLY BEHIND US AT OUR ALT. I TOOK CTLS AND CLBED OUT STRAIGHT OVER THE RWY. THE CHEROKEE WENT DOWN AND TO THE R AND CONTINUED LNDG. IMMEDIATELY AFTER ATC CAME ON THE RADIO AND TOLD US THAT HE HAD SEQUENCED US BEHIND THE CHEROKEE. I APOLOGIZED AND TOLD HIM WE'D BE MAKING ANOTHER PATTERN. I DID NOT HEAR ANY XMISSION ABOUT US BEING #2 FOR LNDG AND AS SUCH NO CALL BACK WAS MADE TO CONFIRM CLRED TO LAND. MY STUDENT ALSO CONFIRMED THAT NO RADIO CONTACT WAS MADE CHANGING OUR LNDG CLRNC. SUPPLEMENTAL INFO FROM ACN 787856: THE APCH SPD OF THE TWIN ENG PIPER WAS CONSIDERABLY FASTER THAN THE C172 WHICH MOST LIKELY WAS AN ATTRIBUTE THAT LED TO THIS INCIDENT.

Synopsis

C172 INSTRUCTOR WITH STUDENT REPORT CRITICAL CONFLICT WITH PIPER TWIN ON FINAL.

ACN: 785701

Time / Day

Date : 200805

Place

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

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Operator.General Aviation : Corporate
Make Model Name : DA42 Twin Star
Operating Under FAR Part : Part 91

Component : 1

Aircraft Component : Propeller Ice System

Person : 1

Affiliation.Other : Instructional
Function.Instruction : Instructor
Qualification.Pilot : CFI
Qualification.Pilot : Commercial
Qualification.Pilot : Instrument
Qualification.Pilot : Multi Engine
Experience.Flight Time.Last 90 Days : 130
Experience.Flight Time.Total : 650
Experience.Flight Time.Type : 50
ASRS Report : 785701

Events

Anomaly.Aircraft Equipment Problem : Less Severe
Anomaly.Maintenance Problem : Improper Maintenance
Anomaly.Non Adherence : FAR
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.None Taken : Detected After The Fact

Assessments

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

Narrative

I FLEW AND PROVIDED FLT INSTRUCTION IN AN UNAIRWORTHY ACFT. THE ACFT IS A DA-41, DIAMOND TWINSTAR 2.0, WITH A MISSING R PROP DEICE BOOT. IT WAS DISCOVERED THAT A DEICE BOOT WAS MISSING FROM THE R PROP. THE AIRPLANE WAS GND'D AND SENT TO MAINT, WHERE THEY GLUED ANOTHER BOOT ONTO THE PROP. 3 DAYS LATER, I WAS FLYING THE AIRPLANE WHEN THE NEWLY ATTACHED BOOT DEPARTED THE AIRPLANE INFLT. EVIDENTLY THERE WAS A TIME REQUIREMENT FOR ALLOWING THE NEWLY GLUED BOOT TO DRY, AND I WAS NOT INFORMED THAT THE BOOT WOULD TAKE AT LEAST 48 HRS TO DRY. NO UNUSUAL VIBRATIONS OR NOISES WERE NOTICED ON THE RETURN FLT. UPON LNDG AND SECURING THE ACFT, I CONTACTED THE CHIEF FLT INSTRUCTOR TO INFORM HIM OF THE PROB. HE INFORMED ME THAT HE BELIEVED THE ACFT WAS STILL AIRWORTHY, AS LONG AS I DIDN'T NOTICE ANY ISSUES WITH VIBRATION. I INFORMED HIM I DID NOT DETECT ANY SUCH ISSUES AND, THEREFORE, I FILLED OUT AN OPEN SQUAWK SHEET, RENDERING THE ACFT AIRWORTHY BY DEFERRING THE MAINT ISSUE, HOWEVER, EFFECTIVELY GND'ING THE AIRPLANE FOR FLT INTO IMC AND/OR KNOWN OR FORECAST ICING CONDITIONS. I CONTINUED TO OPERATE THE ACFT VFR WITHIN 50 NM FOR FLT TRAINING PURPOSES, AS DID OTHER FLT INSTRUCTORS I WORK WITH AS WELL AS A DESIGNATED PLT EXAMINER, WHO CONDUCTED A CHK RIDE IN THE ACFT. DURING THE 16 DAYS I FLEW THE ACFT, I NEVER NOTICED ANY VIBRATION ISSUES, NEITHER DID ANY OF THE OTHER INSTRUCTORS WHO FLEW THE ACFT. THE ACFT WAS GND'D, UPON THE SUGGESTION THAT THE ACFT MIGHT NOT BE AIRWORTHY DURING AN INTERVIEW FOR A NEW CHIEF FLT INSTRUCTOR. UPON CONSULTATION OF THE TYPE CERTIFICATE FOR THE ACFT, IT WAS DETERMINED THE ACFT WAS NO LONGER AIRWORTHY, AS IT DID NOT MEET THE SPECS OF ITS ORIGINAL TYPE DESIGN. MY REASONING FOR DEFERRING THIS AS A MAINT ISSUE WAS BASED LARGELY UPON THE ADVICE OF MY IMMEDIATE SUPERIOR, THE CHIEF FLT INSTRUCTOR. IT WAS UPON HIS RECOMMENDATION THAT I CONTINUED TO FLY THE ACFT, EVEN THOUGH IT WAS TECHNICALLY UNAIRWORTHY. AT THE TIME, THERE WERE MANY BACK-TO-BACK FLTS IN THE ACFT, AND THE AMOUNT OF TIME REQUIRED TO LET THE BOOT DRY WOULD HAVE MEANT GND'ING THE ACFT FOR 48-72 HRS. OF COURSE, SAFETY WAS ALWAYS PARAMOUNT, HOWEVER, SINCE THE ACFT WAS BELIEVED TO BE AIRWORTHY, NO RUSH WAS MADE TO GND THE ACFT FOR 2 DAYS TO DO THE REPAIR. I RECOGNIZE NOW THAT THE DECISION TO KEEP THE AIRPLANE IN SVC WAS NOT ACCORDING TO 91.213, AND I AM SUBMITTING THIS RPT ON THE BASIS OF MY UNDERSTANDING THAT I DISCOVERED AFTER THE FACT THAT I FLEW AN UNAIRWORTHY ACFT FOR 16 DAYS. SINCE I BELIEVED THE ACFT WAS AIRWORTHY, I AM JUST AS MUCH TO BLAME AS ANYONE ELSE BECAUSE I FAILED TO CHK THE TYPE CERTIFICATE AS REQUIRED BY THE REGS AND RELIED UPON A VERBAL JUSTIFICATION FROM MY CHIEF FLT INSTRUCTOR INSTEAD OF CHK'ING MYSELF. THE ACFT HAS SINCE BEEN GND'D AND REPAIRED. I BELIEVE THIS INCIDENT AROSE NOT BECAUSE OF NEGLIGENCE, BUT BECAUSE OF LACK OF A DEDICATED MAINT PERSON AND OVERSIGHT INTO THE PROCS FOR OPEN SQUAWKS. I FEEL I HAVE BEEN EDUCATED BY THIS EXPERIENCE AND NOW HAVE A BETTER UNDERSTANDING OF 91.213. I WAS QUICK TO ASSUME THAT 91.205 COVERED ME, WHEN IN FACT I SHOULD HAVE READ 91.213 MORE CAREFULLY.

Synopsis

DA42 WAS REPEATEDLY OPERATED FOR FLT INSTRUCTION WITH A DEICING BOOT MISSING FROM A PROPELLER.

ACN: 785691

Time / Day

Date : 200805
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Navaid : ZZZ.VOR
State Reference : US
Altitude.MSL.Bound Upper : 22280
Altitude.MSL.Single Value : 22000

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Controlling Facilities.ARTCC : ZZZ.ARTCC
Operator.General Aviation : Corporate
Make Model Name : Eclipse 500
Operating Under FAR Part : Part 91
Flight Phase.Climbout : Intermediate Altitude

Component : 1

Aircraft Component : Autopilot

Component : 2

Aircraft Component : Normal Brake System

Person : 1

Affiliation.Company : Corporate
Function.Instruction : Instructor
Function.Oversight : PIC
Qualification.Pilot : ATP
Qualification.Pilot : Commercial
Qualification.Pilot : Instrument
Qualification.Pilot : Multi Engine
Experience.Flight Time.Last 90 Days : 300
Experience.Flight Time.Total : 8000
Experience.Flight Time.Type : 100
ASRS Report : 785691

Events

Anomaly.Aircraft Equipment Problem : Critical
Anomaly.Altitude Deviation : Overshoot
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Returned To Assigned Altitude
Consequence.Other

Assessments

Problem Areas : Aircraft

Problem Areas : Flight Crew Human Performance

Narrative

DURING CLB AUTOPLT FAILED, CLBED THROUGH ALTITUDE BY 280 FT TO APPROX ALT OF 22280 FT. WE CAUGHT PROBLEM AND WERE CORRECTING WHEN ATC ASKED OUR ALT WHICH WAS RPTD AT 22200 FT AT THAT POINT IN TIME. EA500 ECLIPSE JET HAS HAD NUMEROUS ISSUES WITH THIS AND OTHER AUTOMATED SYSTEMS FAILURES ON THE OLD AVIO SYSTEM AND SAYS AVIO NG WILL FIX ISSUES. ON A PRIOR FLT WE EXPERIENCED 6 WARNING MSGS AT ONCE, THEY WERE: 1. RIGHT ENGINE OIL TEMP OVERHEAT 2. STICK PUSHER FAILURE 3. AIRSPEED DISAGREEMENT 4. TRIM FAILURE 5. AUTOPILOT YAW DAMPER FAILURE 6. HEADING DISAGREEMENT. OUR INITIAL CONCERN AT THE TIME WAS THE OIL TEMP OVERHEAT WHICH WE WERE ATTENDING TO WHEN WITHIN SECONDS ALL THE OTHER WARNING WENT OFF AS WE WERE DSNDRG OUT OF FL230 TO 15000 FT. SINCE OUR ATTENTION WAS ON THE OIL TEMP WE DID NOT NOTICE THAT THE AUTOPLT HAD DISENGAGED AS WELL AND BLEW THROUGH OUR ALTITUDE OF 15000 FT TO APPROX 13800 FT. DURING EARLIER FLT BRAKE SYSTEM WAS MUSHY UPON EXTENDING GEAR. PUMPED BRAKES THREE TIMES TO STIFFEN BRAKES WHICH IS A NORMAL ROUTINE PROC BEFORE LNDG. BRAKES DID NOT STIFFEN AND REMAINED MUSHY. PIC ADVISED SIC AS PART OF PRE-LNDG BRIEFING TO KEEP FEET OFF THE BRAKES DUE TO PAST PROBLEMS INVOLVING THIS AND OTHER EA50 ACFT. UPON LNDG R MAIN LOCKED UP ON TOUCHDOWN BLOWING TIRE. WE WERE ABLE TO STEER THE ACFT CLEAR OF THE RWY. ARPT OPS RPTD SKID MARKS AT THE BEGINNING OF TOUCHDOWN TO THE TXWY WE TURNED OFF AT, THAT WERE NOT THERE DURING EARLIER RWY INSPECTIONS THAT DAY. BRAKES AND TIRES HAVE BEEN A MAJOR ISSUE WITH THE EA50, ALONG WITH OTHER NUMEROUS AUTOMATION AND FALSE/REAL WARNING FAILURES. THE EA50 HAS A LOT OF GREMLINS AND CAN BE SOMEWHAT DISCOMFORTING TO FLY. ECLIPSE KEEPS SAYING THAT ALL THE ISSUES WILL BE FIXED WITH THE NEW AVIO NG. IN THE MEAN TIME IT SEEMS WE ARE TEST PLTS FOR THIS ACFT AND HAVE TO STRUGGLE NOT TO FILE A NASA RPT EVERY TIME WE FLY THE ACFT. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: IN ADDITION TO THE PROBLEMS REFERENCED IN HIS RPT, THERE HAVE ALSO BEEN PROBLEMS WITH BLEED AIR OVER TEMPS, FLAP MALFUNCTIONS, AND CRACKED WINDSHIELDS. ALL THIS IN 100 HOURS OF FLYING. THE MANUFACTURER CLAIMS THAT THE UPDATED AVIONICS SYSTEM WILL SOLVE MANY OF THE PROBLEMS. THIS SYSTEM IS NOT AVAILABLE FOR RETROFIT AT THIS WRITING AND WILL NOT CORRECT THE WINDOW, BRAKE, AND FLAP PROBLEMS.

Synopsis

EA50 PLT HAS ALT DEV CAUSED BY AUTOPLT MALFUNCTION THEN EXPERIENCES LNDG WITH LOCKED BRAKES. OTHER AUTOMATION ISSUES ARE REFERENCED.

ACN: 785552

Time / Day

Date : 200805
Local Time Of Day : 1801 To 2400

Place

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

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Controlling Facilities.Tower : ZZZ.Tower
Operator.General Aviation : Personal
Make Model Name : Piper Single Undifferentiated or Other Model
Operating Under FAR Part : Part 91
Flight Phase.Landing : Go Around

Person : 1

Affiliation.Other : Instructional
Function.Instruction : Instructor
Qualification.Pilot : CFI
Qualification.Pilot : Commercial
Experience.Flight Time.Last 90 Days : 50
Experience.Flight Time.Total : 2450
Experience.Flight Time.Type : 1000
ASRS Report : 785552

Events

Anomaly.Excursion : Runway
Anomaly.Other Anomaly
Anomaly.Other Anomaly : Speed Deviation
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Diverted To Another Airport
Resolatory Action.Flight Crew : Executed Go Around
Resolatory Action.Flight Crew : Regained Aircraft Control

Assessments

Problem Areas : Flight Crew Human Performance

Narrative

STUDENT (CERTIFICATED PVT PLT IN TRAINING TOWARD FLT REVIEW SIGNOFF)
PRACTICING XWIND TKOFS AND LNDGS. FIRST ATTEMPT RESULTED IN
ACCEPTABLE LNDG. SECOND ATTEMPT WAS INTENDED TO BE A SOFT-FIELD

LNDG. STUDENT MAINTAINED A CONSISTENTLY LOW AIRSPD ALL THE WAY DOWN FINAL. I SHOULD'VE CORRECTED THAT DEFICIENCY BASED ON THE RESULTS. STUDENT MAINTAINED THE CORRECT CONFIG FOR XWIND LNDG (UPWIND AILERON INTO THE WIND, OPPOSITE RUDDER TO KEEP NOSE ALIGNED WITH THE RWY). AS THE ROUND-OUT STARTED, STUDENT APPLIED SLIGHT PWR TO EASE DSCNT FOR SOFT-FIELD TECHNIQUE. PROBABLY TOO MUCH PWR, ACFT STARTED TO FLOAT. STUDENT FAILED TO MAINTAIN DIRECTIONAL CTL IN XWIND. I SUGGESTED A GAR. STUDENT APPLIED FULL PWR BUT FAILED TO LOWER NOSE TO REGAIN FLYING SPD. STALL WARNING WAS CONSTANT ON. ACFT BEGAN OSCILLATING FROM ONE SIDE OF THE RWY TO THE OTHER, EVEN BEYOND RWY EDGE. IT'S AT THIS TIME WE MAY HAVE CLIPPED A RWY LIGHT POST. (INSPECTION AFTER LNDG REVEALED NO NOTICEABLE DAMAGE TO ACFT.) I TOOK CTLS, COMMANDED STUDENT TO RELEASE ALL CTLS AND PRESSURES, REGAINED FLYING SPD, REGAINED CTL OF THE ACFT, AND BEGAN TO CLB OUT. I FLEW THE ACFT BACK TO OUR HOME BASE AND LANDED. I WASN'T SURE WHETHER WE'D HIT A LIGHT, AND IF A TIRE WAS FLAT AS A RESULT, I WANTED TO BE ON THE CTLS AT TOUCHDOWN. THIS INCIDENT RESULTED FROM MY HESITATION IN CORRECTING STUDENT FOR A 'LOW AND SLOW' CONDITION -- IN THE HOPES HE WOULD SEE THE RESULT OF HIS ACTIONS. LITTLE DID I KNOW HE WOULD FREEZE ON THE CTLS AND STOP COUNTERING THE XWIND. THIS STUDENT'S INITIAL TRAINING IN XWIND CORRECTION AND LNDG TECHNIQUES WAS CLEARLY DEFICIENT.

Synopsis

STUDENT PILOT LOSES CONTROL OF ACFT PRACTICING SOFT FIELD LANDING IN CROSSWIND REQUIRING INSTRUCTOR TO TAKE OVER AND GAR.

ACN: 782511

Time / Day

Date : 200804
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : PRC.Airport
State Reference : AZ
Altitude.MSL.Single Value : 6000

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

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

Person : 1

Affiliation.Other : Instructional
Function.Instruction : Instructor
Qualification.Pilot : CFI
Qualification.Pilot : Commercial
Qualification.Pilot : Instrument
Qualification.Pilot : Multi Engine
Experience.Flight Time.Last 90 Days : 200
Experience.Flight Time.Total : 2100
Experience.Flight Time.Type : 400
ASRS Report : 782511

Person : 2

Affiliation.Government : FAA
Function.Controller : Local

Events

Anomaly.Non Adherence : Clearance
Independent Detector.Other.ControllerA : 1
Resolatory Action.Flight Crew : Took Precautionary Avoidance Action

Assessments

Problem Areas : ATC Human Performance

Narrative

APCHED PRC FROM W. TOLD TO ENTER AND CALL ON A 6 MI 45 TO L DOWNWIND RWY 30. COULD NOT CALL AT 6 MI OUT DUE TO NONSTOP CHATTER ON RADIO. GOT A CALL OFF ABOUT 4 MI OUT. TOLD TO RPT DOWNWIND ABEAM TWR. BEFORE REACHING DOWNWIND ABEAM TWR, WAS TOLD TO FLY WIDE L DOWNWIND FOR TFC. WIDE L DOWNWIND PUTS ACFT HEADED STRAIGHT FOR GLASSFORD HILL 6168 FT -- TPA IS 6000 FT. TOLD AGAIN TO RPT DOWNWIND ABEAM TWR. AGAIN RADIO CHATTER PREVENTED RPTED DOWNWIND ABEAM TWR -- FIRST BREAK IN RADIO OUR ACFT WAS ALREADY PAST THE APCH END. TOLD TO STAY ON DOWNWIND AND TWR WOULD CALL BASE. TWR WAS TALKING ABOUT A CHEROKEE ON FINAL BUT WE SAW A HIGH WING AIRPLANE ON FINAL AND SEMINOLE ON R DOWNWIND JUST AHEAD OF US. I BELIEVE TWR TOLD US WE WERE #3 AFTER THE SEMINOLE AND STUDENT BEGAN TO TURN L BASE BUT THERE WAS THE OTHER ACFT ON FINAL AND WE WOULD HAVE TURNED INTO THEM HAD WE TURNED BASE, AND AT THIS POINT WE WERE GOING TO HIT THE MOUNTAIN IF WE CONTINUED STRAIGHT, SO I GRABBED THE CTLS AND BEGAN A R 360 DEG TURN AND TOLD TWR WE HAD TO MAKE A 360 DEG TURN AND COULDN'T TURN BASE BECAUSE OF OTHER ACFT AND MOUNTAIN WAS IN FRONT. AS WE GOT THROUGH 180 DEGS OF THE 360 DEG TURN, I COULD SEE TWR HAD ANOTHER ACFT RIGHT BEHIND US ON DOWNWIND AS WELL. TWR HAD ESSENTIALLY BOTTLENECKED ABOUT 5 ACFT WITH THOSE OF US ON THE L DOWNWIND HAVING A MOUNTAIN RIGHT IN FRONT. BY THE TIME I SAW THE ACFT BEHIND US WE HAD ALREADY GOTTEN THROUGH 180 DEGS, SO I ELECTED TO CONTINUE THE TURN AND COULD SEE THE AIRPLANE BEHIND US WAS ALSO TURNING R TO WIDEN OUT AND AVOID US. AS WE ROLLED OUT OF 270 DEGS OF THE 360 DEG TURN, TWR TOLD US TO GO RIGHT INTO BASE AND FOLLOW THE SEMINOLE. THE SEMINOLE AT THIS POINT WAS DIRECTLY IN FRONT OF US, WING UP TURNING FINAL. THERE WAS NO WAY TO FOLLOW THIS ACFT WITHOUT HITTING IT OR THE MOUNTAIN, SO I TOLD ATC NEGATIVE AND CONTINUED OUR TURN FOR ANOTHER 360 DEG TURN AS I FELT WE WERE BOXED IN AT THIS POINT WITH A MOUNTAIN IN FRONT, SEMINOLE ON L, AND ANOTHER AIRPLANE THAT WAS ON WIDE DOWNWIND BEHIND US. TWR TOLD US TO NOT DO A 360 DEG TURN AND FLY SEBOUND AND CONTACT A DIFFERENT TWR FREQ. UNFORTUNATELY, THESE INSTRUCTIONS PUT US HEADED FOR A COLLISION WITH THE ACFT THAT WAS IN THE WIDE DOWNWIND. WE VISUALLY MADE TURNS TO AVOID THIS OTHER ACFT AND THEN CONTACTED THE OTHER TWR FREQ WHO THEN TOLD US TO FLY 6 MI SE AND CLB TO 6500 FT AND COME BACK IN FOR A STRAIGHT-IN FOR RWY 30. THIS RTE TOOK US OUT AND AROUND GLASSFORD HILL (SO WE WOULDN'T HIT IT). UPON RETURN TO THE FLT SCHOOL, THE SCHOOL HAD RECEIVED A CALL FROM THE TWR, UPSET THAT I HAD INITIATED THE R 360 DEG TURN. I FELT I HAD NO OTHER CHOICE UNLESS I RISKED AN IMMEDIATE CLB ABOVE THE MOUNTAIN AND ABOVE THE TPA WHICH WOULD ALSO BE A VIOLATION. SOME OF OUR ACFT JUST DON'T HAVE THE PWR AT THIS ALT TO MAKE A QUICK CLB LIKE THAT AND UNLESS THERE IS ENOUGH SPACE I DON'T FEEL THAT THAT IS A RISK I SHOULD TAKE. IT CERTAINLY WOULD MAKE MORE SENSE AT PRC ON THE FEW OCCASIONS THAT RWY 30 IS IN USE THAT R TFC ONLY IS USED DUE TO GLASSFORD HILL BEING ABOVE TPA AND BEING RIGHT AT THE END OF THE L DOWNWIND, ESPECIALLY A WIDE DOWNWIND AS WE WERE INSTRUCTED TO FLY. MY ONLY CHOICES DURING THIS EVENT WERE TO TRY TO CLB AND FLY OVER GLASSFORD HILL, OR TO MAKE THE R 360 DEG TURN WHICH INCIDENTALLY IS WHAT PRESCOTT TWR USUALLY REQUESTS US TO DO WHEN IN A L DOWNWIND FOR RWY 30 AND THEY NEED MORE SPACING. I COULD NOT COMPLY WITH ANY OTHER OF THEIR INSTRUCTIONS WITHOUT HITTING ANOTHER ACFT OR THE MOUNTAIN.

Synopsis

VFR ARR TO PRC DESCRIBED TFC PATTERN EVENT WHEN EVASIVE ACTION WAS REQUIRED TO COMPLY WITH ATC CLRNC AND TO AVOID TERRAIN AND TFC.

ACN: 782232

Time / Day

Date : 200804
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : HND.Airport
State Reference : NV
Altitude.MSL.Single Value : 2800

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Controlling Facilities.Tower : HND.Tower
Operator.General Aviation : Instructional
Make Model Name : Eclipse 500
Operating Under FAR Part : Part 91
Flight Phase.Descent : Approach
Route In Use.Approach : Visual

Person : 1

Affiliation.Other : Instructional
Function.Instruction : Instructor
Qualification.Pilot : ATP
Qualification.Pilot : CFI
Qualification.Pilot : Multi Engine
Experience.Flight Time.Last 90 Days : 43
Experience.Flight Time.Total : 18000
Experience.Flight Time.Type : 137
ASRS Report : 782232

Events

Anomaly.Airspace Violation : Entry
Anomaly.Non Adherence : FAR
Anomaly.Other Anomaly
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Regained Aircraft Control

Assessments

Problem Areas : Flight Crew Human Performance

Narrative

WHILE TRAINING A 1400 HR (OVER 20 YRS) PLT WHO HAD BOUGHT AN ECLIPSE 500 VLJ AND WAS AWAITING HIS TYPE RATING TRAINING, WE FLEW IFR TO HND, AND THEN CANCELED IFR IN ORDER TO DO SOME VFR AIR WORK AND LNDGS IN

THE JET. ALTHOUGH THE CLIENT/'STUDENT' HAD DONE QUITE WELL THE PREVIOUS 4 DAYS, HE WAS NOT HAVING A GOOD DAY ON THIS FLT AND REQUIRED CONSTANT ATTN, AS HE WAS WELL BEHIND THE ACFT. ON ONE OF HIS LNDG APCHS HE WAS VERY WIDE ABEAM, HAD POOR TO NO AIRSPD CTL AND WOULDN'T BANK OVER APPROX 10 DEGS, FROM BASE LEG TO FINAL, DESPITE MY REPEATED CALLS FOR HIM TO INCREASE BANK AND TIGHTEN THE TURN. AS A RESULT, WE MAY HAVE DRIFTED OVER THE ROAD THAT MARKS THE SOUTHERN BOUNDARY OF THE LAS CLASS B AIRSPACE, WHICH GOES DOWN TO THE SURFACE AT THAT POINT - OUR ALT WAS APPROX 500 FT AGL. JUST AFTER MY LAST CALL FOR HIM TO TIGHTEN THE TURN AND MONITOR HIS AIRSPD, THE STALL WARNING CAME ON AS HE INCREASED BANK AND ADDED TOO MUCH BACK PRESSURE. I TOOK OVER THE CTLS AND LANDED AFTER TELLING HIM NOT TO FIGHT ME, AS I COULD FEEL AND SEE HIS HAND ON THE SIDE STICK. EVEN THOUGH I HAD DEMONSTRATED A VFR PATTERN TO A LOW APCH PRIOR TO HIS LNDG ATTEMPTS, I THINK IT WOULD HAVE BEEN BETTER TO EITHER LET HIM FLY A STRAIGHT-IN APCH TO A FULL STOP, OR JUST 'DEMO' THE FULL STOP LNDG MYSELF. HE HAD FLOWN AND LANDED WELL THE PREVIOUS 4 DAYS, BUT THIS WASN'T HIS DAY AND I WAS TOO SLOW TO RECOGNIZE HOW FAR BEHIND THE ACFT HE WAS. IT WON'T HAPPEN AGAIN.

Synopsis

ECLIPSE 500 STUDENT PILOT ENTERED THE CLASS B AIRSPACE OF ADJACENT ARPT WHILE FLYING A VFR TFC PATTERN.

ACN: 781801

Time / Day

Date : 200804

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.MSL.Single Value : 6500

Environment

Flight Conditions : VMC
Light : Dusk

Aircraft : 1

Controlling Facilities.TRACON : ZZZ.TRACON
Operator.General Aviation : Instructional
Make Model Name : Eclipse 500
Operating Under FAR Part : Part 91
Flight Phase.Cruise : Level
Route In Use.Enroute : On Vectors

Aircraft : 2

Component : 1

Aircraft Component : Rudder Trim System

Person : 1

Affiliation.Other : Instructional
Function.Instruction : Instructor
Function.Oversight : PIC
Qualification.Pilot : ATP
Qualification.Pilot : CFI
Qualification.Pilot : Multi Engine
Experience.Flight Time.Last 90 Days : 180
Experience.Flight Time.Total : 23000
Experience.Flight Time.Type : 400
ASRS Report : 781801

Events

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

Assessments

Problem Areas : Aircraft

Narrative

SIMULATED SINGLE ENG CLB FOR AIRWORK WHEN STUDENT TRIMMED THE RUDDER FOR THE FAILED ENG, THIS IS WHEN THE RUDDER TRIM 'FROZE' IN THE FULL L POS. ALTERNATE WAS USED TO BE AVAILABLE. A CHK AT THE RUDDER FREEDOM WAS DONE AND YIELDED ONLY A COUPLE OF DEGS OF MOTION TO THE R. WE THEREFORE DECIDED TO DIVERT TO THE NEAREST AIRFIELD IN WHICH THE XWIND WOULD BE FROM THE R OF THE NOSE. WE DIVERTED TO ZZZ AND LANDED. WINDS WERE FROM THE R 290 DEGS/15 KTS. THE LNDG WAS UNEVENTFUL. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: THE LANDING WAS COMPLETELY UNEVENTFUL AND THE ACFT WAS TAXIED TO THE RAMP. SINCE THE EA50 RUDDER TRIM IS INTERFACED THROUGH THE CENTRAL ACFT COMPUTER IT WAS DECIDED TO COMPLETELY POWER DOWN THE ACFT AND ALLOW THE COMPUTER TO REBOOT. THIS HAD THE DESIRED EFFECT AND THE RUDDER TRIM FUNCTIONED NORMALLY AFTERWARD. THE EXACT PROBLEM WITH THE CENTRAL ACFT COMPUTER THAT CAUSED THIS INCIDENT IS UNKNOWN.

Synopsis

EA50 INSTRUCTOR REPORTS RUDDER TRIM STUCK IN THE FULL LEFT POSITION DURING TRAINING.

ACN: 780469

Time / Day

Date : 200804
Local Time Of Day : 1201 To 1800

Place

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

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

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

Person : 1

Affiliation.Other : Instructional
Function.Instruction : Trainee
Qualification.Pilot : Student
Experience.Flight Time.Last 90 Days : 7
Experience.Flight Time.Total : 16
ASRS Report : 780469

Person : 2

Affiliation.Other : Instructional
Function.Instruction : Instructor
Qualification.Pilot : CFI
Qualification.Pilot : Commercial
Qualification.Pilot : Instrument
Qualification.Pilot : Multi Engine
Experience.Flight Time.Last 90 Days : 50
Experience.Flight Time.Total : 559
Experience.Flight Time.Type : 360
ASRS Report : 780470

Events

Anomaly.Other Anomaly
Anomaly.Other Spatial Deviation
Independent Detector.Other.Flight CrewA : 1
Independent Detector.Other.Flight CrewB : 2

Resolatory Action.None Taken : Insufficient Time
Consequence.Other : Aircraft Damaged

Assessments

Problem Areas : Flight Crew Human Performance

Narrative

I WAS DOING TOUCH-AND-GOES AS A STUDENT PLT AT UNCTLED FIELD. I WAS TAKING OFF, PLANE BEGAN MOVING L OF CTRLINE TOWARDS THE GRASS, AILERONS WERE USED INCORRECTLY TO 'STEER' THE ACFT BACK ON CTRLINE. I THEN PULLED BACK SHARPLY ON THE YOKE TO GET THE PLANE AIRBORNE. PLANE DANGEROUSLY SLOWED AND STALLED INTO GRASS. INSTRUCTOR HAD TAKEN THE CTLS, PULLED THE PWR TO IDLE, AND BRAKED STRAIGHT AHEAD AS BEST POSSIBLE. EXHAUST PIPE STRUCK A TXWY LIGHT AND DENTED THE EXHAUST PIPE. INSTRUCTOR REGAINED CTL AND TAXIED TO THE RAMP. NO OTHER OBSERVED DAMAGE TO THE ACFT.

Synopsis

AN INSTRUCTOR TOOK CTL FROM HIS STUDENT AFTER C172 CTL WAS LOST ON TKOF ROLL. THE ACFT STALLED, TOUCHED DOWN, HIT A TXWY LIGHT AND DENTED AN EXHAUST PIPE.

ACN: 780197

Time / Day

Date : 200803

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : PWT.Airport

State Reference : WA

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Light : Daylight

Aircraft : 1

Operator.General Aviation : Instructional

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

Operating Under FAR Part : Part 91

Flight Phase.Ground : Position And Hold

Aircraft : 2

Make Model Name : Cessna Aircraft Undifferentiated or Other Model

Flight Phase.Landing : Go Around

Person : 1

Affiliation.Other : Instructional

Function.Instruction : Instructor

Qualification.Pilot : CFI

Qualification.Pilot : Commercial

Qualification.Pilot : Instrument

Experience.Flight Time.Last 90 Days : 50

Experience.Flight Time.Total : 4000

Experience.Flight Time.Type : 1400

ASRS Report : 780197

Person : 2

Events

Anomaly.Conflict : Ground Critical

Anomaly.Non Adherence : Published Procedure

Anomaly.Other Spatial Deviation

Independent Detector.Other.Flight CrewA : 2

Resolatory Action.Flight Crew : Executed Go Around

Assessments

Problem Areas : Airport

Problem Areas : Flight Crew Human Performance

Narrative

WE TAXIED ONTO RWY 19 FOR DEP. FOR TRAINING PURPOSES, WE DELAYED ON THE RWY APPROX 30-60 SECONDS. WE HEARD A RADIO XMISSION, 'CESSNA...ON SHORT FINAL, GOING AROUND.' WE LOOKED UP AND SAW THE ACFT PASSING ABOVE US. WE HAD BEEN SECOND ONTO THE RWY. WE WERE AWARE OF ANOTHER ACFT IN THE PATTERN, AND THAT ACFT WAS ON THE DOWNWIND APCHING BASE. WE HAD BEEN MONITORING CTAF FOR APPROX 5 MINS DURING OUR TAXI FROM THE TERMINAL AREA. WE CALLED OUT OUR TAXI. WHEN WE GOT TO THE RUN-UP AREA, THERE WAS ANOTHER ACFT AHEAD OF US FOR DEP. WE WAITED UNTIL THEY WERE AIRBORNE, THEN LOOKED FOR TFC, THEN PULLED ONTO THE RWY. WE HAD HEARD NO OTHER XMISSIONS FROM THE ACFT THAT WE HAD CUT OFF. NO DOWNWIND CALL, NO BASE, NO FINAL. THE FIRST AND ONLY CALL WAS THE ONE TELLING US THEY WERE ON SHORT FINAL. WE FELT THAT WE HAD LOOKED ADEQUATELY, BUT APPARENTLY NOT.

Synopsis

PLT AND FLT INSTRUCTOR STAY IN POSITION ON RWY OF UNCONTROLLED ARPT FOR TRAINING PURPOSES AND CAUSE GAR BY ACFT NOT REPORTING POSITION ON CTAF.

ACN: 777561

Time / Day

Date : 200803
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : LCI.Airport
State Reference : NH
Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

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

Person : 1

Affiliation.Other : Instructional
Function.Instruction : Instructor
Function.Oversight : PIC
Qualification.Pilot : CFI
Qualification.Pilot : Commercial
Qualification.Pilot : Instrument
Experience.Flight Time.Last 90 Days : 150
Experience.Flight Time.Total : 560
Experience.Flight Time.Type : 500
ASRS Report : 777561

Events

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

Assessments

Problem Areas : Airport

Narrative

I WAS CONDUCTING FLT INSTRUCTION AT LACONIA MUNICIPAL ARPT (LCI). AT XA30, MY PVT PLT STUDENT AND I CALLED 1-800-WXBRIEF, FOR A FULL STANDARD WX BRIEFING. THERE WERE SEVERAL NOTAMS FOR LCI BUT NONE STATING ARPT CLOSURE DUE TO SNOW REMOVAL OP REQUIRING A PPR (PRIOR PERMISSION REQUIRED). IT WAS LATER DOCUMENTED THAT A NOTAM WAS

ISSUED AT XA48 OR AT THE TIME OF OUR ENG RUN-UP. AFTER TAXI AND ENG RUN AND PROPER ANNOUNCEMENT ON THE CTAF 123.0 MY STUDENT TOOK RWY 26 FOR DEP. THERE WAS ACFT ENG ROUGHNESS AND THE TKOF WAS ABORTED. AFTER EXITING THE RWY WE WERE TOLD VIA THE CTAF THAT THE ARPT WAS NOTAM CLOSED. SUM: AS IS MY STANDARD PROFESSIONAL PRACTICE I CALLED FOR AND RECEIVED A FULL STANDARD BRIEFING 18 MINS PRIOR TO THE NOTAM BEING ISSUED. WE ATTEMPTED TO DEPART 2 MINS AFTER THE NOTAM WAS PUT ON FILE WITH FLT SVC. THERE WAS NO WAY FOR MY STUDENT OR I TO BE AWARE OF THE NOTAM. WE USED STANDARD COMS VIA THE CTAF WITH NO CHALLENGE FROM SNOW REMOVAL CREW NOR THE ARPT MGR. IT SHOULD BE NOTED THAT ANOTHER ACFT DEPARTED MOMENTS PRIOR TO OUR ATTEMPTED DEP. RECOMMENDATION FOR SAFETY IMPROVEMENT: NOTAMS SHOULD BE TIMELY COMMUNICATED BY THE ARPT MGR TO THE 2 FBO'S ON FIELD. THE PLT IS RESPONSIBLE FOR GETTING A FULL STANDARD BRIEFING AND OBTAINING ANY PERTINENT NOTAMS. AS NOTED ABOVE DESPITE THE BEST PROFESSIONAL EFFORTS THERE CAN BE TIMING ISSUES. THE SNOW REMOVAL CREW AS WELL AS ARPT MGR SHOULD BE CONTINUOUSLY MONITORING THE CTAF FOR ACFT ATTEMPTING TO LAND OR DEPART THE ARPT DURING TIMES OF SNOW REMOVAL.

Synopsis

C172 HAD CHECKED NOTAMS PRIOR TO DEP, BUT A NOTAM WAS ISSUED FOR SNOW REMOVAL DURING TAXI OUT. NO RESTRICTION WAS COMMUNICATED TO THE PLTS AS THEY TAXIED.

ACN: 774001

Time / Day

Date : 200802
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : DAB.Airport
State Reference : FL
Altitude.MSL.Single Value : 1000

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Controlling Facilities.Tower : DAB.Tower
Operator.General Aviation : Personal
Make Model Name : PA-28 Cherokee Arrow IV
Operating Under FAR Part : Part 91
Flight Phase.Descent : Approach
Route In Use.Approach : Traffic Pattern

Aircraft : 2

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

Person : 1

Affiliation.Other : Instructional
Function.Instruction : Instructor
Qualification.Pilot : CFI
Qualification.Pilot : Commercial
Qualification.Pilot : Instrument
Qualification.Pilot : Multi Engine
Experience.Flight Time.Last 90 Days : 150
Experience.Flight Time.Total : 800
Experience.Flight Time.Type : 75
ASRS Report : 774001

Events

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

Miss Distance.Horizontal : 100

Miss Distance.Vertical : 100

Assessments

Problem Areas : ATC Human Performance

Problem Areas : FAA

Problem Areas : Flight Crew Human Performance

Narrative

MY STUDENT AND I WERE FLYING PRACTICE PATTERNS AT DAB. AFTER OUR DEP, ON THE UPWIND LEG, WE TURNED XWIND AT 800 FT, OVER THE GOLF COURSE PER NOISE ABATEMENT PROCS. SHORTLY AFTER TURNING DOWNWIND, I HEARD THE TWR CTLR TELL TFC TO 'LOOK FOR THE CHEROKEE/ARROW OFF YOUR L WING.' I HEARD THE ACFT (WHICH I LATER FOUND OUT TO BE A CESSNA) REPLY 'YEAH WE SEE HIM,' FOLLOWED SHORTLY THEREAFTER BY 'WE'RE TURNING NOW.' AT THAT POINT I OBSERVED THE L WING OF THE CESSNA SLIGHTLY LOW AND SLIGHTLY IN FRONT OF ME IN A TIGHT CLBING R BANK. WITHIN SECONDS THE CESSNA LEVELED OUT VERY SLIGHTLY LOW AND SLIGHTLY AHEAD OF ME. I ESTIMATE LATERAL SPACING OF NO MORE THAN 100 FT AND A VERT SPACING OF NO MORE THAN 100 FT. I PAUSED FOR APPROX 3 SECONDS WHILE I EVALUATED AND THEN INFORMED ATC THAT 'I AM MAKING A L 360 DEG TURN FOR SPACING, AND THAT WAS AN NMAC!' I COMPLETED MY TURN TO REJOIN THE DOWNWIND AND TWR ASKED ME TO GIVE THEM A CALL WHEN WE WERE DONE WITH OUR ACTIVITY. MY STUDENT AND I COMPLETED SEVERAL MORE TFC PATTERNS AND THEN RETURNED TO THE RAMP. THE CESSNA DID NOT EXTEND THEIR UPWIND FAR ENOUGH TO FOLLOW US AND INSTEAD TURNED XWIND AT APPROX 500 FT MSL AND CONTINUED CLBING INTO US WHERE THEY NEARLY HIT US ON THE XWIND TO DOWNWIND TURN. DAYTONA BEACH ATC PROCS REQUIRED US TO PLACE OUR XPONDERS IN STANDBY MODE, SO THE TIS SYS WHICH THE AIRPLANE WAS EQUIPPED WITH WAS DISABLED, RENDERING IT USELESS. HAD IT BEEN WORKING, I BELIEVE WE WOULD HAVE RECEIVED A TFC WARNING EARLIER.

Synopsis

A PA-28 PILOT EXPERIENCED A NEAR MISS WITH A CESSNA IN THE PATTERN AT DAB.

ACN: 773449

Time / Day

Date : 200802
Local Time Of Day : 1801 To 2400

Place

Locale Reference.Airport : FDK.Airport
State Reference : MD
Altitude.MSL.Single Value : 2500

Environment

Flight Conditions : VMC
Light : Night

Aircraft : 1

Operator.General Aviation : Personal
Make Model Name : PA-28 Cherokee Arrow IV
Operating Under FAR Part : Part 91
Navigation In Use.Other : GPS
Flight Phase.Landing : Missed Approach

Person : 1

Affiliation.Other : Personal
Function.Instruction : Trainee
Qualification.Pilot : Instrument
Qualification.Pilot : Private
Experience.Flight Time.Last 90 Days : 10
Experience.Flight Time.Total : 230
Experience.Flight Time.Type : 7
ASRS Report : 773449

Person : 2

Affiliation.Other : Instructional
Function.Instruction : Instructor
Qualification.Pilot : CFI
Qualification.Pilot : Commercial
Qualification.Pilot : Instrument
Experience.Flight Time.Last 90 Days : 33
Experience.Flight Time.Total : 4100
Experience.Flight Time.Type : 270
ASRS Report : 773947

Person : 3

Affiliation.Government : FAA

Events

Anomaly.Airspace Violation : Entry
Anomaly.Non Adherence : FAR
Independent Detector.Other.ControllerA : 3
Resolatory Action.Controller : Issued Advisory
Resolatory Action.Flight Crew : Exited Penetrated Airspace

Assessments

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

Narrative

AFTER SUCCESSFULLY FLYING THE GPS Z RWY 23 APCH AT FREDERICK, MD (FDK) WITH WAAS GUIDANCE, EXECUTED THE PUBLISHED MISSED APCH. THE PIC WAS A CFI CONDUCTING A CHKOUT IN THE ARROW FOR THE PF, WHO IS THE RPTING PARTY. THE NIGHT WAS CLR, WITH UNRESTR VISIBILITY. WE HAD EXITED THE WASHINGTON DC ADIZ SHORTLY BEFORE THIS TIME, WITH THE INTENTION OF FLYING 2 WAAS APCHS INTO FREDERICK PRIOR TO RETURN TO TIPTON AIRFIELD IN FORT MEADE, MD (FME). THE FIRST PHASE OF THE MISSED APCH INVOLVES A STRAIGHT CLB TO 3000 FT MSL, FOLLOWED BY A TURN TO THE E AT THE FIRST MISSED APCH WAYPOINT. THIS TURN WAS ACCOMPLISHED, AND THE ACFT PROCEEDED TO THE SECOND TURN, WHICH CALLS FOR A TURN TO 059 DEGS BACK TO THE MISSED APCH HOLD AT WESTMINSTER (EMI). THE PF EXECUTED A FLY-BY TURN TO THE NEW HDG SHORT OF THE PUBLISHED WAYPOINT. THESE TURNS WERE EXECUTED USING THE INSTALLED GARMIN 430 GPS SYS. SHORTLY AFTER ROLLING OUT ON THE 059 DEG HDG, THE CREW HEARD THE FOLLOWING MESSAGE ON 121.5: 'ACFT 9 MI E OF FREDERICK ON HDG 065 DEGS AT 2500 FT INDICATED, YOU HAVE ENTERED AN AIR DEFENSE IDENT ZONE, SHORTEST RTE TO EXIT IS (WESTERLY HDG) AT 1 MI.' IT WAS NOT CLR TO THE CREW THAT THIS XMISSION WAS INTENDED FOR US, HOWEVER, THE LOCATION, ALT AND COURSE GIVEN WERE SUFFICIENTLY CLOSE TO CAUSE CONCERN. THE PF DEVIATED W OF COURSE (AWAY FROM THE ADIZ), AND ABOUT 5 MINS LATER ENTERED A DIRECT TO EMI COURSE, PROCEEDED TO EMI, AND SUBSEQUENTLY COMPLETED THE FLT BY FLYING THE GPS RWY 16 APCH TO CARROLL COUNTY ARPT (DMW), WITH A LNDG TO A FULL STOP, FOLLOWED BY A RETURN TO TIPTON (FME) VIA A PREVIOUSLY FILED ADIZ FLT PLAN. THE REMAINDER OF THE FLT PROCEEDED WITHOUT INCIDENT. THERE WERE NO FURTHER COMS ON 121.5. UPON RETURN TO FME, THE CREW RECONSTRUCTED THE PRESUMED FLT PATH OF THE ACFT TO THE EXTENT POSSIBLE, BY OVERLAYING THE PUBLISHED MISSED APCH VECTORS ON THE WASHINGTON TERMINAL CHART. ALTHOUGH IT IS HARD TO DETERMINE WITH COMPLETE ACCURACY, IT APPEARS THAT PORTIONS OF THE THIRD LEG OF THE MISSED APCH PROC, DO IN FACT LIE INSIDE THE ADIZ. THE ACFT IS EQUIPPED WITH DME, BUT IT WAS NOT IN USE, AND IN ANY EVENT THE RELIABILITY OF THE DCA VORTAC SIGNAL AT LOW ALT AND 30 MI AWAY IS SPOTTY. THE CREW WAS UNABLE TO USE THE GARMIN 430 FOR DISTANCE MEASURING FROM DCA BECAUSE THE UNIT WAS IN USE FOR THE MISSED APCH PROC. LANDMARKS, AS VISIBLE DURING NIGHTTIME IN THIS AREA, WERE NOT INCONSISTENT WITH A POS NEAR TO, BUT OUTSIDE THE ADIZ. THE PRIMARY CAUSE FOR THIS INADVERTENT ENTRY INTO THE ADIZ WAS THE ASSUMPTION ON THE PART OF THE CREW (A POOR ONE) THAT NO PUBLISHED PROC WOULD LEAD THE ACFT DIRECTLY INTO THE ADIZ. OTHER PROCS, NOTABLY FOR MULTIPLE APCHS AT CARROLL COUNTY, SHOW THE RELATIVE POS OF THE ADIZ ON THE

APCH CHART ITSELF. THIS CHART HAS NO SUCH INFO, NOR DOES IT CONTAIN ANY NOTIFICATION REGARDING THE OVERLAP IN AIRSPACE, OR WARNING REGARDING THE APPROPRIATE CIRCUMSTANCES FOR USE. NOR IS THE LOCATION OF THE 2 KEY MISSED APCH WAYPOINTS EASILY DETERMINED. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: REPORTER STRESSED THAT THEY WERE FLYING THE GPS-Z IAP WHICH REQUIRES A GPS EQUIPPED WITH WAAS CAPABILITY. UNLIKE THE GPS-Z MISSED APPROACH, THE MAP FOR THE GPS-Y PROCEDURE FOR NON WAAS EQUIPPED ACFT EMPLOYS AN INITIAL TRACK WHICH IS A 160 OR SO DEGREE LEFT TURN DIRECT TO EMI, WHICH AVOIDS THE DC ADIZ BY A WIDE MARGIN. IN ADDITION, IT IS ONLY AS A RESULT OF THE COMPARATIVELY RECENT ALTERATION TO THE DC ADIZ CONFIGURATION THAT FEDIT WAYPOINT FALLS WITHIN THE ADIZ. ALTHOUGH BOTH PILOTS IN THIS REPORT ARE INVOLVED WITH ADIZ MANAGEMENT THEY FAILED TO RECOGNIZE THE IMPACT OF THE CHANGE ON THEIR OPERATION.

Synopsis

FLT INSTRUCTOR AND PRIVATE PLT OF PA28 ARE CONCERNED THEY MAY HAVE ENTERED THE DC ADIZ WHILE PERFORMING THE PUBLISHED MAP FOR THE GPS-Z RWY 23 IAP AT FDK.

ACN: 772873

Time / Day

Date : 200801
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.MSL.Single Value : 2100

Environment

Flight Conditions : IMC
Weather Elements : Snow
Weather Elements : Turbulence

Aircraft : 1

Controlling Facilities.TRACON : ZZZ.TRACON
Operator.General Aviation : Instructional
Make Model Name : PA-28 Cherokee/Archer II/Dakota/Pillan/Warrior
Operating Under FAR Part : Part 91
Flight Phase.Landing : Missed Approach

Person : 1

Affiliation.Other : Instructional
Function.Instruction : Instructor
Qualification.Pilot : CFI
Qualification.Pilot : Commercial
Qualification.Pilot : Instrument
Qualification.Pilot : Multi Engine
Experience.Flight Time.Last 90 Days : 120
Experience.Flight Time.Total : 5200
Experience.Flight Time.Type : 1500
ASRS Report : 772873

Events

Anomaly.Inflight Encounter : Weather
Anomaly.Inflight Encounter.Other
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Diverted To Alternate
Resolatory Action.Flight Crew : Landed In Emergency Condition
Consequence.FAA : Reviewed Incident With Flight Crew

Assessments

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

Narrative

MY STUDENTS AND I WERE ON OUR FINAL LEG OF OUR LONG IFR XCOUNTRY. WE LEFT FOR ZZZ1 VIA ZZZ FOR THE GPS RWY APCH INTO ZZZ. PLANNED ON THE MISSED AND ON HOME TO ZZZ1. WX FORECAST FOR SNOW TO START IN THIS AREA AND ZZZ1 AROUND XC00. WE ENCOUNTERED SNOW ABOUT XA30 ABOUT 1/2 WAY TO ZZZ. WE WERE CTLED BY APCH CTLR. THE CLOSER TO ZZZ THE HEAVIER THE SNOW. I TURNED ON PITOT HEAT. WE STARTED OUR FIRST VECTORS ONTO THE APCH AND I PULLED THE PITOT HEAT TO SEE IF ANYTHING WAS BUILDING UP -- NO SIGNS OF ICE ETC. I HAVE NEVER USED PITOT HEAT ON THE CHEROKEE LIKE I DO IN A CESSNA. WE SHOT THE APCH DOWN TO THE MDA AND NEVER SAW ANY SIGNS OF THE GND. WE EXECUTED THE MISSED/CLBOUT INSTRUCTIONS GIVEN BY APCH CTLR. SOON THEREAFTER IN THE CLB WE WERE LOSING PWR. I IMMEDIATELY CHKED THAT THE FUEL PRIMER WAS IN, FUEL PUMP WAS ALREADY ON, AND FLOWED TO THE CARB HEAT LEVER. WHEN PULLED, THE ENG ALMOST DIED. WITH MY ALT AS IT WAS, I DECIDED TO TURN OFF THE CARB HEAT AND KEEP WHAT MOTOR I HAD LEFT -- BETTER GLIDE RATIO WERE MY THOUGHTS AT THE TIME. I CONTACTED APCH AND TOLD THEM I HAD A MOTOR PROB. I CAN'T REMEMBER THE EXACT DIALOGUE, BUT TOLD THEM I NEEDED VECTORS TO A CLR AREA OR THE ARPT. THEY OFFERED ME THE ILS BUT TOLD THEM I COULD NOT SUSTAIN ALT AND THEY GAVE ME TURNS BACK TO THE ARPT. I ZOOMED IN THE GARMIN 430 AND HAD ENOUGH ALT TO GET BACK TO ZZZ WITH AN UNEVENTFUL LNDG. ALTHOUGH THE MOTOR WAS ALMOST READY TO DIE I WAS ABLE TO TAXI BACK TO THE RAMP AND DROVE HOME TO ZZZ1. WAS NEVER ABLE TO RUN THE MOTOR UP TO TRY AND CLEAN UP WITH CARB HEAT AS THE PAVEMENT WAS ICY AT ZZZ AND COULD NOT STAY IN ONE SPOT. I TOLD THE MECHS ABOUT IT AT ZZZ1 AND FOR SURE IT WAS CARB ICING -- THEIR OPINIONS. I HAVE GIVEN A STATEMENT TO THE LCL FSDO WITH THIS INFO LAST WK. THOUGHT I WAS OK, BUT EVERYBODY TOLD ME TO SEND IN A NASA RPT SO HERE IT IS. HOPE THIS HELPS. I HAVE SINCE TALKED TO A LOT OF DIFFERENT PEOPLE AND ALL OF US SEEM TO BE ON THE SAME PAGE AS HOW WE HAVE USED CARB HEAT ON A CHEROKEE -- OBVIOUSLY WE AREN'T DOING THE RIGHT THING. MY PROCS HAVE CHANGED AFTER THIS EXPERIENCE!

Synopsis

A PA28 INSTRUCTOR NEW TO THE ACFT TYPE, USED CARB HEAT INCORRECTLY IN SNOW AND COLD NEARLY CAUSING THE ENG TO QUIT DURING A GAR.

ACN: 771255

Time / Day

Date : 200801
Local Time Of Day : 1201 To 1800

Place

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

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

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

Person : 1

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

Person : 2

Affiliation.Government : FAA
Function.Controller : Approach

Events

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

Assessments

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

Situations

Chart.Approach : FDK RNAV Z Rwy 23

Narrative

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

Synopsis

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

ACN: 766182

Time / Day

Date : 200712
Local Time Of Day : 1201 To 1800

Place

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

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

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

Aircraft : 2

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

Person : 1

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

Events

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

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

Assessments

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

Narrative

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

Synopsis

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

ACN: 763884

Time / Day

Date : 200711
Local Time Of Day : 1201 To 1800

Place

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

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

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

Component : 1

Aircraft Component : Aircraft Heating System

Person : 1

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

Person : 2

Function.Controller : Approach

Events

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

Assessments

Problem Areas : Aircraft

Situations

Narrative

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

Synopsis

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

ACN: 763467

Time / Day

Date : 200711
Local Time Of Day : 0601 To 1200

Place

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

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

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

Person : 1

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

Person : 2

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

Events

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

Assessments

Problem Areas : Flight Crew Human Performance

Narrative

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

Synopsis

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

ACN: 755284

Time / Day

Date : 200709
Local Time Of Day : 1801 To 2400

Place

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

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

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

Component : 1

Aircraft Component : Brake System

Person : 1

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

Person : 2

Affiliation.Other : Instructional
Function.Instruction : Trainee

Events

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

Resolatory Action.Other
Consequence.Other

Assessments

Problem Areas : Aircraft

Narrative

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

Synopsis

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

ACN: 754698

Time / Day

Date : 200711
Local Time Of Day : 1801 To 2400

Place

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

Environment

Flight Conditions : VMC
Light : Night

Aircraft : 1

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

Person : 1

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

Person : 2

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

Events

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

Assessments

Problem Areas : Environmental Factor

Narrative

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

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

Synopsis

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

ACN: 751446

Time / Day

Date : 200708
Local Time Of Day : 1201 To 1800

Place

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

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

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

Aircraft : 2

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

Person : 1

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

Events

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

Assessments

Problem Areas : Flight Crew Human Performance

Narrative

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

Synopsis

A PA28 HAD AN NMAC WITH A C172 AT C77.

ACN: 750519

Time / Day

Date : 200708
Local Time Of Day : 0601 To 1200

Place

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

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

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

Person : 1

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

Events

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

Assessments

Problem Areas : Aircraft

Narrative

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

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

Synopsis

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

ACN: 750010

Time / Day

Date : 200708
Local Time Of Day : 0601 To 1200

Place

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

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

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

Component : 1

Aircraft Component : Propeller Pitch Change Mechanism

Person : 1

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

Person : 2

Affiliation.Other : Instructional
Function.Instruction : Instructor

Events

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

Maintenance Factors

Maintenance.Performance Deficiency : Fault Isolation

Maintenance.Performance Deficiency : Repair

Maintenance.Performance Deficiency : Testing

Assessments

Problem Areas : Aircraft

Situations

Narrative

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

Synopsis

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

ACN: 749971

Time / Day

Date : 200708
Local Time Of Day : 0601 To 1200

Place

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

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

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

Component : 1

Aircraft Component : Carburetor Heat Control

Person : 1

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

Events

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

Assessments

Problem Areas : Aircraft

Narrative

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

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

Synopsis

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

ACN: 749742

Time / Day

Date : 200708
Local Time Of Day : 0601 To 1200

Place

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

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

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

Aircraft : 2

Make Model Name : Small Aircraft

Person : 1

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

Events

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

Assessments

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

Narrative

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

Synopsis

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

ACN: 749394

Time / Day

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

Place

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

Environment

Light : Daylight

Aircraft : 1

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

Aircraft : 2

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

Person : 1

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

Events

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

Assessments

Problem Areas : Flight Crew Human Performance

Narrative

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

Synopsis

A C172 AT BXK HAD AN NMAC WITH AN ARCHER.

ACN: 749075

Time / Day

Date : 200708
Local Time Of Day : 1201 To 1800

Place

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

Environment

Flight Conditions : Marginal
Light : Daylight

Aircraft : 1

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

Component : 1

Aircraft Component : Fuel Line, Fittings, & Connectors

Person : 1

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

Events

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

Assessments

Problem Areas : Aircraft

Narrative

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

Synopsis

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

ACN: 748854

Time / Day

Date : 200704
Local Time Of Day : 1201 To 1800

Place

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

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

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

Aircraft : 2

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

Person : 1

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

Events

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

Assessments

Problem Areas : Flight Crew Human Performance

Narrative

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

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

Synopsis

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

ACN: 748493

Time / Day

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

Place

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

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

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

Aircraft : 2

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

Person : 1

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

Person : 2

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

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

Events

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

Assessments

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

Narrative

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

Synopsis

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

ACN: 748004

Time / Day

Date : 200707

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : AEG.Airport

State Reference : NM

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Light : Daylight

Aircraft : 1

Operator.General Aviation : Personal

Make Model Name : Skyhawk 172/Cutlass 172

Operating Under FAR Part : Part 91

Flight Phase.Landing : Roll

Aircraft : 2

Operator.General Aviation : Personal

Make Model Name : Chancellor 414A & C414

Flight Phase.Landing : Roll

Person : 1

Affiliation.Other : Instructional

Function.Instruction : Instructor

Qualification.Pilot : CFI

Qualification.Pilot : Commercial

Qualification.Pilot : Instrument

Qualification.Pilot : Multi Engine

Experience.Flight Time.Last 90 Days : 146

Experience.Flight Time.Total : 724

Experience.Flight Time.Type : 177

ASRS Report : 748004

Person : 2

Events

Anomaly.Conflict : Ground Critical

Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Executed Go Around

Resolatory Action.Flight Crew : Took Evasive Action

Miss Distance.Horizontal : 2000

Assessments

Problem Areas : Airport
Problem Areas : Flight Crew Human Performance

Narrative

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

Synopsis

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

ACN: 746945

Time / Day

Date : 200707
Local Time Of Day : 1201 To 1800

Place

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

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

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

Component : 1

Aircraft Component : Main Rotor RPM Indication

Person : 1

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

Person : 2

Affiliation.Other : Personal
Function.Instruction : Trainee

Events

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

Assessments

Problem Areas : Aircraft

Narrative

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

Synopsis

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

ACN: 746942

Time / Day

Date : 200707
Local Time Of Day : 1801 To 2400

Place

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

Environment

Flight Conditions : Mixed
Light : Night

Aircraft : 1

Controlling Facilities.TRACON : NCT.TRACON
Operator.General Aviation : Personal
Make Model Name : Skyhawk 172/Cutlass 172
Operating Under FAR Part : Part 91
Flight Phase.Landing : Go Around
Flight Phase.Landing : Missed Approach

Person : 1

Affiliation.Other : Instructional
Function.Instruction : Instructor
Function.Oversight : PIC
Qualification.Pilot : CFI
Qualification.Pilot : Commercial
Qualification.Pilot : Instrument
Qualification.Pilot : Multi Engine
ASRS Report : 746942

Events

Anomaly.Aircraft Equipment Problem : Less Severe
Anomaly.Non Adherence : Clearance
Anomaly.Non Adherence : Published Procedure
Anomaly.Other Anomaly : Unstabilized Approach
Anomaly.Other Spatial Deviation
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Controller : Issued New Clearance
Resolatory Action.Flight Crew : Executed Missed Approach
Consequence.FAA : Reviewed Incident With Flight Crew

Assessments

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

Narrative

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

Synopsis

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

ACN: 746544

Time / Day

Date : 200707

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.AGL.Bound Lower : 0

Altitude.AGL.Bound Upper : 30

Environment

Flight Conditions : VMC

Light : Daylight

Aircraft : 1

Controlling Facilities.Tower : ZZZ.Tower

Operator.General Aviation : Instructional

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

Operating Under FAR Part : Part 91

Flight Phase.Climbout : Takeoff

Person : 1

Affiliation.Other : Instructional

Function.Instruction : Instructor

Function.Oversight : PIC

Qualification.Pilot : CFI

Qualification.Pilot : Commercial

Qualification.Pilot : Instrument

Experience.Flight Time.Last 90 Days : 270

Experience.Flight Time.Total : 1000

Experience.Flight Time.Type : 400

ASRS Report : 746544

Events

Anomaly.Excursion : Runway

Anomaly.Ground Encounters.Other

Anomaly.Other Anomaly

Anomaly.Other Anomaly : Speed Deviation

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Regained Aircraft Control

Consequence.Other : Aircraft Damaged

Consequence.Other

Assessments

Problem Areas : Flight Crew Human Performance

Narrative

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

Synopsis

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

ACN: 746233

Time / Day

Date : 200707
Local Time Of Day : 1201 To 1800

Place

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

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

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

Aircraft : 2

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

Person : 1

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

Events

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

Assessments

Problem Areas : Flight Crew Human Performance

Narrative

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

Synopsis

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

ACN: 745458

Time / Day

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

Place

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

Environment

Flight Conditions : IMC
Light : Daylight

Aircraft : 1

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

Person : 1

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

Person : 2

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

Person : 3

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

Events

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

Assessments

Problem Areas : FAA

Situations

ATC Facility.Procedure Or Policy : DEN.FSS

Narrative

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

Synopsis

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

ACN: 745235

Time / Day

Date : 200707
Local Time Of Day : 1201 To 1800

Place

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

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

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

Person : 1

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

Events

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

Assessments

Problem Areas : Flight Crew Human Performance

Narrative

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

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

Synopsis

DA42 INADVERTENTLY PENETRATED CLASS B AIRSPACE DURING INSTRUCTIONAL FLT.

ACN: 744519

Time / Day

Date : 200707
Local Time Of Day : 1201 To 1800

Place

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

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

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

Aircraft : 2

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

Person : 1

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

Events

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

Assessments

Problem Areas : Flight Crew Human Performance

Narrative

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

Synopsis

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

ACN: 743409

Time / Day

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

Place

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

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

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

Aircraft : 2

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

Person : 1

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

Events

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

Assessments

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

Narrative

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

Synopsis

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

ACN: 743180

Time / Day

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

Place

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

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

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

Aircraft : 2

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

Person : 1

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

Person : 2

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

Events

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

Assessments

Problem Areas : Flight Crew Human Performance

Narrative

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

Synopsis

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

ACN: 742873

Time / Day

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

Place

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

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

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

Component : 1

Aircraft Component : Electrical Power

Person : 1

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

Events

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

Assessments

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

Narrative

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

Synopsis

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

ACN: 742822

Time / Day

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

Place

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

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

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

Component : 1

Aircraft Component : Engine

Person : 1

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

Events

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

Assessments

Problem Areas : Aircraft

Narrative

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

Synopsis

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

ACN: 741905

Time / Day

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

Place

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

Environment

Weather Elements : Rain
Weather Elements : Thunderstorm

Aircraft : 1

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

Person : 1

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

Events

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

Assessments

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

Narrative

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

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

Synopsis

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

ACN: 741708

Time / Day

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

Place

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

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

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

Person : 1

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

Events

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

Assessments

Problem Areas : Airport
Problem Areas : Environmental Factor

Narrative

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

Synopsis

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

ACN: 741547

Time / Day

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

Place

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

Environment

Flight Conditions : VMC
Light : Night

Aircraft : 1

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

Aircraft : 2

Flight Phase.Ground : Preflight

Component : 1

Aircraft Component : Propeller

Person : 1

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

Events

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

Assessments

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

Narrative

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

Synopsis

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

ACN: 741145

Time / Day

Date : 200705
Local Time Of Day : 0601 To 1200

Place

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

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

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

Person : 1

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

Person : 2

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

Events

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

Assessments

Problem Areas : Aircraft

Narrative

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

Synopsis

C172RG LNDG GEAR COLLAPSED AFTER LNDG AND ACFT DEPARTED RWY.

ACN: 740773

Time / Day

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

Place

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

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

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

Person : 1

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

Person : 2

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

Events

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

Assessments

Problem Areas : Flight Crew Human Performance

Narrative

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

Synopsis

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

ACN: 740538

Time / Day

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

Place

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

Environment

Flight Conditions : VMC
Light : Night

Aircraft : 1

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

Aircraft : 2

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

Person : 1

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

Person : 2

Affiliation.Other : Instructional
Function.Instruction : Trainee

Events

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

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

Assessments

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

Narrative

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

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

Synopsis

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

ACN: 739353

Time / Day

Date : 200705

Day : Fri

Place

Locale Reference.Airport : GKY.Airport

State Reference : TX

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Light : Daylight

Aircraft : 1

Operator.General Aviation : Instructional

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

Operating Under FAR Part : Part 91

Flight Phase.Landing : Roll

Person : 1

Affiliation.Other : Instructional

Function.Instruction : Instructor

Qualification.Pilot : CFI

Qualification.Pilot : Commercial

Qualification.Pilot : Multi Engine

Experience.Flight Time.Last 90 Days : 200

Experience.Flight Time.Total : 640

Experience.Flight Time.Type : 450

ASRS Report : 739353

Person : 2

Affiliation.Other : Instructional

Function.Instruction : Trainee

Events

Anomaly.Aircraft Equipment Problem : Critical

Anomaly.Ground Encounters.Other

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.None Taken : Detected After The Fact

Consequence.Other : Aircraft Damaged

Assessments

Problem Areas : Aircraft

Problem Areas : Flight Crew Human Performance

Narrative

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

Synopsis

PA-28 STRUT ASSEMBLY FAILED AFTER HARD LANDING.