

ASRS Database Report Set

Rotary Wing Aircraft Flight Crew Reports

Report Set Description.....A sampling of reports from flight crew of rotary wing aircraft.

Update Number.....14.0

Date of UpdateDecember 4, 2008

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

Number of New Records in Report Set18

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: 802002 (1 of 50)

Synopsis

HELI PLT HAS NMAC WITH DEPARTING ACR WHILE LANDING AT THE SOUTH RAMP AT MDW.

ACN: 800602 (2 of 50)

Synopsis

A HELICOPTER PILOT REPORTS A NMAC WHILE HOVERING NEAR CTAF W29 AFTER ANNOUNCING HIS POSITION.

ACN: 799105 (3 of 50)

Synopsis

INTERMITTENT LOSS OF COLLECTIVE CONTROL ON R22 HELI DEEMED TO HAVE BEEN THE RESULT OF A ZIP TIE APPARENTLY UTILIZED BY MAINTENANCE DURING OVERHAUL AND NOT REMOVED PRIOR TO RETURN TO SERVICE. THE TIE CAUSED INTERFERENCE BETWEEN THE COLLECTIVE AND THE ADJOINING BODY WORK UNTIL IT WAS CUT DURING THE LOSS AND RECOVERY OF CONTROL MANEUVERING.

ACN: 799091 (4 of 50)

Synopsis

AS350 HELI HAS NMAC WITH UNIDENTIFIED ACFT WHILE TRANSITING AN ARPT WHOSE TWR WAS CLOSED.

ACN: 798111 (5 of 50)

Synopsis

A HELICOPTER PILOT REPORTS BEING UNABLE TO CONTACT DERIDDER FSS NEAR HUM ON VHF 122.45.

ACN: 798017 (6 of 50)

Synopsis

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

ACN: 793324 (7 of 50)

Synopsis

A VFR FLT PILOT WITH A HYDRAULIC EMER ENTERED THE US ADIZ AND WAS TOLD BY ATC THAT HE ENTERED ILLEGALLY ALTHOUGH HE WAS IN CONTACT WITH ATC THE ENTIRE FLT.

ACN: 790569 (8 of 50)

Synopsis

AGRICULTURAL HELI PLT STRIKES POWER LINE WHILE PERFORMING REALIGNMENT MANEUVER.

ACN: 790202 (9 of 50)

Synopsis

S76 PILOT REPORTS EXCEEDING 1500 FT PRIOR TO 4.5 DME ON THE TEB5 DEPARTURE.

ACN: 789681 (10 of 50)

Synopsis

HELICOPTER MECHANIC LEARNS THAT VERBAL AUTHORIZATION TO ALTER CARGO HOOK EMERGENCY RELEASE STC IS NOT VALID.

ACN: 789559 (11 of 50)

Synopsis

A109 PILOT MAKING LOW PASS REPORTS CONFLICT WITH OPPOSITE DIRECTION GA ACFT ON TKOF ROLL.

ACN: 789102 (12 of 50)

Synopsis

A SCHWEIZER 300C ON A PHOTO MISSION AT 400 FT GOT INTO SETTLING WITH POWER AND MADE AN EMERGENCY LNDG ON A GOLF COURSE. AN UNEVENTFUL TKOF FOLLOWED.

ACN: 788509 (13 of 50)

Synopsis

HELICOPTER PILOT LAMENTS POOR BRIEFING RECEIVED FROM FSS CONCERNING A TFR ALONG HIS ROUTE. TFR IS PENETRATED AND ENFORCEMENT ACTION IS PENDING.

ACN: 786773 (14 of 50)

Synopsis

MECHANICS WORKING FOR AN FBO MAINT FACILITY, INFORM ONE OF THEIR PILOTS OF BEING PRESSURED BY THEIR SUPERVISOR TO INSTALL A GENERATOR ON THEIR HELICOPTER WITHOUT AN APPROVED PART NUMBER. SIMILAR AND EVEN MORE EGREGIOUS EXAMPLES CONTINUE TO OCCUR IN A HOSTILE MAINT ENVIRONMENT.

ACN: 786566 (15 of 50)

Synopsis

S76 HELI ON APPROACH TO A PRIVATE HELIPAD STRIKES A TREE, DAMAGING TWO ROTOR BLADES.

ACN: 785747 (16 of 50)

Synopsis

BELL 206 DRIFTED INTO TFR. CONTACT WITH APCH CONTROL HAD BEEN ATTEMPTED, BUT THE PLT LATER REALIZED THAT THE RADIO WAS INOP.

ACN: 785384 (17 of 50)

Synopsis

CVG CTLR DESCRIBED POTENTIAL CONFLICT WITH INBOUND HELI AND DEP ACFT ON RWY 18L/18C OPERATION, LISTING FAILED HEARBACK AS CAUSAL FACTOR.

ACN: 785230 (18 of 50)

Synopsis

R22 EXPERIENCES NMAC WITH R44 WHILE PERFORMING A PHOTO MISSION.

ACN: 783593 (19 of 50)

Synopsis

AFTER LNDG, HELI PLT LEARNS TFR WAS ISSUED PRIOR TO HIS ARRIVAL, WHICH INCLUDED THE LANDING SITE. PLT IS INFORMED OF TFR BY POLICE OFFICER AT SCENE.

ACN: 778023 (20 of 50)

Synopsis

A PILOT REPORTS OVERFLYING A CONTROLLED FIRING NEAR MKO LISTED UNDER THE D NOTAMS. REPORTER DID NOT CHECK NOTAMS AND FSS HAD DIFFICULTY FINDING IT.

ACN: 776546 (21 of 50)

Synopsis

CH-53 PILOT REPORTS CRJ200 TAXI INTO POSITION AND HOLD AS HE IS ON SHORT FINAL FOR RWY 23 AT OAJ, CAUSING GAR.

ACN: 766748 (22 of 50)

Synopsis

AN AGUSTA AW-139 EXECUTIVE HELICOPTER CAPTAIN'S RIGHT DOOR WINDOW EXPLOSIVELY POPPED OUT IN FLIGHT AT 3600 FT.

ACN: 762154 (23 of 50)

Synopsis

R44 PNF REPORTS CIRRUS LANDING BENEATH THEM AS THEY AIR TAXI AT 70 FEET DOWN THE RWY AFTER ARRIVAL. PILOT Y IS IRATE ABOUT BEING 'CUT OFF' AND PHYSICALLY AND VERBALLY ASSAULTS THE R44 FLT CREW.

ACN: 758248 (24 of 50)

Synopsis

BELL PILOT REPORTS CONFLICT WITH ANOTHER HELICOPTER DURING ENTRY TO TRAFFIC PATTERN AT OR3. TCAS SOUNDS ALERT AND REPORTER IS ABLE TO DE-CONFLICT THE SITUATION.

ACN: 757604 (25 of 50)

Synopsis

HELI PLT COMPLAINS ABOUT DIFFICULTY OF DETERMINING TIME AND LOCATION OF STADIUM TFR'S.

ACN: 756614 (26 of 50)

Synopsis

EWR CTLR DESCRIBED ANNUAL TFR EVENT THAT IS INITIATED WITH LITTLE GUIDANCE RESULTING IN VARIED EXPECTATIONS AS TO ATC'S ROLE.

ACN: 754875 (27 of 50)

Synopsis

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

ACN: 752926 (28 of 50)

Synopsis

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

ACN: 751411 (29 of 50)

Synopsis

HELI PLT DESCRIBED CONFLICT AT 5500 INBOUND TO AMA WHEN APCH CTL HANDLING REPORTEDLY CONTRIBUTED TO INCIDENT.

ACN: 750664 (30 of 50)

Synopsis

HELICOPTER PILOT REPORTS NMAC AT 700 FEET AGL WITH DA40 FLYING STRAIGHT IN VISUAL TO ZZZ.

ACN: 748135 (31 of 50)

Synopsis

BELL 430 INSTRUCTOR RPTS ROTOR DAMAGE AFTER SIMULATED ENG OUT LNDG WHEN CYCLIC IS RELEASED WITH AUTOPLT ENGAGED.

ACN: 747455 (32 of 50)

Synopsis

EN28 WITH RADIO PROBLEMS LANDS TOWARDS ONCOMING TRAFFIC AND EXPERIENCES NEAR COLLISION WITH C150 ARRIVING THE OPPOSITE DIRECTION.

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: 742691 (34 of 50)

Synopsis

AN R44 HELICOPTER PILOT'S SIDE GLASS WINDOW WAS BROKEN BY A SURF FISHING ROD WEIGHT AT LOW ALT ALONG THE COASTLINE.

ACN: 739628 (35 of 50)

Synopsis

FORMATION FLT OF TWO HELICOPTERS IS INTERCEPTED BY A THIRD TAKING VIDEO. RESULTING PROXIMITY CAUSES ONE OF FORMATION TO DESCEND TO 300 AGL OVER POPULATED BEACHES.

ACN: 739357 (36 of 50)

Synopsis

HELICOPTER PLT WAS FLYING LOW LEVEL AT NIGHT AND STRUCK A POWER LINE.

ACN: 735148 (37 of 50)

Synopsis

A109 PILOT REPORTS BEING VECTORED INSIDE THE FAF 600 FEET ABOVE GS INTERCEPT ALTITUDE. THE ATTEMPT TO SALVAGE THE APPROACH RESULTS IN GOING BELOW THE GS AND SETTING OFF THE CONTROLLER'S MSAW BEFORE FINALLY CAPTURING THE GS AT 2 NM.

ACN: 733182 (38 of 50)

Synopsis

HH65 FLT CREW REPORTS TCAS EVENT OVER LAL AT 6000 FEET WITH A MOTORIZED GLIDER.

ACN: 714352 (39 of 50)

Synopsis

PIT APCH CTLR EXPRESSED CONCERN REGARDING LACK OF OBSTRUCTION DEPICTIONS ON THE EMER OBSTRUCTION VIDEO MAP (EOVM).

ACN: 706701 (40 of 50)

Synopsis

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

ACN: 706688 (41 of 50)

Synopsis

AN HU369D TAIL ROTOR MADE GND CONTACT WHEN THE ACFT WAS TIPPED BY A WIND GUST WHILE THE PLT WAS OUT OF THE ACFT REMOVING A WATER BUCKET.

ACN: 705364 (42 of 50)

Synopsis

HELI PLT ENTERED CLASS C AT BHM WITHOUT ATC CLRNC DUE TO COM PROBS.

ACN: 704552 (43 of 50)

Synopsis

A ROBINSON R44 HELI PARKED DURING A SEVERE TSTM INCURRED HAIL DAMAGE TO THE MAIN ROTOR BLADES. WHEN FLOWN IMMEDIATELY AFTER THE STORM THE ACFT DID NOT FLY PROPERLY.

ACN: 704416 (44 of 50)

Synopsis

ROBINSON R44 PLT ENCOUNTERS BIRDS ON APCH.

ACN: 703984 (45 of 50)

Synopsis

FOLLOWING A MAINT INSPECTION FOR AN OIL LEAK, HELI PLT EXPERIENCES INFLT LOSS OF ASSOCIATED COWLING.

ACN: 701999 (46 of 50)

Synopsis

A PLT NOTES THAT VHF RADIO CONTACT CANNOT BE MAINTAINED IN CLASS E AIRSPACE E OF OME ALLOWING PLTS TO CANCEL SVFR.

ACN: 701930 (47 of 50)

Synopsis

AGUSTA 109 PLT FLIES BELOW FAR REQUIRED CLRNC ALT IN MOUNTAINOUS AREA.

ACN: 701708 (48 of 50)

Synopsis

HELI PLT STRIKES A PWR CART WITH THE TAIL ROTOR.

ACN: 700880 (49 of 50)

Synopsis

PLT OF HELI LANDS ON PUBLIC SCHOOL GROUNDS BASED ON FAULTY INFO FROM COMPANY DISPATCHER.

ACN: 700652 (50 of 50)

Synopsis

THE PLT OF A BELL 206 ENTERED BJC CLASS D AIRSPACE INADVERTENTLY. GPS DID NOT SHOW DEN CLASS B OR D AIRSPACE.

Report Narratives

ACN: 802002

Time / Day

Date : 200808
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : MDW.Airport
State Reference : IL

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Controlling Facilities.Tower : MDW.Tower
Operator.Other : Government
Make Model Name : Jet Ranger/Kiowa/206
Operating Under FAR Part : Part 91
Flight Phase.Descent : Approach

Aircraft : 2

Controlling Facilities.Tower : MDW.Tower
Operator.Common Carrier : Air Carrier
Make Model Name : Commercial Fixed Wing
Operating Under FAR Part : Part 121
Flight Phase.Climbout : Takeoff

Person : 1

Affiliation.Company.Other
Function.Flight Crew : Single Pilot
Qualification.Pilot : Commercial
Experience.Flight Time.Last 90 Days : 150
Experience.Flight Time.Total : 3000
Experience.Flight Time.Type : 600
ASRS Report : 802002

Events

Anomaly.Conflict : NMAC
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.None Taken : Detected After The Fact
Resolatory Action.None Taken : Insufficient Time
Miss Distance.Horizontal : 100
Miss Distance.Vertical : 100

Assessments

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

Narrative

I WAS FLYING A HELI, LNDG AT MIDWAY ON THE FBO RAMP. I WAS CLRED TO LAND AT THE FBO FROM THE W AND STAY W OF THE RWY. AS I WAS LNDG AT THE RAMP I WAS APCHING THE RWY AND AN ACR WAS ON TKOF. I WAS JUST AT THE EDGE OF THE RWY AND I MADE A L TURN TO AVOID TFC. AT THIS TIME, THE CTLR WAS DEALING WITH A BONANZA PLT WHO HAD JUST PENETRATED THE ORD INNER RING AND THOUGHT THAT HE WAS APCHING MIDWAY. THE CTLR WAS GIVING THE BONANZA A FREQ FOR ORD AND WAS DEALING WITH THE AIRSPACE VIOLATION AT THE TIME OF MY LNDG. I NEVER HEARD A TKOF CLRNC FOR THE B737. I REQUESTED FURTHER INSTRUCTIONS FROM THE TWR. THE TWR THOUGHT I WAS LNDG AT THE OTHER FBO RAMP ON THE W SIDE OF THE ARPT. I FEEL THAT THE INCIDENT OCCURRED DUE TO A CONFUSION AS TO WHICH RAMP I WAS LNDG. ALSO, I FELT THE CTLR MAY HAVE BEEN OCCUPIED BY THE BONANZA PLT WHO THOUGHT HE WAS IN MIDWAY'S AIRSPACE BUT WAS REALLY IN THE ORD CLASS B INNER RING. I'M NOT SURE IF THE CTLR WAS AWARE OF THE SERIOUSNESS OF THE SITUATION. ALSO, THE ACR CREW NEVER MENTIONED ANY CONCERN. I FELT THE ACR DEP WAS DONE IN HASTE. TFC AT MIDWAY WAS VERY LIGHT AT THE TIME. I LAND AT THE MDW FBO RAMP FREQUENTLY. THIS ISN'T THE FIRST TIME THERE WAS SOME CONFUSION BTWN THE 2 RAMPS, HOWEVER, THIS IS THE MOST SERIOUS. I ALSO FEEL THAT THE CLRNCS FOR ME AND THE ACR MAY HAVE BEEN GIVEN TOO FAR AWAY DUE TO THE LIGHT TFC.

Synopsis

HELI PLT HAS NMAC WITH DEPARTING ACR WHILE LANDING AT THE SOUTH RAMP AT MDW.

ACN: 800602

Time / Day

Date : 200808
Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : W29.Airport
State Reference : MD
Altitude.AGL.Single Value : 1300

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Make Model Name : AS 350 Astar/Ecureuil
Operating Under FAR Part : Part 91
Flight Phase.Cruise.Other

Aircraft : 2

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

Person : 1

Function.Flight Crew : Single Pilot
Qualification.Pilot : CFI
Qualification.Pilot : Commercial
Experience.Flight Time.Last 90 Days : 150
Experience.Flight Time.Total : 2100
Experience.Flight Time.Type : 300
ASRS Report : 800602

Events

Anomaly.Conflict : NMAC
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.None Taken : Unable
Miss Distance.Horizontal : 0
Miss Distance.Vertical : 200

Assessments

Problem Areas : Flight Crew Human Performance

Narrative

I WAS HOVERING JUST N OF RWY 29 AT BAY BRIDGE ARPT WITH 2 OTHER NEWS HELIS. TFC AT BAY BRIDGE WAS USING RWY 29 LEFT TFC STAYING S OF THE ARPT AND CAUSING NO CONFLICT. ANOTHER ACFT CALLED 5 MINS TO THE E INBOUND FOR AN UPWIND FOR RWY 29. I MADE A CALL SAYING I WAS 1/2 MI N OF THE ARPT AT 1300 FT MSL. THE OTHER ACFT PLT MADE NO RESPONSE AND I ASSUMED HE HAD HEARD AND UNDERSTOOD WHERE I WAS. I WAS FACING W INTO THE WIND IN MY HOVER AND ABOUT 3 MINS LATER I SAW THE ACFT FLY DIRECTLY UNDER ME 100-200 FT. FACTORS WERE NOT MAKING SURE MY RADIO CALL HAD BEEN HEARD AND UNDERSTOOD AND THE OTHER ACFT'S ABNORMAL ENTRY INTO THE PATTERN.

Synopsis

A HELICOPTER PILOT REPORTS A NMAC WHILE HOVERING NEAR CTAF W29 AFTER ANNOUNCING HIS POSITION.

ACN: 799105

Time / Day

Date : 200808
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.AGL.Bound Lower : 0
Altitude.AGL.Bound Upper : 20

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Controlling Facilities.Tower : ZZZ.Tower
Operator.General Aviation : Personal
Make Model Name : Robinson R22
Operating Under FAR Part : Part 91
Flight Phase.Climbout : Takeoff

Person : 1

Affiliation.Other : Personal
Function.Flight Crew : Single Pilot
Qualification.Pilot : ATP
Qualification.Pilot : CFI
Qualification.Pilot : Multi Engine
Experience.Flight Time.Last 90 Days : 25
Experience.Flight Time.Total : 4300
Experience.Flight Time.Type : 520
ASRS Report : 799105

Events

Anomaly.Maintenance Problem : Improper Maintenance
Anomaly.Non Adherence : Published Procedure
Anomaly.Other Anomaly
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Overcame Equipment Problem
Resolatory Action.Flight Crew : Regained Aircraft Control
Consequence.Other

Maintenance Factors

Maintenance.Performance Deficiency : Inspection

Assessments

Problem Areas : Aircraft

Problem Areas : Maintenance Human Performance

Narrative

I PULLED THE HELI ON A PLATFORM OUT OF THE HANGAR AFTER A VERY THOROUGH PREFLT DONE IN DETAIL TO SHOW A POTENTIAL STUDENT HOW TO CORRECTLY DO IT. THE START WAS UNEVENTFUL AND I PULLED THE COLLECTIVE TO A MANIFOLD PRESSURE OF 21 TO GET THE ACFT LIGHT ON THE SKIDS. THEN AS I INCREASED SLOWLY TO LIFT OFF I FELT A BUMP AND THE HELI TOOK OFF SUDDENLY, SLIGHTLY TILTED TO THE L. I WAS IMMEDIATELY OVER THE EDGE OF THE LNDG PLATFORM, 1 SKID OVER THE GND AND THE OTHER OVER THE PLATFORM THAT IS ABOUT 3 FT HIGH. I COULD NOT CTL THE COLLECTIVE SMOOTHLY TO GET BACK OVER THE PLATFORM AND LAND SAFELY, SO I MOVED FORWARD INTO THE PARKING LOT. THEN I LOWERED THE COLLECTIVE AND WITH THE SAME BUMP THE MANIFOLD PRESSURE DROPPED TO 19. THE HELI WENT DOWN FAST TOWARDS THE GND AND I PULLED BACK AGAIN TO AVOID A VERY HARD LNDG AND WORSE. THE HELI JUMPED UP ABOUT 20 FT. I SWITCHED HANDS TO CHK THE CTL FRICTION (I WAS FLYING FROM THE L SEAT TO ALLOW THE POTENTIAL STUDENT TO 'ENJOY' FLYING FROM THE CAPT SEAT) AND FOUND IT NORMALLY UNLOCKED. THROUGH THIS STRUGGLE I BROUGHT THE HELI INTO A MORE OPEN SPACE (NO AIRPLANES), I LOWERED THE COLLECTIVE AGAIN AND HAD THE SAME DROP BUT I WAS READY AND AS SOON AS IT STARTED TO DROP I PULLED UP AND CAUGHT THE FALL AT ABOUT 5 FT ABOVE THE SURFACE. BEFORE IT STARTED CLBING I LOWERED THE COLLECTIVE WITH THE SAME 'BUMP' AND STARTED SINKING. AT THAT POINT I RAISED THE COLLECTIVE AND IMMEDIATELY LOWERED IT TO SETTLE AMAZINGLY WELL ON THE GND. IT WAS NOT A PERFECT LNDG BUT IT WAS NOT EVEN A HARD LNDG. WHEN I STARTED THE ENG MY INTENT WAS TO BRING THE HELI DOWN FROM THE PLATFORM TO REPOSITION IN THE PARKING LOT AND THEN CALL TWR AND GET READY TO FLY OFF. AFTER I SHUT DOWN THE TWR ASKED FOR EXPLANATIONS WHICH I PROVIDED, SIMILAR TO THIS RPT BUT LESS DETAILED. THE CTLR TOLD ME HE WAS VERY CONCERNED, EVEN MORE SO BECAUSE I WAS NOT TALKING TO HIM, WHICH WOULD HAVE NOT HELPED, COULD EVEN HAVE DISTR ME. AFTER THIS LNDG WE FOUND A BROKEN ZIP TIE STICKING OUT OF THE L COLLECTIVE BOOT. AFTER REMOVING THE BOOT COMPLETELY THE REST OF THE ZIP TIE WAS FOUND ATTACHED TO THE CLIP HOLDING THE L COLLECTIVE IN PLACE (THIS IS AN EARLY MODEL WITH A POORLY DESIGNED REMOVABLE COLLECTIVE, DIFFICULT TO PUT BACK IN). THE PRESENCE OF THE ZIP TIE THERE REMAINS COMPLETELY UNEXPLAINED AS IT WAS NOT THERE BEFORE THE ACFT WENT INTO A MAJOR OVERHAUL. I HAVE NO DOUBT ABOUT THIS ISSUE SINCE I REMOVED THE L COLLECTIVE SEVERAL TIMES AND I NEVER HAD ANYTHING ATTACHED TO THE CLIP. AFTER THIS UNPLEASANT ADVENTURE I REMOVED THE LNDG LIGHT THAT NEEDED CHANGE AND FOUND INSIDE THE BOTTOM OF THE ACFT 2 WASHERS, 2 CUT ZIP TIES, A CLIP, AND A FEW OTHER MISCELLANEOUS SMALL ITEMS. I REMOVED ALL THIS HARDWARE AND PERFORMED THE LNDG LIGHT CHANGE. OVERALL IT WAS AN EXPERIENCE THAT ENDED UP WELL BY SOME LUCK AND MAYBE SOME SKILLS ON MY PART. I CAREFULLY CHKED THE L COLLECTIVE BEFORE REMOVING IT AND AFTER PLACING IT BACK. THE ZIP TIE WAS SLIDING FREELY ALONG THE CLIP AND COULD EASILY GET CAUGHT BTWN THE COLLECTIVE AND THE FRAME, RUBBING AGAINST THE FRAME OF THE ACFT IN THE OPENING WHERE THE COLLECTIVE GOES THROUGH THE FIREWALL. MY ATTEMPT AT CTLING THE ACFT ENDED UP CUTTING IT AGAINST THE SHARP EDGE AND MOST LIKELY EXPLAINS THAT I WAS ABLE TO LAND IN A NORMAL MANNER AFTER ALL THESE OUT OF CTL MOVEMENTS, MORE

LUCK THAN SKILLS I GUESS. THE INTENT OF THIS RPT IS TO INSIST ONCE MORE THAT AFTER A MAJOR OVERHAUL THERE ARE GREMLINS. THE ACFT HAD BEEN FLOWN ABOUT 7-8 HRS BEFORE THIS INCIDENT BUT THE ZIP TIE COULD MOVE FREELY ALONG THE CLIP AND COULD GET CAUGHT AT ANY TIME OR NEVER WITH LUCK.

Synopsis

INTERMITTENT LOSS OF COLLECTIVE CONTROL ON R22 HELI DEEMED TO HAVE BEEN THE RESULT OF A ZIP TIE APPARENTLY UTILIZED BY MAINTENANCE DURING OVERHAUL AND NOT REMOVED PRIOR TO RETURN TO SERVICE. THE TIE CAUSED INTERFERENCE BETWEEN THE COLLECTIVE AND THE ADJOINING BODY WORK UNTIL IT WAS CUT DURING THE LOSS AND RECOVERY OF CONTROL MANEUVERING.

ACN: 799091

Time / Day

Date : 200808
Local Time Of Day : 1801 To 2400

Place

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

Environment

Flight Conditions : VMC
Light : Dusk

Aircraft : 1

Operator.Common Carrier : Air Taxi
Make Model Name : AS 350 Astar/Ecureuil
Operating Under FAR Part : Part 135
Navigation In Use.Other : Pilotage
Flight Phase.Cruise : Level

Aircraft : 2

Operator.Common Carrier : Air Carrier
Make Model Name : Commercial Fixed Wing
Operating Under FAR Part : Part 121
Flight Phase.Descent : Approach

Aircraft : 3

Make Model Name : Any Unknown or Unlisted Aircraft Manufacturer

Person : 1

Affiliation.Company : Corporate
Function.Flight Crew : Single Pilot
Qualification.Pilot : Commercial
Qualification.Pilot : Instrument
Experience.Flight Time.Last 90 Days : 60
Experience.Flight Time.Total : 13000
Experience.Flight Time.Type : 8000
ASRS Report : 799091

Person : 2

Function.Observation : Passenger

Events

Anomaly.Conflict : NMAC
Anomaly.Other Spatial Deviation
Resolatory Action.None Taken : Insufficient Time

Miss Distance.Horizontal : 200

Miss Distance.Vertical : 50

Assessments

Problem Areas : Airport

Narrative

APCHING ZZZ MUNI TO CROSS MIDFIELD AT 1500 FT OR ABOVE ON A WESTERLY HDG TO GIVE WAY FOR ACR Y ON 5 MI FINAL. IN COM WITH ACR Y AND GIVING 2 DIFFERENT POS RPTS OF MY OWN. AT APPROX 2 MI FROM XING AT ALT OF 2200 FT MSL L CREW MEMBER SEES AN AIRPLANE OUT OF L WINDOW. AT THE SAME MOMENT SHE CALLED OUT I SAW THE PLANE. I CONTINUED MY DSCNT AND SOMEHOW WE DID NOT HIT. I TURNED AND SAW THE PLANE CONTINUE ON A NORTHERLY HDG AWAY FROM ZZZ. I TOLD THE ACR Y CAPT OF THE INCIDENT AND HE SAID HE SAW HIM ON TCAS WITH NO COM WITH THE PLANE, NO COM WAS RECEIVED BY CTR AND NO RADIO CALLS ON ZZZ ADVISORY.

Synopsis

AS350 HELI HAS NMAC WITH UNIDENTIFIED ACFT WHILE TRANSITING AN ARPT WHOSE TWR WAS CLOSED.

ACN: 798111

Time / Day

Date : 200807
Local Time Of Day : 1201 To 1800

Place

Locale Reference.ATC Facility : DRI.FSS
State Reference : LA
Altitude.MSL.Single Value : 1700

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Make Model Name : Helicopter

Person : 1

Function.Flight Crew : Captain
Function.Oversight : PIC
Qualification.Pilot : ATP
Experience.Flight Time.Total : 21000
ASRS Report : 798111

Events

Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.None Taken : Unable

Assessments

Problem Areas : ATC Facility
Problem Areas : FAA

Situations

ATC Facility.Other Physical Facility

Narrative

DE RIDDER FSS COULD NOT RECEIVE ON FREQ 122.45. RECURRING PROBLEM!
CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: THE
REPORTER STATED THAT DE RIDDER FSS TRANSMISSIONS ON 113.5 APPEAR TO
WORK WELL, BUT ACFT ARE UNABLE TO GET A RESPONSE FROM DE RIDDER
WHEN THAT FACILITY IS INITIALLY CONTACTED ON 122.45. THE PROBLEM SEEMS
TO HAVE BEGUN WHEN THE DE RIDDER FSS WAS CLOSED AND FUNCTIONS
MOVED TO THE DE RIDDER AREA OF FT WORTH. THE REPORTER HAS TALKED
WITH THE FSS PERSONNEL ON THE PHONE AND WAS TOLD THAT THIS PROBLEM
WAS LOW PRIORITY AND WOULD BE TAKEN CARE OF AFTER OTHER PROBLEMS
WERE ADDRESSED. THE REPORTER STATED THAT IN GENERAL THE FLT SERVICE

STATION SERVICES, INCLUDING IMPORTANT WX BRIEFINGS, ARE NOT AT A STANDARD THAT CAN BE CONSISTENTLY RELIED UPON TO BE ACCURATE BECAUSE MANY TIMES THE FSS PERSON ON THE PHONE IS LOCATED AT A DISTANT LOCATION AND IS NOT FAMILIAR WITH WHAT THE PILOT IS ASKING FOR.

Synopsis

A HELICOPTER PILOT REPORTS BEING UNABLE TO CONTACT DERIDDER FSS NEAR HUM ON VHF 122.45.

ACN: 798017

Time / Day

Date : 200808

Place

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

Aircraft : 1

Make Model Name : Helicopter
Operating Under FAR Part : Part 135

Person : 1

Affiliation.Company.Other
Function.Flight Crew : Single Pilot
ASRS Report : 798017

Events

Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.None Taken : Unable

Assessments

Problem Areas : FAA
Problem Areas : Flight Crew Human Performance

Narrative

I AM WRITING TO RELAY TO YOU WHAT SEEMS TO ME A POTENTIAL PROBLEM IN EMS HELICOPTER RADIO FREQUENCY PROCS. I HAVE BEEN FLYING EMS HELICOPTER OPERATIONS 14 YEARS. I HAVE FLOWN IN VARIOUS STATES IN THE SAME CAPACITY. THE PROBLEM I HAVE OBSERVED OVER THE YEARS ARE THE DIFFERENT BELIEFS OF THE COMMON 'AIR-TO-AIR' FREQUENCY FOR HELICOPTERS. FAR/AIM TABLE 4-1-3 STATES THAT AIR-TO-AIR GENERAL AVIATION HELICOPTERS FREQUENCY IS 123.025. MOST COM RADIOS ONLY INDICATE TWO DIGITS TO THE RIGHT OF THE DECIMAL POINT. BY CONFESSION I WILL ADMIT THAT EARLY IN MY CAREER I BELIEVED THAT YOU NEEDED SOME 'SPECIAL' RADIO TO GET THIS FREQUENCY. I LATER LEARNED FROM A BETTER PLT THAT 123.025 WAS IN EVERY COM RADIO. IT IS VIEWED ONLY AS 123.02 AND YOU MAY HAVE TO 'PULL UP' ON A SELECTOR KNOB TO GET THE .025 INTERVALS. THE PROBLEM HAS EXISTED FOR YEARS. I HAVE JUST READ TWO LETTERS THIS WEEK WHERE THE AGENCIES ARE SPECIFICALLY ASKING ARRIVING HELICOPTERS TO USE 123.050. THIS IS NOT GOOD. THIS IS NOT WHAT THE FAR/AIM HAS ESTABLISHED OR AUTHORIZED. I LIKE THE IDEA THAT HELICOPTERS HAVE THEIR OWN PRIVATE FREQUENCY BUT THE MEDICAL FACILITIES ARE NOT AWARE OF THIS AS A GENERAL RULE. INSTEAD THE CHAIN OF EVENTS ARE BEING SET FOR ANOTHER ACCIDENT. PLTS ARE TASKED TO POTENTIALLY RESPOND TO OVER 75

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

Synopsis

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

ACN: 793324

Time / Day

Date : 200806
Local Time Of Day : 0601 To 1200

Place

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

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Controlling Facilities.TRACON : ZZZ.TRACON
Operator.General Aviation : Corporate
Make Model Name : Jet Ranger/Kiowa/206
Operating Under FAR Part : Part 91
Flight Phase.Cruise : Level
Route In Use.Enroute : On Vectors

Component : 1

Aircraft Component : Powerplant Accessory Driveshaft

Person : 1

Affiliation.Company : Corporate
Function.Flight Crew : Single Pilot
Qualification.Pilot : ATP
Qualification.Pilot : CFI
Qualification.Pilot : Commercial
Qualification.Pilot : Instrument
Experience.Flight Time.Last 90 Days : 30
Experience.Flight Time.Total : 4500
Experience.Flight Time.Type : 100
ASRS Report : 793324

Events

Anomaly.Aircraft Equipment Problem : Less Severe
Anomaly.Airspace Violation : Entry
Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Declared Emergency
Resolatory Action.Flight Crew : Landed In Emergency Condition
Consequence.FAA : Reviewed Incident With Flight Crew

Assessments

Problem Areas : Aircraft
Problem Areas : Chart Or Publication
Problem Areas : FAA

Narrative

I WAS PLTING A BELL 206L4 ON A FERRY FLT. THIS FERRY FLT WAS CONDUCTED VFR. PREFLT PLANNING INCLUDING FILING INTL VFR FLT PLANS IN ZZZZ AND NOTIFYING UNITED STATES CUSTOMS TELEPHONICALLY ALONG WITH PLACING 'ADCUS' ON THE REMARKS SECTION OF THE FLT PLAN. UNITED STATES CUSTOMS PROVIDED CONFIRMATION INITIALS OF RECEIPT OF THE NOTIFICATION. THE LCL TWR CTLR CONFIRMED UPON BEING QUERIED TWICE, THAT THE FLT PLAN WAS OPENED. CONTACT WAS ESTABLISHED WITH ABC APCH TO PROVIDE POS UPDATES. ABC APCH FURTHER DIRECTED US TO CONTACT XYZ RADIO FOR FURTHER FLT FOLLOWING. ABC APCH DIRECTED US TO CONTACT XYZ RADIO ON FREQ XXX.X. THIS FREQ WAS ALSO FOUND ON THE CURRENT SECTIONAL AS A FREQ TO CONTACT XYZ APCH WHEN APCHING THE ZZZ CLASS C AIRSPACE. NEITHER FACILITY WAS ASSIGNED THAT FREQ RATHER IT IS A ZZZ TWR FREQ. AT THIS POINT, WHILE FLYING AT 4500 FT MSL, MY ACFT HAD A ROTOR RPM TACHOMETER FAILURE. THIS WAS LATER DETERMINED TO BE A TACHOMETER GENERATOR FAILURE. THIS OCCURRED APPROX 65 NM FROM ZZZ. THIS FAILURE WAS FOLLOWED BY A HYD SYS FAILURE. THE 2 SYS SHARE A COMMON DRIVE SHAFT WITH THE HYD SYS OUTBOARD OF THE ROTOR RPM TACHOMETER GENERATOR. THIS OCCURRED APPROX 50 NM FROM ZZZ. AT THIS POINT I REVIEWED THE EMER PROC FOR THIS SYS FAILURE AND DETERMINED THAT THE ACTION ITEMS WERE TO BE PERFORMED WHEN IN SIGHT OF ZZZ. CONTACT WAS ESTABLISHED WITH XYZ APCH APPROX 45 NM FROM ZZZ. THEY ADVISED CONTACTING THEM AT 30 NM OUT WHEN WE WERE IN THEIR AIRSPACE. AT 30 NM, XYZ APCH ISSUED A SQUAWK CODE TO ME. RADAR CONTACT WAS ESTABLISHED AND XYZ APCH EFFECTED A HDOF AND FREQ CHANGE TO ZZZ TWR CTLR AT APPROX 15 NM OUT. UPON PERFORMING THE REQUIRED ACTION ITEMS IT WAS DETERMINED THAT THE SYS WOULD NOT BE RESTORED. AT THAT POINT I DECLARED AN EMER WITH ZZZ TWR AND PROVIDED THEM WITH INFO REQUESTED. THE LNDG WAS IN ACCORDANCE WITH THE EMER PROCS ESTABLISHED BY THE ROTORCRAFT FLT MANUAL AND WAS UNEVENTFUL. UPON SHUTDOWN OF THE ACFT, ZZZ GND CTLR PROVIDED ME WITH A PHONE NUMBER TO CONTACT THE XYZ WATCH DESK. UPON CONTACTING THE WATCH DESK, I WAS INFORMED THAT WE HAD ENTERED THE ADIZ WITHOUT A FLT PLAN AND HAD NOT CONTACTED XYZ RADIO TO NOTIFY THEM PRIOR TO ENTERING THE ADIZ. I INFORMED THE INDIVIDUAL OF THE CIRCUMSTANCES DESCRIBED IN THIS RPT. HE INITIALLY STATED THAT THIS WAS GOING TO BE HANDLED AS A PLTDEV AND THEN STATED THAT IT WOULD BE 'HANDLED' BASED UPON THE INFO PROVIDED. THIS PROB AROSE DUE TO A CONVOLUTED SYS ESTABLISHED TO COMPLY WITH ADIZ XING REQUIREMENTS. MITIGATING CIRCUMSTANCES INCLUDE LACK OF RADIO COVERAGE IN THE AREAS SURROUNDING THIS SECTOR OF THE ADIZ AND INCORRECT FREQS PUBLISHED IN THE CURRENT SECTIONAL. ALTHOUGH BASED UPON MY EXPERIENCE AND HOW THIS FLT TERMINATED, I BELIEVE THE PROPER PROCS WERE FOLLOWED. THE XYZ FAA WATCH DESK DISCOVERED WHAT THEY INITIALLY STATED WAS A PLTDEV. I AM UNAWARE OF NOTAMS OR PIREPS THAT REF FREQ PUBLISHING ERRORS OR LACK OF FREQ COVERAGE. I BELIEVE THAT THE FOLLOWING CORRECTIVE ACTIONS SHOULD BE TAKEN: CORRECT THE FREQ ERRORS ON THE SECTIONAL, VERIFY THAT APPROPRIATE UNITED STATES AND FOREIGN FACILITIES HAVE THE PROPER FREQS TO CONTACT XYZ ATC FOR BOTH NORMAL AND ADIZ OPS, ESTABLISH A 1-

STOP, TELEPHONE, INTERNET OR RADIO COM OUTLET FOR NOTIFYING BOTH UNITED STATES CUSTOMS AND UNITED STATES ATC OF FLTS PLANNING TO CROSS THE CONUS ADIZ. THIS IS ALREADY DONE WITH PHONES PROVIDED AT FOREIGN ARPTS OF ENTRY TO CONTACT UNITED STATES CUSTOMS BUT IS NOT DONE FOR CONTACTING ATC. BASED UPON MY CONTACTS WITH UNITED STATES ATC WAS THAT THE PROPER NOTIFICATION WAS COMPLETED WELL BEFORE XING THE ADIZ. UNFORTUNATELY, THE XYZ WATCH DESK DID NOT SEE IT THAT WAY INITIALLY AND GAVE THE IMPRESSION THAT THEY WERE MORE CONCERNED WITH CLASSIFYING THIS EVENT AS A 'PLTDEV' RATHER THAN LISTENING TO THE CHAIN OF EVENTS. IF I ENCOUNTER THIS SITUATION AGAIN I WOULD ADVISE WHICHEVER ATC FACILITY THAT I HAD ESTABLISH CONTACT WITH THAT I WAS UNABLE TO REACH THE APPROPRIATE FACILITY TO NOTIFY OF THE ADIZ XING. THE BOTTOM LINE IS THAT ON THIS FLT I THOUGHT I HAD FOLLOWED THE APPROPRIATE PROCS TO ENTER THE ADIZ. IN ADDITION, I HAD TO DEAL WITH AN INFLT EMER. ALTHOUGH MY OUTCOME WAS SAFE, SUCCESSFUL AND PROPER, ANOTHER PLT WITH EQUAL EXPERIENCE MIGHT HAVE HAD A DIFFERENT CLOSURE TO A SIMILAR EVENT. CLEARLY, THE CHANGES IN THE DOMESTIC ADIZ SYS NEED TO BE MODERNIZED WITH COMS CAPABILITIES ESTABLISHED AND PROCS SIMPLIFIED.

Synopsis

A VFR FLT PILOT WITH A HYDRAULIC EMER ENTERED THE US ADIZ AND WAS TOLD BY ATC THAT HE ENTERED ILLEGALLY ALTHOUGH HE WAS IN CONTACT WITH ATC THE ENTIRE FLT.

ACN: 790569

Time / Day

Date : 200806

Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.AGL.Single Value : 20

Environment

Flight Conditions : VMC

Light : Daylight

Aircraft : 1

Make Model Name : Bell 47

Operating Under FAR Part.Other

Flight Phase.Climbout : Vacating Altitude

Person : 1

Function.Flight Crew : Single Pilot

Qualification.Pilot : Commercial

Qualification.Pilot : Instrument

Experience.Flight Time.Last 90 Days : 60

Experience.Flight Time.Total : 550

Experience.Flight Time.Type : 400

ASRS Report : 790569

Events

Anomaly.Inflight Encounter.Other

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.None Taken : Detected After The Fact

Consequence.Other : Aircraft Damaged

Assessments

Problem Areas : Environmental Factor

Problem Areas : Flight Crew Human Performance

Narrative

I WAS CONDUCTING AERIAL APPLICATIONS WITH A HELI. WHILE SPRAYING WHEAT WITH FUNGICIDE, I HAD MADE A FEW PASSES TO AVOID PWR LINES AT THE END OF THE FIELD. COMMONLY, AT THE END OF SPRAYING, YOU WILL RUN PARALLEL WITH THE LINE TO 'CLEAN UP' WHERE YOU LEFT ROOM FOR CLB AND DSCNT. UNFORTUNATELY, MY FOLLOWING OF THESE WIRES LEAD ME TO A 400 FT LINE I DID NOT SEE. THIS RESULTED IN ME FLYING INTO THE WIRE AND DAMAGING THE WINDSHIELD. I REALIZED WHAT HAPPENED, CONTINUED A SAFE DISTANCE 500 FT FROM WIRE, MADE A SAFE LNDG, COOLED ENG AND MYSELF,

INSPECTED ACFT -- NO SPILLS, NO FIRES, NO HAZMAT, AND LUCKILY NO INJURIES. AN AVOIDABLE INCIDENT, A MORE THOROUGH HIGH RECONNAISSANCE OF THE POTENTIAL HAZARDS. MY FOCUS ON ONE SET OF WIRES ALLOWED ANOTHER TO BE MISSED.

Synopsis

AGRICULTURAL HELI PLT STRIKES POWER LINE WHILE PERFORMING REALIGNMENT MANEUVER.

ACN: 790202

Time / Day

Date : 200806
Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : TEB.Airport
State Reference : NJ
Altitude.MSL.Bound Lower : 1500
Altitude.MSL.Bound Upper : 1800

Environment

Flight Conditions : IMC
Light : Daylight

Aircraft : 1

Controlling Facilities.TRACON : N90.TRACON
Operator.General Aviation : Corporate
Make Model Name : S-76/S-76 Mark II
Operating Under FAR Part : Part 91
Flight Phase.Climbout : Takeoff
Route In Use.Departure.SID : TEB 5

Person : 1

Affiliation.Company : Corporate
Function.Flight Crew : Captain
Function.Oversight : PIC
Qualification.Pilot : ATP
Qualification.Pilot : CFI
Qualification.Pilot : Multi Engine
Experience.Flight Time.Last 90 Days : 80
Experience.Flight Time.Total : 8000
Experience.Flight Time.Type : 1800
ASRS Report : 790202

Person : 2

Affiliation.Company : Corporate
Function.Flight Crew : First Officer
Qualification.Pilot : ATP
Experience.Flight Time.Total : 12500
ASRS Report : 790756

Person : 3

Affiliation.Government : FAA
Function.Controller : Departure

Events

Anomaly.Altitude Deviation : Overshoot
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.ControllerA : 3
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Aircraft : Automation Overrode Flight Crew
Resolatory Action.Flight Crew : Returned To Assigned Altitude

Assessments

Problem Areas : Aircraft
Problem Areas : Flight Crew Human Performance

Narrative

DURING OUR DEP FROM TEB ARPT, WE WERE GIVEN THE TEB 5 DEP, WHICH STATES TO LEVEL AT 1500 FT UNTIL THE 4.5 DME MARK. WE HAD OUR FLT DIRECTOR ENGAGED ON THE #1 SIDE WHICH SHOWED PROPER INDICATIONS OF NAV AND ALT CAPTURE. UNFORTUNATELY OUR AUTOPLT CTLR STILL HAD THE #2 PLT SIDE SELECTED. BY THE TIME WE REALIZED OUR MISTAKE, THE ACFT HAD FLOWN THROUGH THE 1500 FT AIR FT MARK TO ABOUT 1800 FT. WE QUICKLY RECOVERED AND LEVELED AT 1500 FT. EVEN ALTHOUGH THIS WAS PLT ERROR, I FEEL IT IS AN INHERITED FLAW IN THE INSTRUMENTS. THE FLT DIRECTOR SHOULD NOT GIVE YOU THE PROPER READINGS WITHOUT GIVING YOU SOME ADDITIONAL INDICATION, SUCH AS A STANDBY LIGHT, TO ALERT YOU THAT YOU ARE NOT FLYING THE ACTIVE CTLR.

Synopsis

S76 PILOT REPORTS EXCEEDING 1500 FT PRIOR TO 4.5 DME ON THE TEB5 DEPARTURE.

ACN: 789681

Time / Day

Date : 200806

Place

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

Aircraft : 1

Operator.Other : Government
Make Model Name : Iroquois 205 (Huey)
Flight Phase.Ground : Parked

Aircraft : 2

Component : 1

Aircraft Component : Cargohook/Strop

Person : 1

Affiliation.Other : Contracted Service
Qualification.Technician : Airframe
Qualification.Technician : Powerplant
Experience.Maintenance.Technician : 24
ASRS Report : 789681

Person : 2

Affiliation.Government.Other
Function.Other Personnel.Other

Events

Anomaly.Aircraft Equipment Problem : Less Severe
Anomaly.Maintenance Problem : Improper Maintenance
Anomaly.Non Adherence.Other
Consequence.Other

Assessments

Problem Areas : Maintenance Human Performance

Narrative

OUR HELI HAD BEEN DISPATCHED TO FIGHT FIRES FOR THE UNITED STATES FOREST SVC. UPON ARR, THE ACFT UNDERWENT A FOREST SVC INSPECTION FOR COMPLIANCE TO THEIR CONTRACT SPECS. DURING THIS INSPECTION, IT WAS POINTED OUT TO US THAT WE HAD NOT FULLY COMPLIED WITH A SUPPLEMENTAL TYPE CERT TO ALLOW THE PLT TO FLY FROM THE L-HAND SEAT. THE ITEM IN QUESTION WAS THE CARGO HOOK EMER RELEASE PEDAL. THE SUPPLEMENTAL TYPE CERT CALLS FOR A PUSH ROD TO BE USED TO ACTUATE THE PEDALS FROM EITHER THE L- OR R-HAND POS. WHEN WE INSTALLED THIS PORTION OF THE

SUPPLEMENTAL TYPE CERT, WE WERE GIVEN VERBAL AUTH TO USE A CABLE SYS DUE TO THE PARTS NOT BEING AVAILABLE FOR THE REMAINDER OF THE KIT. WE DID NOT RECEIVE ANY AUTH IN WRITING (WE NOW REQUIRE ALL AUTH TO BE WRITTEN AND SIGNED) FOR THIS PORTION OF THE INSTALLATION. WE INSTALLED THE SYS AND CHKED IT FOR PROPER OP AS PER THE SUPPLEMENTAL TYPE CERT AND APPROVED THE ACFT FOR RETURN TO SVC. THE EMER RELEASE PEDAL WAS ALWAYS FULLY OPERATIONAL AND WAS OPERATING NORMALLY AT THE TIME OF OUR DISCOVERY. WE BELIEVED THAT WE WERE IN COMPLIANCE WITH THE SUPPLEMENTAL TYPE CERT DUE TO OUR VERBAL AUTH, AND WE CONTACTED THE MANUFACTURER OF THIS SUPPLEMENTAL TYPE CERT TO ASK THEM FOR SOME GUIDANCE. THEY INFORMED US THAT WE SHOULD HAVE INSTALLED THE PUSH ROD AND THAT THEY WOULD NOT AUTH USE OF THE SYS IN ITS CURRENT CONFIGN. WE HAVE DISPATCHED A MECH TO THE SITE TO INSTALL THE PUSH ROD AND ALL NECESSARY ITEMS TO BRING OUR ACFT INTO COMPLIANCE WITH THE SUPPLEMENTAL TYPE CERT. THIS PROB AROSE THROUGH A VERBAL INSTEAD OF A WRITTEN AUTH WITH SPECIFIC INSTRUCTIONS SPELLED OUT TO ELIMINATE ANY POSSIBLE CONFUSION. WE WILL NO LONGER INSTALL ANYTHING WITHOUT CLRLY WRITTEN AUTH AND CLRLY DEFINED INSTRUCTIONS FOR ALLOWED DEVS FROM THE ORIGINAL SUPPLEMENTAL TYPE CERT. WHILE WE BELIEVED THAT WE WERE OPERATING WITHIN THE SUPPLEMENTAL TYPE CERT, WE NOW UNDERSTAND THAT WE WERE NOT AND HAVE CORRECTED THIS ISSUE. WE REGRET THAT WE DID NOT GET THE ORIGINAL AUTH TO INSTALL THE CABLE SYS IN WRITING. WE HAVE REVIEWED ALL OF OUR SUPPLEMENTAL TYPE CERTS AND ENSURED THAT THERE ARE NOT OTHER ISSUES THAT WE HAVE NOT ADDRESSED. WE WILL CONDUCT TRAINING TO ADDRESS THIS ISSUE WITH ALL OF OUR MAINT PERSONNEL TO INSURE THAT THERE ARE NO FUTURE OCCURRENCES RELATED TO THIS ISSUE. THE FACTORS RELATING TO THIS ISSUE WERE: LACK OF COM: WE DID NOT GET THE AUTH IN WRITING, AND SINCE THE RELEASE PEDALS WERE WORKING, WE 'ASSUMED' EVERYTHING WAS OK. WE WON'T MAKE THAT MISTAKE AGAIN.

Synopsis

HELICOPTER MECHANIC LEARNS THAT VERBAL AUTHORIZATION TO ALTER CARGO HOOK EMERGENCY RELEASE STC IS NOT VALID.

ACN: 789559

Time / Day

Date : 200806
Local Time Of Day : 0601 To 1200

Place

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

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

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

Aircraft : 2

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

Person : 1

Affiliation.Company : Air Taxi
Function.Flight Crew : Captain
Function.Oversight : PIC
Qualification.Pilot : ATP
Experience.Flight Time.Last 90 Days : 45
Experience.Flight Time.Total : 17000
Experience.Flight Time.Type : 3000
ASRS Report : 789559

Events

Anomaly.Conflict : Airborne Less Severe
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Took Precautionary Avoidance Action
Miss Distance.Horizontal : 200
Miss Distance.Vertical : 200

Assessments

Problem Areas : Flight Crew Human Performance

Narrative

WHEN DEPARTING A PUBLIC RELATIONS EVENT THAT TURNED OUT TO ALSO BE A SMALL SCALE AIR SHOW, THE AIR SHOW COORDINATOR ASKED IF I COULD MAKE

A PASS DOWN THE PARALLEL TXWY ON OUR WAY HOME. THE ACTIVE RWY WAS RWY XX WITH STRONG WINDS FROM THE S. THE FLT DOWN THE PARALLEL TXWY WOULD BE OPPOSITE THE FLOW OF TFC. I AGREED ASSUMING THAT THE CTLR WOULD STOP NORMAL DEPS WHILE I WAS MAKING THE RUN DOWN THE PARALLEL TXWY. I DEPARTED FROM THE PARALLEL TXWY, TO THE S AND WITH THE NORMAL TFC FLOW FOR A HELI AT AN UNCTLED ARPT, AND MADE ALL THE APPROPRIATE RADIO CALLS ON THE UNICOM FREQ. AFTER PROCEEDING APPROX 1 MI S OF THE ARPT, I REVERSED COURSE AND MADE THE APPROPRIATE ANNOUNCEMENT GIVING MY INTENTIONS TO FLY OVER THE PARALLEL TXWY. I WAS IN CONSTANT RADIO CONTACT WITH THE COORDINATOR THROUGHOUT THE MANEUVER AND DID NOT HEAR ANYONE PREPARING TO TAKE OFF FROM THE RWY. AS I WAS LINING UP FOR THE NBOUND FLT OVER THE PARALLEL TXWY, I NOTICED A SMALL SINGLE ENG AIRPLANE BEGIN HIS TKOF RUN. TO AVOID A POSSIBLE OPPOSITE DIRECTION CONFLICT, I TURNED AWAY FROM THE DEPARTING FIXED WING AND IT TURNED AWAY FROM OUR HELI. THOUGH THERE WAS NEVER A THREAT THAT WE WOULD COLLIDE, THIS DOES OFFER AN OPPORTUNITY TO REITERATE THE IMPORTANCE OF MAKING THE APPROPRIATE RADIO CALLS WHEN OPERATING AT AN UNCTLED ARPT. ALSO, IT'S IMPORTANT TO NEVER ASSUME ANYTHING IN REGARDS TO THE INTENTIONS OF ANOTHER ACFT THAT IS OPERATING IN CLOSE PROX TO YOUR OWN ACFT. WE ALL KNOW THAT 'ASSUME' CAN 'MAKE AN ASS OUT OF YOU AND ME.'

Synopsis

A109 PILOT MAKING LOW PASS REPORTS CONFLICT WITH OPPOSITE DIRECTION GA ACFT ON TKOF ROLL.

ACN: 789102

Time / Day

Date : 200806
Local Time Of Day : 0601 To 1200

Place

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

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

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

Person : 1

Affiliation.Other : Personal
Function.Flight Crew : Single Pilot
Qualification.Pilot : CFI
Qualification.Pilot : Commercial
Qualification.Pilot : Instrument
Experience.Flight Time.Last 90 Days : 240
Experience.Flight Time.Total : 810
Experience.Flight Time.Type : 760
ASRS Report : 789102

Events

Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Anomaly.Other Anomaly
Anomaly.Other Anomaly : Speed Deviation
Anomaly.Other Anomaly : Unstabilized Approach
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Landed In Emergency Condition

Assessments

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

Narrative

DURING A PHOTO FLT 4 NM NE OF ZZZ, I GOT INTO SETTLING WITH PWR AND HAD TO MAKE A FORCED LNDG ON A GOLF COURSE. TOOK OFF FROM ZZZ, FULL FUEL, WITHIN LIMITS AND HEADED TO THE SITE. CIRCLED ONCE AT 1500 FT MSL AND THEN CAME DOWN TO TAKE PICTURES OF THE GREENS. CIRCLED THE GREENS AT ABOUT 400 FT INDICATED WHEN I CAME AROUND DOWNWIND, FOUND MYSELF TOO SLOW AND DSNDING. TRIED TO PULL PWR, BUT NOTHING LEFT TO PULL, I LOOKED AHEAD AND HAD A FAIRWAY AHEAD OF ME. THERE WERE 3-4 PEOPLE ON THE FAIRWAY, SO INSTEAD OF PUSHING FORWARD TO GAIN AIRSPD AND PUT THEM IN POSSIBLE DANGER, I DECIDED TO USE THE LIFT I HAD LEFT TO SAFELY MAKE IT TO THE GND. LANDED SAFELY. CHKED THE HELI ONCE ON THE GND. TALKED TO AN OFFICER ON THE GND AND ONCE EVERYTHING WAS SAFE, HOVER-TAXIED AND TOOK OFF BACK TO ZZZ.

Synopsis

A SCHWEIZER 300C ON A PHOTO MISSION AT 400 FT GOT INTO SETTLING WITH POWER AND MADE AN EMERGENCY LNDG ON A GOLF COURSE. AN UNEVENTFUL TKOF FOLLOWED.

ACN: 788509

Time / Day

Date : 200805
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : CGZ.Airport
State Reference : AZ
Altitude.MSL.Bound Lower : 2500
Altitude.MSL.Bound Upper : 4500

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Controlling Facilities.TRACON : LUF.TRACON
Controlling Facilities.TRACON : P50.TRACON
Operator.Common Carrier : Air Taxi
Make Model Name : Iroquois 204 (Huey)
Flight Phase.Climbout : Intermediate Altitude

Person : 1

Affiliation.Company : Corporate
Function.Flight Crew : Single Pilot
Qualification.Pilot : Commercial
Qualification.Pilot : Instrument
Experience.Flight Time.Last 90 Days : 72
Experience.Flight Time.Total : 10577
Experience.Flight Time.Type : 1960
ASRS Report : 788509

Events

Anomaly.Airspace Violation : Entry
Anomaly.Non Adherence : FAR
Independent Detector.Other.ControllerA : 2
Resolatory Action.None Taken : Detected After The Fact
Consequence.FAA : Assigned Or Threatened Penalties
Consequence.FAA : Reviewed Incident With Flight Crew

Assessments

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

Narrative

WHILE IN TUS, I CHKED NOTAMS AND WAS MADE AWARE OF THE TFR IN EFFECT IN THE PHOENIX AREA AND PLOTTED WHAT I UNDERSTOOD TO BE THE TFR LIMITS ON MY CHART. I ASKED FOR FURTHER CLARIFICATION FROM FSS BY TELEPHONE AND WAS GIVEN MINIMAL ASSISTANCE BY THE BRIEFER AS HE WAS HAVING TROUBLE WITH THE TFR DESCRIPTION HIMSELF. HE STATED THAT CGZ WAS NOT IN THE TFR AND A FLT INTO AND OUT OF CGZ SHOULD NOT PRESENT A PROB. ON THE FIRST LEG OF THE FLT, I WAS PASSED FROM TUS APCH TO ZAB AND GIVEN A XPONDER CODE AND THE FLT INTO CGZ WAS UNEVENTFUL. ZAB RELEASED ME FROM RADAR HANDLING ON THE DSCNT INTO CGZ AT APPROX 1000 FT AGL AND ABOUT 3 MI FROM THE ARPT. I WAS TALKING CLEARLY WITH ZAB DOWN TO ABOUT 1000 FT AGL. IT WAS MY UNDERSTANDING THAT I WAS TO CONTACT ZAB ON CLBOUT FROM CGZ TO PICK UP MY XPONDER CODE AND TO RECEIVE RADAR HANDLING FOR THE NEXT LEG OF MY FLT. IT IS COMMON AND NORMAL PRACTICE TO COMMUNICATE WITH THE LAST CTLING AGENCY YOU TALKED TO TO PICK UP FURTHER CLRNCs. IF NOT, THEY USUALLY WILL INFORM YOU THAT YOU SHOULD CONTACT ANOTHER CTLING AGENCY UPON DEP. AFTER LNDG AT CGZ AND REFUELING THE ACFT, I CALLED FSS AND OPENED THE SECOND LEG OF MY FLT PLAN. HE WAS UNSURE WHERE HE WAS TO SEND THE STRIP AND I INFORMED HIM THAT HE SHOULD NOTIFY BOTH ZAB AND PHX APCH THAT I WOULD BE LIFTING OFF OF CGZ AND WOULD BE REQUESTING A NEW XPONDER CODE. ON LIFTOFF FROM CGZ, I IMMEDIATELY ATTEMPTED TO CONTACT ZAB. NOT GETTING THEM TO RESPOND, I INCREASED MY RATE OF CLB AND ATTEMPTED TO CONTACT THEM 3 ADDITIONAL TIMES. I COMMENTED TO MY MECH THAT IT WAS STRANGE THAT I COULD COM SO WELL WITH THEM ON THE APCH INTO CGZ AND WAS NOW HAVING DIFFICULTY CONTACTING THEM. ON THE FOURTH ATTEMPT, I WAS ABLE TO CONTACT THEM AND CHK ON WITH MY ALT. ZAB THEN FAILS TO RESPOND AND AGAIN I CHK ON WITH MY ALT. I BELIEVE IT WAS AT THIS POINT THAT ZAB PASSES ME TO PHX APCH AND ON INITIAL CONTACT, PHX APCH ISSUES ME A XPONDER CODE. AFTER ABOUT 15 MINS ON THIS HDG, I AM PASSED OFF TO LUKE APCH. AFTER ABOUT 10 MINS ON THIS HDG, THE LUKE AFB CTLR CONTACTS ME WITH A TELEPHONE NUMBER TO CALL UPON LNDG AT BLYTHE, CA. IT TOOK THE LUKE CTLR SEVERAL ATTEMPTS TO PASS ME THE INFO BECAUSE OF THE VERY POOR DELIVERY OF THE MESSAGE AND THE BACKGND STATIC I WAS RECEIVING FROM HIS HEADSET. UPON CALLING PHX TRACON WITH THE NUMBER SUPPLIED ME BY THE LUKE AFB CTLR, I WAS INFORMED THAT I HAD VIOLATED THE TFR AND WAS UNDER INVESTIGATION. IT IS MY FEELING THAT THERE ARE SEVERAL FACTORS AT WORK THAT CONTRIBUTED TO THIS UNSAFE CONDITION. 1) THE FACT THAT THE FAA HAS CONTRACTED OUT ITS FLT SVC FUNCTIONS. IN MOST CASES, THE AVIATOR IS IN CONTACT WITH AN FSS AGENT THAT IS NOT FROM THE PART OF THE COUNTRY IN WHICH THE FLT WILL OCCUR AND THE AGENT DOES NOT KNOW THE AREA WELL. THIS OFTEN LEADS TO IMPORTANT INFO BEING LEFT OUT OF THE BRIEFING OR IMPORTANT SVCS FOR THE AVIATOR BEING OMITTED. 2) TFR NOTAMS IN MANY CASES ARE NOT BEING CLEARLY WRITTEN, SO THAT THE PLT, WHO IS THE END USER, CAN QUICKLY AND CLEARLY DETERMINE THE TFR'S LIMITS AND HOW TO SAFELY COMPLY WITH THE SUA. IF THE FSS TECHNICIANS, SOME PERSONNEL AT THE ATC LEVEL AND PLTS ARE HAVING DIFFICULTIES INTERPRETING THESE SPECIAL TFR'S BECAUSE OF THE CONFUSING WAY IN WHICH THEY ARE WRITTEN, THE PROBS WITH THESE TFR'S WILL CONTINUE. THE GOAL OF THE AGENCY SHOULD BE 100% COMPLIANCE JUST AS THE AVIATOR'S GOAL IS 100% COMPLIANCE.

Synopsis

HELICOPTER PILOT LAMENTS POOR BRIEFING RECEIVED FROM FSS CONCERNING A TFR ALONG HIS ROUTE. TFR IS PENETRATED AND ENFORCEMENT ACTION IS PENDING.

ACN: 786773

Time / Day

Date : 200805
Local Time Of Day : 0601 To 1200

Place

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

Environment

Light : Daylight

Aircraft : 1

Operator.Common Carrier : Air Taxi
Make Model Name : MBB-BK 117A-1
Operating Under FAR Part : Part 135
Flight Phase.Ground : Maintenance
Flight Phase.Ground : Preflight

Component : 1

Aircraft Component : AC Generator/Alternator

Person : 1

Affiliation.Company : Air Taxi
Function.Flight Crew : Captain
Function.Oversight : PIC
Qualification.Pilot : ATP
Experience.Flight Time.Last 90 Days : 50
Experience.Flight Time.Total : 8000
Experience.Flight Time.Type : 250
ASRS Report : 786773

Person : 2

Affiliation.Company : Air Taxi
Function.Maintenance : Technician

Events

Anomaly.Aircraft Equipment Problem : Critical
Anomaly.Maintenance Problem : Improper Maintenance
Anomaly.Non Adherence : Company Policies
Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Resolatory Action.None Taken : Detected After The Fact

Maintenance Factors

Maintenance.Contributing Factor : Schedule Pressure
Maintenance.Performance Deficiency : Non Compliance With Legal Requirements
Maintenance.Performance Deficiency : Repair

Assessments

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

Narrative

MECHS WORKING FOR COMPANY X INFORMED ME THAT THEY WERE BEING PRESSURED BY THEIR SUPVR TO INSTALL A GENERATOR ON THE BK117B2 THAT DID NOT HAVE AN APPROVED PART NUMBER. IN REFUSING TO DO SO, 1 MECH TOLD ME THAT HE 'FELT' THAT HE WAS GOING TO BE FIRED. SOMETIME LATER IN THIS IMPASSE COMPANY X MAINT DIRECTOR CALLED TO SAY THAT THE LCL MECHS WERE CORRECT (THAT THE ENG MANUFACTURER DID NOT ALLOW THAT GENERATOR TO BE INSTALLED), AND ARRANGED FOR A SUITABLE ONE TO BE SHIPPED. THIS INCIDENT IS ILLUSTRATIVE OF A MANIFESTLY HOSTILE WORK ENVIRONMENT THAT HAS BEEN IMPOSED BY COMPANY X ON THE LCL MAINT STAFF. I COULD RECOUNT MANY SIMILAR AND EVEN MORE EGREGIOUS EXAMPLES. THESE AMT PROFESSIONALS HAVE FOR THE 8 YRS THAT I HAVE KNOWN THEM EMBODIED THE CHARACTERISTICS OF COMPETENCE, CTL AND COMMITMENT TO SAFETY OF FLT. THEY HAVE DEMONSTRATED WILLINGNESS TO TAKE RESPONSIBILITY FOR THEIR BEHAVIOR, TO MAKE JUDGEMENTS BASED ON INDUSTRY STANDARDS, AND TO ASSERTIVELY ENCOURAGE OTHERS TO BE INVOLVED IN FLT SAFETY. PRESENTLY THEY ARE FUNCTIONING UNDER HOSTILE SUPERVISION THAT HAS SYSTEMATICALLY REMOVED FROM THEM ALL CTL OVER DECISION MAKING, VERBALLY DEMEANING THEIR COMPETENCE, AND PROHIBITING (UNDER THREAT OF BEING FIRED) THEIR DISCUSSION OF THEIR WORK SITUATION WITH OTHERS IN THE ORGANIZATION. THE LCL AMT'S HAVE NO TRUST IN THEIR SUPVR, AND THEY FUNCTION CHRONICALLY UNDER THE DISTR OF FRUSTRATION AND STRESS. I AM OBSERVING THE EFFECTS OF THIS STRESS IN WORK QUALITY, AND A PREVAILING ATTITUDE OF CYNICISM. I HAVE NOT BEEN SILENT IN WITNESSING THE DEATH OF A SAFETY CULTURE HERE. TRAGICALLY, THE PERSON IN A SUPERVISORY ROLE OVER THE LCL MECHS HAS THE FULL FAITH AND CONFIDENCE OF THE COMPANY X LEADERSHIP. THE EMS ORGANIZATION THAT OWNS THE ACFT, AND FOR WHOM COMPANY X VENDS, IS UNWILLING TO ENGAGE THE SITUATION. THE AMT'S ARE ALL LOOKING FOR OTHER WORK, BUT THAT BEGS THE ISSUE SINCE WHOEVER REPLACES THEM WILL BE EXPECTED TO FUNCTION IN THE SAME ENVIRONMENT. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: REPORTER STATED EVEN PILOTS AND NURSES WHO ARE PART OF THE EMERGENCY MEDICAL SERVICE (EMS) FLIGHT CREWS, WHOSE COMPANY HAS CONTRACTED WITH REPORTER'S FBO TO MAINTAIN THE EMS ACFT, HAVE RAISED CONCERNS ABOUT THE INADEQUATE MAINT ON THEIR ACFT AND THE LACK OF ANY RESPONSE REGARDING THOSE CONCERNS.

Synopsis

MECHANICS WORKING FOR AN FBO MAINT FACILITY, INFORM ONE OF THEIR PILOTS OF BEING PRESSURED BY THEIR SUPERVISOR TO INSTALL A GENERATOR ON THEIR HELICOPTER WITHOUT AN APPROVED PART NUMBER. SIMILAR AND

EVEN MORE EGREGIOUS EXAMPLES CONTINUE TO OCCUR IN A HOSTILE MAINT ENVIRONMENT.

ACN: 786566

Time / Day

Date : 200805
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.AGL.Single Value : 70

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Operator.General Aviation : Corporate
Make Model Name : S-76/S-76 Mark II
Operating Under FAR Part : Part 91
Flight Phase.Descent : Approach
Route In Use.Approach : Visual

Person : 1

Affiliation.Company : Corporate
Function.Flight Crew : Captain
Function.Oversight : PIC
Qualification.Pilot : ATP
Experience.Flight Time.Last 90 Days : 30
Experience.Flight Time.Total : 13560
Experience.Flight Time.Type : 2290
ASRS Report : 786566

Person : 2

Affiliation.Company : Corporate
Function.Flight Crew : First Officer
Qualification.Pilot : ATP
Qualification.Pilot : CFI
Experience.Flight Time.Last 90 Days : 40
Experience.Flight Time.Total : 13000
Experience.Flight Time.Type : 1000
ASRS Report : 786576

Events

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

Assessments

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

Narrative

DURING SHORT FINAL TO A PVT HELIPAD, THE HELI MAIN ROTOR STRUCK A TREE BRANCH. THE HELI WAS DECELERATING FOR THE LNDG AND WAS AT 70 FT AGL AND 40 KIAS AT THE TIME OF THE OCCURRENCE. I WAS THE PIC AND PNF IN THE L SEAT. MONITORING INSTS, I MADE THE '70 AGL/40 KIAS PLENTY OF CLRNC ON THE L' CALLOUT JUST PRIOR TO THE HELI ROTOR STRIKING THE TREE BRANCH. THE SIC WAS THE PF FROM THE R SEAT. SURFACE WINDS WERE RPTED 280 DEGS AT 9 KTS. APCH COURSE WAS 040 DEGS. THE L XWIND AND RESULTING L WIND CORRECTION ANGLE GAVE THE R SEAT PLT THE BEST VISUAL CUES FOR THE APCH FLOWN. THERE WAS ONLY A MOMENTARY FAINT SOUND AND VIBRATION AT THE TIME OF THE STRIKE AND NO OTHER UNUSUAL SOUNDS OR VIBRATIONS AS THE APCH WAS TO A HOVER AND NORMAL LNDG WITHIN 1 MIN OF THE STRIKE. THE ACFT WAS SHUT DOWN AFTER THE LNDG AT THE HELIPAD AND INSPECTION REVEALED 2 OF THE 4 MAIN ROTOR TIP CAPS WERE DAMAGED. THERE WERE NO INJURIES TO ANY OF THE 3 PAX OR 2 CREW MEMBERS. 2 OF THE PAX LATER STATED THAT THEY WERE NOT EVEN AWARE OF THE EVENT AT THE TIME IT HAPPENED. THE S76 HELI INST PANEL AND GLARE SHIELD CONFIG IS POORLY DESIGNED IN RELATION TO MOST PLT SEAT POS THAT RESULT IN A COMPROMISE BTWN FORWARD VISIBILITY OVER THE NOSE OF THE HELI UP TO ABOUT 8 DEGS POSITIVE PITCH AND STILL BEING ABLE TO VIEW THE UPPER PORTION OF THE INST PANEL. FINAL APCH ATTITUDES ARE TYPICALLY 12 DEGS DURING DECELERATION AND 8 DEGS FOR HOVER. IN ORDER TO MAINTAIN A FULL VIEW OF THE APCH PATH AND LNDG AREA, THE PF WILL NORMALLY 'KICK' THE HELI OUT OF TRIM AND OBTAIN A FULL VIEW PAST THE SIDE OF THE GLARE SHIELD, LOOKING THROUGH THE WINDSHIELD AND 'CHIN BUBBLE' IF NECESSARY. EACH PLT'S LATERAL VIEW OPPOSITE THEIR SEAT POS IS ALMOST NIL DURING THE DECELERATION ATTITUDE. THE PLT FLYING AN APCH TO A CONFINED HELIPAD MUST RELY ON CLRNC CALLOUTS FROM THE PNF. SOME OF THE NEWER MODEL HELIS HAVE GLARE SHIELDS THAT WILL SLIDE FORE AND AFT TO MEET THE ERGONOMIC NEEDS OF THE PLT. WE WILL LOOK INTO THE AVAILABILITY OF A MODIFICATION FOR OUR HELI. THE PLTS FLYING THIS HELI HAVE CONSIDERABLE EXPERIENCE. WE WILL REVIEW OUR CRITERIA FOR UTILIZING THIS APCH AND THE PROC FOR ITS USE. WE CAN CERTAINLY DEVELOP SIMULATOR TRAINING PROFILES FOR NEWLY ESTABLISHED PROCS. WE MAY ABANDON THIS APCH IF APPROPRIATE. SUPPLEMENTAL INFO FROM ACN 786576: THERE ARE 2 APCH AND DEP PATHS TO THE AREA. I CHOSE THE PATH THAT WAS THE NARROWEST, TREES ON EITHER SIDE, BUT PROVIDED THE BEST RTE FOR THE WIND CONDITIONS. THE PIC AGREED. THE PNF STATED 3 TIMES: 'YOU HAVE PLENTY OF ROOM HERE.' I FLEW TOO CLOSE TO THE TREES ON MY R. I FELT A SLIGHT VIBRATION IN THE HELI AND SAID 'WHAT WAS THAT?' THE OTHER PLT STATED 'YOU HIT THE TREE.' THE VIBRATION WAS VERY SHORT AND I CONTINUED TO AN UNEVENTFUL LNDG.

Synopsis

S76 HELI ON APPROACH TO A PRIVATE HELIPAD STRIKES A TREE, DAMAGING TWO ROTOR BLADES.

ACN: 785747

Time / Day

Date : 200805
Local Time Of Day : 1201 To 1800

Place

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

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Operator.Common Carrier : Air Taxi
Make Model Name : Jet Ranger/Kiowa/206
Operating Under FAR Part : Part 135
Flight Phase.Descent : Approach

Component : 1

Aircraft Component : VHF

Person : 1

Affiliation.Company : Air Taxi
Function.Flight Crew : Captain
Function.Oversight : PIC
Qualification.Pilot : Commercial
Experience.Flight Time.Last 90 Days : 60
Experience.Flight Time.Total : 7000
Experience.Flight Time.Type : 6000
ASRS Report : 785747

Events

Anomaly.Aircraft Equipment Problem : Less Severe
Anomaly.Airspace Violation : Entry
Anomaly.Non Adherence : FAR
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Exited Penetrated Airspace
Consequence.FAA : Reviewed Incident With Flight Crew

Assessments

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

Narrative

THE MISSION WAS TO RELOCATE A NEWLY REFURBISHED EMS ACFT TO OUR COMPANY MAINT FACILITY TO HAVE RADIOS AND GPS'S PROGRAMMED WITH UPDATED FREQS AND DATA. THE 2 GPS'S ON BOARD WERE A GARMIN 430 AND A GARMIN 396. ALL FLT PLANS AND FLT FOLLOWING WERE TO BE CONDUCTED THROUGH THE COMPANY COMS CTR. I DEPARTED AT XA34 WITH THE FIRST FUEL STOP AT ZZZ1. THE SECOND LEG WAS TO ZZZ2. I DEPARTED ZZZ2 AT XF31 WITH A DEST OF ZZZ3. THIS STRAIGHT LINE LEG WOULD HAVE TAKEN ME THROUGH THE SE CORNER OF A TFR. APPROX 10 MINS AFTER DEPARTING, I ATTEMPTED TO CONTACT ZZZ APCH ON MY COM #2 RADIO NUMEROUS TIMES. BOTH GPS'S WERE NOT SHOWING TFR AND I WANTED TO GET CLRNC THROUGH THE EXTREME SE CORNER OF THE TFR. WHEN IT WAS APPARENT THAT I HAD NO COM WITH ZZZ APCH, I STARTED DRIFTING MORE S TO AVOID THE TFR WHILE NAVING OFF THE VFR SECTIONAL AND CONTINUING TO TRY TO CONTACT APCH. WHILE SWITCHING RADIO FREQS, RADIOS AND NAVING OFF THE VFR SECTIONAL, I RECOGNIZED THE INTERSTATE OFF MY NOSE AND KNEW I HAD ACCIDENTALLY PENETRATED THE TFR WHILE IN THIS HVY PLT WORKLOAD. I IMMEDIATELY STARTED A L TURN TO THE SE, WITH AN APPROX HDG OF 150 DEGS TO EXIT THE TFR WHILE STILL TRYING TO CONTACT ZZZ OR ZZZ4 APCH. ONCE OUTSIDE AND S OF THE TFR, I WAS ABLE TO CONTACT ZZZ4 APCH THROUGH COM #1 RADIO. THIS IS ALSO WHEN I REALIZED THAT MY COM #2 RADIO WAS NO LONGER OPERATIONAL. ZZZ4 ACCEPTED MY FLT FOLLOWING TO MY DEST OF ZZZ3 AND ADVISED ME TO CONTACT ZZZ APCH, ON THE GIVEN PHONE NUMBER, UPON MY ARR. I CONTACTED ZZZ AND GAVE THEM THE REQUESTED INFO. THEY ALSO SAID THEY TRIED TO CONTACT ME ON THE GUARD FREQ. I THEN DEPARTED ZZZ3 FOR THE COMPANY MAINT FACILITY AT XH17 AND ARRIVED AT XI05 TO FIND THAT MY COM #2 RADIO WAS NOT OPERATIONAL DUE TO THE ANTENNA COAXIAL CABLE BEING CUT BY CHAFING THE TAIL ROTOR DRIVE SHAFT. THE DRIVE SHAFT WAS CONDEMNED AND REPLACED AND THE RADIO COAXIAL CABLE WAS ALSO REPLACED. IT WAS AT THIS TIME THAT I LEARNED THAT THE GPS'S HAD NOT BEEN UPDATED SINCE OCT/07 AND THAT THE COM RADIOS HAD NO GUARD CAPABILITY. I BELIEVE THAT THE RADIO MALFUNCTION, GPS'S NOT SHOWING THE TFR, PLT WORKLOAD, AND NO VHF GUARD CAPABILITY WERE ALL CONTRIBUTING FACTORS IN MY ACCIDENTAL PENETRATION OF THE TFR.

Synopsis

BELL 206 DRIFTED INTO TFR. CONTACT WITH APCH CONTROL HAD BEEN ATTEMPTED, BUT THE PLT LATER REALIZED THAT THE RADIO WAS INOP.

ACN: 785384

Time / Day

Date : 200805
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : CVG.Airport
State Reference : KY

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Controlling Facilities.Tower : CVG.Tower
Operator.General Aviation : Corporate
Make Model Name : Jet Ranger Undifferentiated or Other Model
Operating Under FAR Part : Part 91
Flight Phase.Descent : Approach

Aircraft : 2

Controlling Facilities.Tower : CVG.Tower
Operator.Common Carrier : Air Carrier
Make Model Name : Challenger Jet Undifferentiated or Other Model
Operating Under FAR Part : Part 121
Flight Phase.Ground : Position And Hold

Person : 1

Affiliation.Government : FAA
Function.Controller : Local
Experience.Controller.Radar : 19
Experience.Controller.Time Certified In Position1 : 19
ASRS Report : 785384

Events

Anomaly.Conflict : Ground Less Severe
Independent Detector.Other.ControllerA : 1
Resolatory Action.None Taken : Detected After The Fact

Assessments

Problem Areas : ATC Human Performance

Narrative

I INSTRUCTED ACFT X, A BELL RANGER INBOUND TO CVG, TO REMAIN E OF THE RWY 18L CTRLINE. THE PLT READ BACK 'REMAIN E OF THE RWY 18 CTRLINE.' I CONTINUED TO CLR ACFT TO LAND AND TAKE OFF FROM RWY 18L. ACFT X ASKED IF THEY WERE CLRED INTO THE CLASS B AIRSPACE. I ISSUED CLRNC INTO THE

CLASS B AND REITERATED, WHAT I THOUGHT TO BE, INSTRUCTIONS TO REMAIN E OF RWY 18L. I HAD ACFT Y, A CRJ, WITH A FLOW TIME TO MEET AT RWY 18L. I INSTRUCTED THAT ACFT TO POS AND HOLD ON RWY 18L. WHEN THE PRECEDING ARR CLRED THE RWY, I INFORMED THE CRJ OF THE JET RANGER TFC AND THAT IT WAS REMAINING E OF THE RWY, THEN CLRED HIM FOR TKOF. AT THAT VERY MOMENT, I OBSERVED ACFT X FLYING ACROSS THE RWY AT THE T6 INTXN ENRTE TO THE FBO. THERE WAS NO TIME TO CANCEL ACFT Y'S TKOF CLRNC. ACFT X WAS ACROSS THE RWY AND GOING DOWN TXWY M BEFORE ACFT Y BEGAN HIS TKOF ROLL. I WAS SO SHAKEN BY THE INCIDENT THAT I INFORMED ACFT X TO CALL THE TWR AND FAILED TO ISSUE A LNDG CLRNC OF WHICH THE PLT LANDED WITHOUT. THE PLT INFORMED ME THAT THEY HEARD 'REMAIN E OF RWY 18C.' I IMMEDIATELY ASKED TO BE RELIEVED FROM POS SO I COULD REVIEW THE TAPES. I HAD ORIGINALLY ISSUED 'REMAIN E OF RWY 18L' THEN WHEN THE PLT ASKED FOR CLASS B CLRNC, I MISTAKENLY RECLRED THE PLT TO REMAIN E OF RWY 18C AND MISSED THE READBACK OF RWY 18C.

Synopsis

CVG CTLR DESCRIBED POTENTIAL CONFLICT WITH INBOUND HELI AND DEP ACFT ON RWY 18L/18C OPERATION, LISTING FAILED HEARBACK AS CAUSAL FACTOR.

ACN: 785230

Time / Day

Date : 200805
Local Time Of Day : 1201 To 1800

Place

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

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

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

Aircraft : 2

Controlling Facilities.Tower : ZZZ.Tower
Operator.General Aviation : Personal
Make Model Name : Robinson R44
Operating Under FAR Part : Part 91

Person : 1

Affiliation.Other : Personal
Function.Flight Crew : Single Pilot
Qualification.Pilot : Private
Qualification.Pilot : Student
Experience.Flight Time.Last 90 Days : 93
Experience.Flight Time.Total : 205
Experience.Flight Time.Type : 205
ASRS Report : 785230

Events

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

Assessments

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

Narrative

WHILE FLYING A PHOTO/TIME-BUILDING MISSION, MYSELF AND THE CHIEF PLT OF THE COMPANY I FLY WITH FLEW INTO CLASS C AIRSPACE TO INTERCEPT AND TAKE PICTURES OF A PWR BOAT RACE THAT WE SAW WHILE FLYING SBOUND ALONG THE SHORE. THE BOAT RACE TOOK PLACE APPROX 1-2 MI FROM THE SHORE. THE CHIEF PLT WAS AT THE CTLS FOR THE DURATION OF THE INCIDENT. UPON BEING CLRED INTO THE CLASS C AIRSPACE, THE CHIEF PLT FLEW INTO THE 'THICK' OF THE RACE AND DIRECTLY INTO THE AREA IN WHICH THE 4-5 HELIS WERE OPERATING. I WAS INSTRUCTED TO TAKE PICTURES OF ALL BOATS THAT I WAS PUT IN A POS TO TAKE THEM IN. AFTER FLYING AROUND AND IN THE BOAT RACE FOR APPROX 5-10 MINS, AN R44 HELI BASICALLY CUT US OFF BY COMING FROM BEHIND AND FLYING ACROSS OUR FLT PATH HORIZONTALLY AND AT OUR ALT APPROX 75 FT IN FRONT OF US. THIS REQUIRED EVASIVE ACTION BY THE CHIEF PLT AND HE PROMPTLY JERKED THE HELI TO THE L ASAP TO AVOID THE POSSIBILITY OF INFLT COLLISION. AT ABOUT THE SAME TIME, I HEAR THE ATC CTLR SAY SOMETHING LIKE, 'HELI ABC SINCE YOU WILL NOT REPLY TO ANYTHING I SAY I'M GOING TO HAVE TO KICK YOU OUT OF THE CLASS CHARLIE.' WHILE WE WERE DEPARTING THE AIRSPACE HDG N, THE R44 HELI PARALLELED OUR COURSE, MATCHED ALT AND AIRSPD, AND WERE VISUALLY DEMONSTRATING SIGNS OF HOSTILITY WITH THEIR HANDS AND I BELIEVE THEY WERE MOTIONING FOR US TO LEAVE ASAP. THEY HAD PULLED UP ON THE R SIDE OF OUR HELI AND I HAD TO ROUSE THE CHIEF PLT'S ATTN THAT THEY WERE FOLLOWING US AND MOTIONING FOR US TO LEAVE. EVENTUALLY, THE R44 HELI TURNED AROUND AND I ASSUMED THAT IT HEADED BACK TO THE BOAT RACE. WE CONTINUED NBOUND ALONG THE SHORE AND EVENTUALLY LANDED AT OUR ORIGIN.

Synopsis

R22 EXPERIENCES NMAC WITH R44 WHILE PERFORMING A PHOTO MISSION.

ACN: 783593

Time / Day

Date : 200804

Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.MSL.Single Value : 800

Environment

Flight Conditions : VMC

Light : Daylight

Aircraft : 1

Operator.General Aviation : Personal

Make Model Name : Helicopter

Operating Under FAR Part : Part 91

Flight Phase.Descent : Approach

Person : 1

Affiliation.Other : Personal

Function.Flight Crew : Single Pilot

Qualification.Pilot : Commercial

Qualification.Pilot : Instrument

Qualification.Pilot : Multi Engine

Experience.Flight Time.Last 90 Days : 150

Experience.Flight Time.Total : 5130

Experience.Flight Time.Type : 15000

ASRS Report : 783593

Person : 2

Affiliation.Government.Other

Function.Observation : Observer

Events

Anomaly.Airspace Violation : Entry

Anomaly.Non Adherence : FAR

Resolatory Action.None Taken : Detected After The Fact

Assessments

Problem Areas : FAA

Problem Areas : Flight Crew Human Performance

Narrative

DEPARTED XA30 LCL FOR SCENE IN XYZ CITY. FDC NOTAM TFR WAS ISSUED XA44 LCL. TRANSITIONED THROUGH ZZZ AIRSPACE APPROXIMATELY XB10 LCL. WAS

NOT ADVISED OF TFR AT THAT TIME. ORBITED SCENE FOR APPROX 10 MINUTES MAKING 4 RECONS OF LZ. LANDED ON PROPERTY, WITH LAND OWNER'S PERMISSION, IN ORDER TO DROP OFF TALENT. WAS APCHED BY DEPARTMENT OF PUBLIC SAFETY OFFICER AND WAS ASKED IF I WAS AWARE OF THE TFR. MY RESPONSE WAS, 'NO,' DUE TO THE FACT I HAD BEEN ENRTE BEFORE NOTAM WAS ISSUED AND I WAS ALSO NOT INFORMED OF TFR BY ZZZ TOWER. GAVE NAME AND CERTIFICATE NUMBER TO OFFICER AND DEPARTED SCENE AT APPROX XB40 LCL. NOTIFIED FSDO VIA EMAIL OF INCIDENT.

Synopsis

AFTER LNDG, HELI PLT LEARNS TFR WAS ISSUED PRIOR TO HIS ARRIVAL, WHICH INCLUDED THE LANDING SITE. PLT IS INFORMED OF TFR BY POLICE OFFICER AT SCENE.

ACN: 778023

Time / Day

Date : 200803

Place

Locale Reference.Airport : MKO.Airport
State Reference : OK
Altitude.MSL.Single Value : 2500

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Controlling Facilities.TRACON : TUL.TRACON
Operator.Common Carrier : Air Taxi
Make Model Name : Helicopter
Operating Under FAR Part : Part 135
Flight Phase.Cruise : Level

Person : 1

Affiliation.Company : Air Taxi
Function.Flight Crew : Single Pilot
Qualification.Pilot : ATP
Experience.Flight Time.Last 90 Days : 50
Experience.Flight Time.Total : 4800
Experience.Flight Time.Type : 800
ASRS Report : 778023

Events

Anomaly.Airspace Violation : Entry
Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Resolatory Action.None Taken : Detected After The Fact
Consequence.FAA : Reviewed Incident With Flight Crew

Assessments

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

Narrative

VFR FLT TO ZZZ. AFTER MAKING CONTACT WITH APCH ON THE RETURN LEG THEY ASKED ME TO PHONE THE TWR AFTER I LANDED. I CALLED THEM AFTER I LANDED AND THEY INFORMED ME THAT I OVERFLEW A CTLED FIRING AREA. I DID NOT PULL NOTAMS FOR MKO FOR THIS FLT BECAUSE I WAS NOT PLANNING TO LAND THERE. THE CFA WAS LISTED UNDER THE D-NOTAMS FOR MKO. I REVIEWED THE

NOTAMS FOR MKO AFTER I ARRIVED BACK TO BASE, AND I CALLED FSS TO CHK ON THE STATUS OF THIS NOTAM. INITIALLY THE FSS BRIEFER DID NOT HAVE ANY NOTAMS FOR THE VICINITY OF MKO, BUT THEN CALLED ME BACK LATER TO GIVE ME THE DETAILS OF THIS NOTAM. THIS NOTAM WAS LISTED WITH FSS AS AN 'OTHER' NOTAM AND THE BRIEFER SAID HE MISSED IT THE FIRST TIME. I HAVE ADVISED OTHER PLTS AT THE BASE OF THE LOCATION FOR GETTING NOTAMS FOR THIS CFA.

Synopsis

A PILOT REPORTS OVERFLYING A CONTROLLED FIRING NEAR MKO LISTED UNDER THE D NOTAMS. REPORTER DID NOT CHECK NOTAMS AND FSS HAD DIFFICULTY FINDING IT.

ACN: 776546

Time / Day

Date : 200802

Place

Locale Reference.Airport : OAJ.Airport

State Reference : NC

Altitude.AGL.Single Value : 300

Environment

Flight Conditions : VMC

Light : Daylight

Aircraft : 1

Operator.Other : Military

Make Model Name : Sikorsky Helicopter Undifferentiated or Other Model

Operating Under FAR Part : Part 91

Flight Phase.Descent : Approach

Aircraft : 2

Operator.Common Carrier : Air Carrier

Make Model Name : Regional Jet 200 ER&LR

Operating Under FAR Part : Part 121

Flight Phase.Ground : Position And Hold

Person : 1

Affiliation.Government : Military

Function.Flight Crew : Captain

Function.Oversight : PIC

ASRS Report : 776546

Events

Anomaly.Conflict : Ground Less Severe

Anomaly.Non Adherence : FAR

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Executed Go Around

Miss Distance.Horizontal : 400

Miss Distance.Vertical : 200

Assessments

Problem Areas : Flight Crew Human Performance

Narrative

WHILE CONDUCTING MULTIPLE TAKEOFFS AND LANDINGS ON RUNWAY 23 AT OAJ, WE WERE ON FINAL APPROACH TO RUNWAY 23. A CRJ AIRCRAFT WAS WAITING AT THE HOLD SHORT. WE TURNED FINAL AND MADE A CALL. WE RAISED THE NOSE OF THE AIRCRAFT TO SLOW DOWN TO LAND NEAR THE RUNWAY

NUMBERS. WHILE SLOWING DOWN IN A NOSE HIGH ATTITUDE, WE HEARD THE CRJ SAY THAT HE WAS GOING TO POSITION AND HOLD ON RWY 23. I DO NOT KNOW WHY AN AIRCRAFT WOULD EVER POSITION AND HOLD ON A NON-TOWERED AIRPORT, BUT HE DID. MAYBE HE WAS IN A HURRY TO DEPART AND AWAITING A CLEARANCE FROM WILMINGTON APPROACH. IT WAS CLEAR THAT HE HAD NO IDEA ABOUT ANY OTHER AIRCRAFT OTHER THAN HIS OWN. HE OBVIOUSLY DID NOT CHECK THE FINAL APPROACH CORRIDOR FOR RWY 23 BECAUSE IT WOULD BE DIFFICULT FOR HIM TO MISS A 70000 LB HELICOPTER ON FINAL APPROACH. BECAUSE HE TOOK THE RUNWAY EXACTLY WHERE WE WERE GOING TO LAND, WE WERE FORCED TO ABORT OUR LNDG. THIS IS A DANGEROUS MANEUVER GIVEN THE SLOW AIRSPEED AND LOW ALTITUDE IN A LARGE HELICOPTER. HAD WE NOT ABORTED THIS LANDING, THERE WOULD HAVE BEEN A COLLISION AND LIKELY A LOSS OF SEVERAL LIVES. FEDERAL AVIATION REGULATION 91.113 SAYS THAT THE AIRCRAFT ON FINAL HAS THE RIGHT OF WAY. THIS GUY CLEARLY CUT ME OFF WHEN I WAS ON FINAL. THESE CRJ AIRCRAFT THAT ARE OPERATING AT OAJ ARE A DANGER TO THEMSELVES AND OTHERS. THEY ALWAYS FLY IFR AND ARE USED TO THE CONTROLLERS TELLING THEM WHERE THEY ARE AND WHAT TO DO. THEY NEED TO BE TRAINED IN NON-TOWERED OPERATIONS BEFORE THEY CAUSE AN ACCIDENT HERE OR SOMEWHERE ELSE.

Synopsis

CH-53 PILOT REPORTS CRJ200 TAXI INTO POSITION AND HOLD AS HE IS ON SHORT FINAL FOR RWY 23 AT OAJ, CAUSING GAR.

ACN: 766748

Time / Day

Date : 200712
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Navaid : ZZZ.BCSTN
State Reference : US
Altitude.MSL.Single Value : 3600

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Operator.General Aviation : Corporate
Make Model Name : Agusta Undifferentiated or Other Model
Operating Under FAR Part : Part 91
Flight Phase.Cruise : Level

Component : 1

Aircraft Component : Cockpit Window

Person : 1

Affiliation.Company : Corporate
Function.Flight Crew : Single Pilot
Qualification.Pilot : ATP
Experience.Flight Time.Last 90 Days : 30
Experience.Flight Time.Total : 6500
Experience.Flight Time.Type : 11
ASRS Report : 766748

Events

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

Assessments

Problem Areas : Aircraft
Problem Areas : Chart Or Publication
Problem Areas : Maintenance Human Performance

Situations

Publication : Service Bulletin

Narrative

WHILE IN CRUISE FLT AT 3699 FT MSL DOING AN INFLT MAIN ROTOR TRACKING, THE PLT'S DOOR WINDOW EXPLOSIVELY POPPED OUT. THIS FLT WAS ONLY THE SECOND FLT AFTER A ONE YEAR COMPLETION. THE WINDOW (SEAL) WAS REPLACED UNDER AN AUGUSTA BULLETIN 139-087. I FORWARDED PICTURES TO AUGUSTA ENGINEERS IN HOPES THAT THEY WILL FIND A SOLUTION, AS THIS IS NOT THIS FIRST TIME THIS HAS HAPPENED. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: REPORTER STATED THAT ON HELICOPTERS, THE CAPTAIN'S SEAT IS THE RIGHT FWD SEAT POSITION, NOT THE LEFT SIDE. THE WINDOW THAT EXPLOSIVELY POPPED OUT WAS THE RIGHT FWD SIDE WINDOW NEXT TO THE CAPTAIN'S SEAT. THIS SAME WINDOW AND PRESSURE SEAL WAS RECENTLY REPLACED UNDER AN AGUSTA SVC BULLETIN # 139-087. REPORTER STATED HE BELIEVES THE OTHER WINDOWS IN THIS ROTORCRAFT HAVE THE SAME DESIGN INSTALLATION AS THE PILOT'S SIDE WINDOW THAT UTILIZE ONLY A PRESSURE SEAL TO SECURE THE WINDOWS IN PLACE. THE SERVICE CEILING OF THIS HELICOPTER IS 20000 FT. AGUSTA ENGINEERS TOOK THE LEFT AND RIGHT ENTRY DOORS FOR EVALUATION. THE MFG BELIEVES THE PRESSURE SEAL CAN BE INSTALLED BACKWARDS WHEN FOLLOWING THE SERVICE BULLETIN PROCEDURES. LANGUAGE TRANSLATIONS AND INTERPRETATION OF THE MAINT MANUAL IS AN ONGOING CONCERN. FURTHER ANALYSIS OF THE SEAL INSTALLATION WILL BE CONDUCTED. REPORTER ALSO STATED HIS COMPANY HELICOPTER DOES NOT HAVE THE TRADITIONAL FWD AND AFT SLIDING ENTRY DOORS, BUT ACTUAL HINGE TYPE DOORS. HOWEVER, THE DOORS ON THE AW-139 ARE NOT DESIGNED FOR EMERGENCY EXITING, ONLY THE WINDOWS ARE AND THIS IS ACCOMPLISHED BY REMOVING A STRING CORD AROUND THE WINDOW(S) AND PUSHING OUTWARD FOR EGRESS. THE OLDER TYPE -76 HELICOPTERS USED THE SLIDING ENTRY DOORS AS EMERGENCY EGRESS BECAUSE THE WINDOWS WERE RIVETED OR SCREWED IN PLACE. THIS NEWER AW-139 ROTORCRAFT CAN CARRY 15 PASSENGERS IN A HIGH DENSITY CONFIGURATION. AW-139'S USED FOR OFFSHORE ARE EQUIPPED WITH FLOATATION BAGS AROUND DIFFERENT AREAS OF THE FUSELAGE THAT ARE ACTIVATED BY WATER CONTACT WHEN THE ARMING SWITCH IS ON.

Synopsis

AN AGUSTA AW-139 EXECUTIVE HELICOPTER CAPTAIN'S RIGHT DOOR WINDOW EXPLOSIVELY POPPED OUT IN FLIGHT AT 3600 FT.

ACN: 762154

Time / Day

Date : 200711
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.AGL.Single Value : 70

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

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

Aircraft : 2

Operator.General Aviation : Personal
Make Model Name : Medium Transport, Low Wing, 2 Turbojet Eng
Operating Under FAR Part : Part 91
Flight Phase.Landing : Roll

Person : 1

Affiliation.Other : Personal
Qualification.Pilot : ATP
Qualification.Pilot : CFI
Experience.Flight Time.Last 90 Days : 60
Experience.Flight Time.Total : 1900
Experience.Flight Time.Type : 1200
ASRS Report : 762154

Events

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

Assessments

Problem Areas : Flight Crew Human Performance

Narrative

I WAS THE PNF IN AN R44 WHEN WE APCHED ZZZ ARPT. AFTER CALLING L BASE TO RWY XX AND FINAL, WE AIR TAXIED DOWN THE RWY AT 70 FT. AFTER ABOUT

1 MIN, WE NOTICED A CIRRUS PASSING UNDERNEATH US ON LNDG ROLLOUT. AFTER EXITING THE HELI, THE CIRRUS PLT PROCEEDED TO PHYSICALLY AND VERBALLY ASSAULT ME. HE CLAIMED THAT WE 'CUT HIM OFF' ON FINAL AND HE HAD THE RIGHT OF WAY. WE NEVER SAW OR HEARD HIM. HE PUT US IN A DANGEROUS SITUATION JUST TO DRIVE HOME A POINT! THE LCL FSDO HAS BEEN NOTIFIED.

Synopsis

R44 PNF REPORTS CIRRUS LANDING BENEATH THEM AS THEY AIR TAXI AT 70 FEET DOWN THE RWY AFTER ARRIVAL. PILOT Y IS IRATE ABOUT BEING 'CUT OFF' AND PHYSICALLY AND VERBALLY ASSAULTS THE R44 FLT CREW.

ACN: 758248

Time / Day

Date : 200710
Local Time Of Day : 0601 To 1200

Place

Locale Reference.Airport : OR3.Airport
State Reference : LA
Altitude.MSL.Single Value : 600

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Operator.Common Carrier : Air Taxi
Make Model Name : Jet Ranger/Kiowa/206
Flight Phase.Descent : Approach

Aircraft : 2

Make Model Name : Bell Helicopter Textron Undifferentiated or Other Model
Flight Phase.Cruise : Level

Person : 1

Function.Flight Crew : Single Pilot
Qualification.Pilot : Commercial
Qualification.Pilot : Instrument
Qualification.Pilot : Multi Engine
Experience.Flight Time.Last 90 Days : 50
Experience.Flight Time.Total : 7500
Experience.Flight Time.Type : 4000
ASRS Report : 7582488

Events

Anomaly.Conflict : Airborne Critical
Anomaly.Non Adherence : FAR
Independent Detector.Other.Flight CrewA : 1
Miss Distance.Horizontal : 200
Miss Distance.Vertical : 150

Assessments

Problem Areas : Flight Crew Human Performance

Narrative

HELI LNDG ABBEVILLE LA OR3. I HAD 122.80 UNICOM TUNED UP 15 MI OUT AND MONITORING. AT 10 MI I MADE MY INITIAL CALL FOR APCH TO LAND, FOLLOWED BY A 5 MI AND A 2 1/2 MI. I HAD PICKED UP A SPORADIC TARGET ON TCAS AT 5

MI AT APPROX MY 7 O'CLOCK POS. NO OTHER ACFT HAD MADE A CALL TO LAND OR TRANSITION THE AREA. RIGHT AFTER MY 2 1/2 MI CALL TCAS SOUNDED THE TFC ALERT WITH TARGET DEAD OVER MY POS. I LOOKED UP SLIGHTLY L TO NOTICE ANOTHER BELL HELI ABOUT 200 FT AWAY AND SLIGHTLY ABOVE TRANSITING FROM MY BACK L TO FORWARD R. I IMMEDIATELY DID A DSNDING L TURN TO DECONFLICT WITH TFC. THE TFC CONTINUED ON ITS COURSE UNALTERED. I COMPLETED MY APCH TO ENTER THE DOWNWIND AND LAND. THE OTHER ACFT NEVER MADE A CALL.

Synopsis

BELL PILOT REPORTS CONFLICT WITH ANOTHER HELICOPTER DURING ENTRY TO TRAFFIC PATTERN AT OR3. TCAS SOUNDS ALERT AND REPORTER IS ABLE TO DE-CONFLICT THE SITUATION.

ACN: 757604

Time / Day

Date : 200710
Day : Thu
Local Time Of Day : 1801 To 2400

Place

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

Environment

Flight Conditions : VMC
Light : Night

Aircraft : 1

Controlling Facilities.TRACON : ZZZ.TRACON
Operator.General Aviation : Personal
Make Model Name : Bell 47
Operating Under FAR Part : Part 91
Flight Phase.Descent : Approach

Person : 1

Affiliation.Other : Personal
Function.Flight Crew : Single Pilot
Qualification.Pilot : ATP
Qualification.Pilot : CFI
Qualification.Pilot : Commercial
Qualification.Pilot : Instrument
Qualification.Pilot : Multi Engine
Experience.Flight Time.Last 90 Days : 60
Experience.Flight Time.Total : 16700
Experience.Flight Time.Type : 1500
ASRS Report : 757604

Events

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

Assessments

Problem Areas : FAA

Situations

Narrative

APCHING TO LAND AT ZZZ, I LISTENED TO THE ATIS. IT SOUNDED LIKE ATIS MUMBLED SOMETHING ABOUT A TFR AT ABC STADIUM. THAT WAS CONFUSING -- I THOUGHT ABC STADIUM WAS IN ANOTHER PART OF THE COUNTRY. THERE WERE NO TFR'S LISTED IN MY BRIEFING, SO I CONTACTED FSS RADIO FOR AN UPDATE. THEY HAD NO TFR LISTING FOR ABC STADIUM, NOR FOR ANYPLACE IN THE AREA. I DIALED UP ATIS AGAIN, THEN DIALED IN APCH AND ASKED WHERE THE TFR WAS. DEF STADIUM. AND, 'IT IS STANDARD TFR FOR WHEN THERE'S A GAME.' PEACHY. I DON'T HAVE THE VAGUEST IDEA WHAT DEF STADIUM IS, MUCH LESS WHERE IT IS. I KNOW OF NO FAA REPOSITORY OF SPORTING EVENTS SCHEDULES ACCESSIBLE TO A PLT DURING FLT BRIEFING. I HAD NO WAY OF KNOWING WHAT KIND OF GAME MIGHT BE ON, THAT THERE WAS A GAME ON, THAT A TFR WOULD BE IN EFFECT FOR MY ARR TIME, OR EVEN WHERE THE TFR WAS. DEF STADIUM ISN'T ON THE SECTIONAL CHART, NOR ON THE CLASS B CHART. HOW CAN I AVOID WHAT I DON'T KNOW I HAVE TO AVOID IF I CAN'T FIND OUT WHEN I HAVE TO AVOID IT OR WHERE IS IT? SO APCH GAVE ME A SQUAWK AND HELD MY HAND UNTIL I GOT TO ZZZ. THANK YOU, APCH. THERE HAS BEEN A LOT OF BAD PUBLICITY LATELY ABOUT TFR INCURSIONS. GEE, I WONDER WHY?

Synopsis

HELI PLT COMPLAINS ABOUT DIFFICULTY OF DETERMINING TIME AND LOCATION OF STADIUM TFR'S.

ACN: 756614

Time / Day

Date : 200710

Place

Locale Reference.Airport : EWR.Airport

State Reference : NY

Altitude.AGL.Bound Lower : 0

Altitude.AGL.Bound Upper : 1500

Environment

Flight Conditions : VMC

Light : Daylight

Aircraft : 1

Controlling Facilities.Tower : EWR.Tower

Make Model Name : Helicopter

Operating Under FAR Part : Part 91

Flight Phase.Climbout : Initial

Flight Phase.Climbout : Takeoff

Flight Phase.Cruise : Level

Flight Phase.Descent : Approach

Aircraft : 2

Controlling Facilities.Tower : EWR.Tower

Make Model Name : Helicopter

Person : 1

Affiliation.Government : FAA

Function.Controller : Local

Qualification.Controller : Non Radar

Experience.Controller.Limited Radar : 16

Experience.Controller.Time Certified In Position1 : 10

ASRS Report : 756614

Events

Anomaly.Other Anomaly.Other

Independent Detector.Other.ControllerA : 1

Resolatory Action.None Taken : Anomaly Accepted

Assessments

Problem Areas : Airspace Structure

Problem Areas : FAA

Situations

ATC Facility.Procedure Or Policy : EWR.Tower

Narrative

TFR'S ARE PUT INTO EFFECT WITH LITTLE TO NO GUIDANCE GIVEN TO THE AIR TFC CTLRS RESPONSIBLE FOR THIS AIRSPACE. THERE ARE NO SOP'S AND THE MAJORITY OF INSTRUCTIONS ARE ISSUED ON THE FLY. VOLUME IS EXTREMELY HIGH IN WHAT IS NORMALLY A VERY TIGHT SELF-ANNOUNCED UNICOM CORRIDOR, YET PLTS EXPECT AND SOME CTLRS BELIEVE THEY SHOULD BE PROVIDING RADAR SVCS. THIS IS A DAUNTING AND EXTREMELY DANGEROUS TASK AND IN MY OPINION HAS CREATED A VERY DANGEROUS SITUATION FOR THE PLTS INVOLVED AND A VERY COMPROMISING SITUATION FOR THE AIR TFC CTLRS THAT ARE EXPECTED TO POLICE THE MAYHEM THAT ENSUES. AT NO TIME HAS ANYONE WHO WILL BE RESPONSIBLE FOR MANNING THIS RADAR POS BEEN CONSULTED AS TO WHAT WOULD LEAD TO A SAFE AND ORDERLY PROC AS IT RELATES TO THIS TFR.

Synopsis

EWR CTLR DESCRIBED ANNUAL TFR EVENT THAT IS INITIATED WITH LITTLE GUIDANCE RESULTING IN VARIED EXPECTATIONS AS TO ATC'S ROLE.

ACN: 754875

Time / Day

Date : 200709
Local Time Of Day : 1201 To 1800

Place

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

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

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

Person : 1

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

Events

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

Assessments

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

Narrative

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

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

Synopsis

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

ACN: 752926

Time / Day

Date : 200709
Local Time Of Day : 0601 To 1200

Place

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

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

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

Aircraft : 2

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

Person : 1

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

Assessments

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

Narrative

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

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

Synopsis

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

ACN: 751411

Time / Day

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

Place

Locale Reference.Airport : AMA.Airport
State Reference : TX
Altitude.MSL.Single Value : 5500

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Controlling Facilities.TRACON : AMA.TRACON
Operator.General Aviation : Corporate
Make Model Name : Robinson R44
Operating Under FAR Part : Part 91
Flight Phase.Cruise : Level

Aircraft : 2

Controlling Facilities.TRACON : AMA.TRACON
Make Model Name : Cessna Citation Undifferentiated or Other Model
Flight Phase.Descent : Approach

Person : 1

Affiliation.Company : Corporate
Function.Flight Crew : Single Pilot
Qualification.Pilot : ATP
Qualification.Pilot : CFI
Qualification.Pilot : Commercial
Qualification.Pilot : Multi Engine
Experience.Flight Time.Last 90 Days : 50
Experience.Flight Time.Total : 5000
Experience.Flight Time.Type : 600
ASRS Report : 751411

Person : 2

Affiliation.Government : FAA
Function.Controller : Approach
Qualification.Controller : Radar

Events

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

Resolatory Action.Flight Crew : Took Evasive Action
Miss Distance.Vertical : 500

Assessments

Problem Areas : ATC Human Performance

Narrative

I CONTACTED AMA APCH CTL AT ERICA INTXN (4200 FT MSL -- HELI) INBOUND TO AMA WITH REQUEST TO OVERFLY RECONNAISSANCE LOCATION (FUTURE LNDG ZONE) LOCATED ON LOOP 335 NEAR RACE TRACK (APPROX 3-4 NM S OF ARPT) AND RETURN TO ARPT FOR RAMP LNDG. APCH CTL ADVISED REMAIN CLR OF CLASS C, PROCEED TOWARD RECONNAISSANCE AREA. I ADVISED APCH CTLR LOCATION OF RECONNAISSANCE AREA WITH CLASS C AIRSPACE. APCH CTLR ISSUED PROCEED TO RECONNAISSANCE AREA REMAIN CLR OF RWY 31 APCH PATH. I ADVISED APCH CTLR RECONNAISSANCE LOCATION WAS 12 O'CLOCK POS, 3 MI AND WOULD REQUIRE XING RWY 31 APCH PATH. APCH CTLR REPLIED 'UNABLE' WITH NO FURTHER INSTRUCTION. I BROUGHT HELI TO HOVER AT 4200 FT MSL AND REQUESTED CROSS AMA MIDFIELD AND PROCEED PARALLEL RWY 22 (CLOSED FOR TXWY REPAIR). AFTER APPROX 30-45 SECOND DELAY, APCH CTLR ISSUED CLB TO 5500 FT MSL OR ABOVE AND PROCEED DIRECT TO RECONNAISSANCE LOCATION. I CLBED INITIALLY TO 5700 FT AND PROCEEDED DIRECT RECONNAISSANCE LOCATION AT 5500 FT MSL. APCH CTLR ISSUED CITATION TFC INBOUND FROM W AT 6000 FT MSL. I RESPONDED SEARCHING. CITATION RESPONDED DO NOT HAVE TFC. I OBSERVED CITATION APPROX 1 MI W ON COLLISION COURSE SLIGHTLY ABOVE THE HELI. I ADVISED CTLR CITATION WAS IN SIGHT AND I WAS DSNDRG FOR CONFLICT. I TOOK EVASIVE ACTION BY ENTERING RAPID DSCNT TO 4800 FT MSL. CTLR ADVISED DELETE ALT RESTR. UPON REACHING RECONNAISSANCE AREA I MADE 2 ORBITS AT 4200 FT MSL, ADVISED APCH CTLR READY TO PROCEED TO ARPT RAMP, I WAS ADVISED CONTACT TWR, AND WAS CLRED BY TWR FOR DIRECT RETURN TO RAMP FOR LNDG. THE APCH CTLR WAS WORKING SEVERAL MIL TRAINING ACFT AND LIMITED TO A SINGLE RWY 31/13 DUE TO CONSTRUCTION CLOSING RWY 22/4. DUE TO THE RECONNAISSANCE NATURE OF THE OVERFLT, I WAS UNABLE TO PROVIDE A 'RADAR SCREEN OR OVERLAY IDENTIFIABLE' SPECIFIC LOCATION OTHER THAN A CULTURAL (ROAD/LANDMARK) REF AND AN APPROX BEARING AND DISTANCE FROM MY ACFT. IN MY OPINION, THE BEST PROC WAS TO HAND MY ACFT OFF TO THE TWR CTLR UPON REACHING THE INNER CLASS C AIRSPACE WITH CONTINUED LOW LEVEL FLT (4200 FT MSL) ACROSS THE FIRST THIRD OR MIDFIELD POINT OF RWY 31/13 DIRECT TO THE RECONNAISSANCE LOCATION TO AVOID FIXED WING TFC FLOW. I BELIEVE THE APCH CTLR WAS FRUSTRATED WITH PRESSURE OF MULTIPLE MIL TRAINING FLTS COMPRESSED ONTO RWY 31 AS WELL AS THE POS OF MY ACFT WHICH WAS DICTATED BY THE INITIAL INSTRUCTION TO REMAIN CLR OF THE INNER CLASS C AIRSPACE AND THE RESULTING NEED TO CROSS THE APCH PATH FOR RWY 31 TO PROCEED TO THE RECONNAISSANCE LOCATION.

Synopsis

HELI PLT DESCRIBED CONFLICT AT 5500 INBOUND TO AMA WHEN APCH CTL HANDLING REPORTEDLY CONTRIBUTED TO INCIDENT.

ACN: 750664

Time / Day

Date : 200708
Local Time Of Day : 1201 To 1800

Place

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

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Operator.General Aviation : Corporate
Make Model Name : Helicopter
Operating Under FAR Part : Part 91
Flight Phase.Cruise : Level

Aircraft : 2

Make Model Name : Small Aircraft, Low Wing, 1 Eng, Fixed Gear
Flight Phase.Descent : Approach
Route In Use.Approach : Straight In

Person : 1

Affiliation.Company : Corporate
Qualification.Pilot : CFI
Qualification.Pilot : Commercial
Qualification.Pilot : Instrument
Experience.Flight Time.Last 90 Days : 100
Experience.Flight Time.Total : 800
Experience.Flight Time.Type : 800
ASRS Report : 750664

Events

Anomaly.Non Adherence : FAR
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Controller : Issued New Clearance
Resolatory Action.None Taken : Insufficient Time
Miss Distance.Horizontal : 30
Miss Distance.Vertical : 5

Assessments

Problem Areas : Flight Crew Human Performance

Narrative

WHILE FLYING NW AT APPROX 700 FT AGL THE DA40 CROSSED OUR PATH, L TO R, APPROX 30 FT AHEAD, AND 5 FT BELOW THE MAIN ROTOR OF THE HELI. I BELIEVE THE WINGS OF THE ACFT MAY HAVE EVEN PASSED BELOW THE MAIN ROTOR. THE DA40 WAS IN A BLIND SPOT ON THE HELI (BEHIND THE L-HAND DOOR FRAME) AND COULD NOT BE SEEN UNTIL IT PASSED. I DIDN'T HAVE TIME TO TAKE ANY EVASIVE ACTION. THE DA40 PASSED TOO QUICKLY. THERE WERE SEVERAL FACTORS WHICH CONTRIBUTED TO THIS NEAR MISS. 1) WE WERE XING THE FINAL APCH PATH FOR RWY 4 AT ZZZ HOWEVER WE WERE 4 MI AWAY AND BELOW TFC PATTERN ALT (TPA). ALTHOUGH WE WERE SCANNING FOR TFC, WE COULD NOT SEE THE DA40 AS IT WAS IN A BLIND SPOT. 2) THE DA40 WAS NOT TALKING ON THE CORRECT FREQ FOR ZZZ. AFTER CONFRONTING THE OTHER PLT, I DISCOVERED HE WAS MAKING RADIO CALLS ON THE ARPT'S OLD CTAF FREQ. (CURRENTLY IT IS UP-TO-DATE ON CHARTS AND THE ARPT FACILITIES DIRECTORY.) 3) THE DA40 WAS NOT ABOVE TPA PRIOR TO ENTRY AS THE AIM SUGGESTS. FURTHER, THE DA40 DID NOT FLY A TFC PATTERN, HE LANDED STRAIGHT IN. 4) UPON CONFRONTING THE DA40 PLT, HE CLRLY DEMONSTRATED 2 OF THE HAZARDOUS ATTITUDES LISTED IN MULTIPLE FAA PUBS: MACHO AND INVULNERABILITY. I BELIEVE THE ONLY WAY TO PREVENT THIS TYPE OF INCIDENT FROM HAPPENING AGAIN WOULD BE FOR THE DA40 PLT TO RECEIVE REMEDIAL TRAINING ON ARPT TFC PATTERN OPS, AND THE IMPORTANCE OF USING AN UP-TO-DATE CHART AND ARPT FACILITIES DIRECTORY FOR PREFLT PLANNING.

Synopsis

HELICOPTER PILOT REPORTS NMAC AT 700 FEET AGL WITH DA40 FLYING STRAIGHT IN VISUAL TO ZZZ.

ACN: 748135

Time / Day

Date : 200708
Local Time Of Day : 1801 To 2400

Place

State Reference : NC
Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC
Light : Dusk

Aircraft : 1

Operator.Common Carrier : Air Taxi
Make Model Name : Jet Ranger Undifferentiated or Other Model
Operating Under FAR Part : Part 135
Flight Phase.Ground : Parked

Person : 1

Affiliation.Company : Air Taxi
Function.Flight Crew : Captain
Function.Instruction : Instructor
Function.Oversight : PIC
Qualification.Pilot : ATP
Qualification.Pilot : CFI
Experience.Flight Time.Last 90 Days : 80
Experience.Flight Time.Total : 8566
Experience.Flight Time.Type : 475
ASRS Report : 748135

Person : 2

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

Events

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

Assessments

Problem Areas : Flight Crew Human Performance

Narrative

I WAS TRAINING A PLT (CAPT) FOR A 2 PLT EMS HELI OP ON THE BELL 430. WE HAD JUST COMPLETED A SIMULATED SINGLE ENG LNDG AND HAD MOVED OFF

THE RWY TO THE GRASS JUST OFF A TXWY. THE CAPT TRAINEE WAS ON THE CTLS AND HE DID NOT CALL FOR THE AFTER LNDG CHKLIST, NOR DID I AS THE TRAINING CAPT REMIND HIM TO DO SO. WHILE REPOSITIONING TO THE GRASS I GLANCED AT THE AUTOMATED FLT CTL SYS MODE SELECT PANEL TO SEE IF THE AUTOMATED FLT CTL SYS WAS IN STABILITY AUGMENTATION OR AUTOPLT. I SAW THE GREEN STABILITY AUGMENTATION LIGHT ON. WHILE I FUNCTIONED AS THE SIC THE CAPT DIRECTED ME TO SET UP THE RADIOS FOR OUR DEP AND NEXT ARR. WHILE DOING SO, HE (STILL IN COMMAND OF THE FLT CTLS) WAS VERIFYING WHAT I HAD DONE. HE MUST HAVE LET GO OF THE CTLS. NEXT THING I KNEW I HEARD LOUD POUNDING AND GRABBED FOR THE FLT CTLS. I FOUND THE CYCLIC CTL TO BE NEARLY FULL FORWARD. I SUSPECTED THE ROTOR SYS HAD COME IN CONTACT WITH THE UPPER WIRE CUTTER ASSEMBLY. UPON SHUTDOWN AND INSPECTION I CONFIRMED THIS. AS IS ALWAYS THE CASE, SEVERAL THINGS LED TO THIS INCIDENT: 1) WHEN I LOOKED AT THE AUTOMATED FLT CTL SYS MODE PANEL AND SAW THE GREEN STABILITY AUGMENTATION LIGHT ON, I ASSUMED THE PLT HAD TURNED THE AUTOPLT OFF AND ENGAGED STABILITY AUGMENTATION. HE HAD NOT. HE WAS HOLDING THE CYCLIC FORCE TRIM BUTTON DOWN. THIS CAUSES THE AUTOMATED FLT CTL SYS TO REVERT TO STABILITY AUGMENTATION FROM AUTOPLT ONLY WHILE THE BUTTON IS BEING HELD DOWN. 2) THE AUTOPLT, STILL BEING ENGAGED DROVE THE CYCLIC FORWARD IN AN ATTEMPT TO FOLLOW THE LAST ASSIGNED DUTY, A DSCNT. 3) I DIDN'T FOLLOW UP ON THE 'CAPT' TO ENSURE HE CALLED FOR THE AFTER LNDG CHKLIST. 4) EVEN THOUGH WE HAD BRIEFED A 3-WAY FLT CTL EXCHANGE, THE CAPT LET GO OF THE CTLS WITHOUT TELLING ME. IN THE DARK COCKPIT, I DIDN'T NOTICE THIS. 5) THE HOSPITAL BASED EMS PROGRAM ACFT WAS OTS, SO I WAS UNDER (SELF-IMPOSED) PRESSURE TO TRAIN SEVERAL REPLACEMENTS TO GET THE PROGRAM BACK IN SVC QUICKLY. 6) UNDER THIS SELF-IMPOSED PRESSURE, I HAD BEEN WORKING 6 DAYS WITH EACH DAY BEING MORE THAN 11 HRS, AND IN SOME CASES, 14 HR DUTY DAYS WHILE CONDUCTING GND AND FLT TRAINING. BTWN THE 2 DAYS PRIOR TO THE INCIDENT AND THE DAY OF THE INCIDENT, I HAD FLOWN 18.3 HRS. 7) TEMPS HAD BEEN MID 80'S TO MID 90'S WITH HIGH HUMIDITY. 8) THE NIGHT BEFORE THE INCIDENT, I HAD DEVELOPED A SORE THROAT AND SOUR STOMACH RESULTING IN A FITFUL NIGHT'S SLEEP. THERE ARE ENOUGH LINKS IN THIS CHAIN TO BUILD 2 MISHAPS MUCH LESS THE ONE THAT HAPPENED.

Synopsis

BELL 430 INSTRUCTOR RPTS ROTOR DAMAGE AFTER SIMULATED ENG OUT LNDG WHEN CYCLIC IS RELEASED WITH AUTOPLT ENGAGED.

ACN: 747455

Time / Day

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

Place

Locale Reference.Airport : HDC.Airport
State Reference : OH
Altitude.AGL.Bound Lower : 0
Altitude.AGL.Bound Upper : 100

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Operator.General Aviation : Personal
Make Model Name : F-28 Enstrom Helicopter
Operating Under FAR Part : Part 91
Flight Phase.Descent : Approach
Flight Phase.Landing : Roll
Route In Use.Approach : Traffic Pattern
Route In Use.Approach : Visual

Aircraft : 2

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

Component : 1

Aircraft Component : VHF

Person : 1

Affiliation.Other : Personal
Function.Flight Crew : Single Pilot
Qualification.Pilot : CFI
Qualification.Pilot : Commercial
Qualification.Pilot : Instrument
Qualification.Pilot : Multi Engine
Experience.Flight Time.Last 90 Days : 100
Experience.Flight Time.Total : 6000
Experience.Flight Time.Type : 2000
ASRS Report : 747455

Events

Anomaly.Aircraft Equipment Problem : Critical
Anomaly.Conflict : NMAC
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Executed Go Around
Resolatory Action.Flight Crew : Took Precautionary Avoidance Action
Resolatory Action.None Taken : Anomaly Accepted
Resolatory Action.None Taken : Unable
Miss Distance.Horizontal : 75
Miss Distance.Vertical : 200

Assessments

Problem Areas : Aircraft
Problem Areas : Airport

Narrative

CLR SUNNY DAY, PERFECT VISIBILITY. HAVING RADIO PROBS SO NO COM.
ENTERED A R PATTERN FOR RWY NUMBERS OPPOSITE OF L-HAND FIXED WING
PATTERN SO WE COULD SEE ONCOMING TFC. AFTER LNDG ON RWY NUMBERS A
C150 OVERFLEW US TO THE L AND ABORTED THE LNDG. ALL 3 PLTS, EVEN
THOUGH LOOKING, DIDN'T SEE EACH OTHER.

Synopsis

EN28 WITH RADIO PROBLEMS LANDS TOWARDS ONCOMING TRAFFIC AND
EXPERIENCES NEAR COLLISION WITH C150 ARRIVING THE OPPOSITE DIRECTION.

ACN: 746945

Time / Day

Date : 200707
Local Time Of Day : 1201 To 1800

Place

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

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

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

Component : 1

Aircraft Component : Main Rotor RPM Indication

Person : 1

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

Person : 2

Affiliation.Other : Personal
Function.Instruction : Trainee

Events

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

Assessments

Problem Areas : Aircraft

Narrative

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

Synopsis

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

ACN: 742691

Time / Day

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

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.AGL.Single Value : 100

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

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

Person : 1

Affiliation.Other : Personal
Function.Flight Crew : Single Pilot
Qualification.Pilot : Private
Experience.Flight Time.Last 90 Days : 89
Experience.Flight Time.Total : 650
Experience.Flight Time.Type : 200
ASRS Report : 742691

Events

Anomaly.Conflict : Ground Less Severe
Anomaly.Inflight Encounter.Other
Anomaly.Non Adherence : FAR
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.None Taken : Anomaly Accepted

Assessments

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

Narrative

I WAS TRAVELING OVER THE WATER ALONG COASTLINE AT ABOUT 115 KTS. A MAN WITH A LARGE SURF FISHING ROD CAST HIS LURE OUT TO SEA AND HIT THE HELI, BREAKING PLT SIDE PLEXIGLAS WINDOW AND COSMETIC DAMAGE TO MAST FAIRING. NO ONE WAS INJURED, NO LOSS OF CTLS. SO I PROCEEDED BACK TO ARPT.

Synopsis

AN R44 HELICOPTER PILOT'S SIDE GLASS WINDOW WAS BROKEN BY A SURF FISHING ROD WEIGHT AT LOW ALT ALONG THE COASTLINE.

ACN: 739628

Time / Day

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

Place

Locale Reference.Airport : OPF.Airport
State Reference : FL
Altitude.AGL.Single Value : 350

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Controlling Facilities.TRACON : MIA.TRACON
Controlling Facilities.Tower : OPF.Tower
Operator.General Aviation : Personal
Make Model Name : Robinson R44
Operating Under FAR Part : Part 91
Flight Phase.Cruise : Level

Aircraft : 2

Controlling Facilities.TRACON : MIA.TRACON
Controlling Facilities.Tower : OPF.Tower
Operator.General Aviation : Personal
Make Model Name : Robinson R44
Operating Under FAR Part : Part 91
Flight Phase.Cruise : Level

Aircraft : 3

Controlling Facilities.TRACON : MIA.TRACON
Controlling Facilities.Tower : OPF.Tower
Make Model Name : MD-500MG
Operating Under FAR Part : Part 91
Flight Phase.Cruise : Level

Person : 1

Affiliation.Other : Personal
Function.Flight Crew : Single Pilot
Qualification.Pilot : Private
Experience.Flight Time.Last 90 Days : 23
Experience.Flight Time.Total : 512
Experience.Flight Time.Type : 350
ASRS Report : 739628

Person : 2

Affiliation.Other : Personal
Function.Flight Crew : Single Pilot
Qualification.Pilot : CFI
Qualification.Pilot : Commercial
Experience.Flight Time.Last 90 Days : 130
Experience.Flight Time.Total : 5300
Experience.Flight Time.Type : 1300
ASRS Report : 739409

Person : 3

Function.Flight Crew : Single Pilot

Events

Anomaly.Conflict : NMAC
Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Required Legal Separation
Resolatory Action.Flight Crew : Took Evasive Action
Miss Distance.Horizontal : 2
Miss Distance.Vertical : 250

Assessments

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

Narrative

DEPARTED OPF IN FLT OF 2 HELIS. WE WERE IN FORMATION AND I WAS SECOND AND AT THE 5 O'CLOCK POS TO HELI #1. WE DEPARTED DUE E AND PLANNED TO FLY IN FORMATION 90 DEGS TO COASTLINE AND TURN S ENRTE. I WAS ON TWR FREQ AND HEARD ANOTHER HELI RPT TO TWR HE WAS FOLLOWING US OUTBOUND. APPROX 3 MI FROM BEACH AND 12 MI FROM OPF FIELD, I NOTICED WITHOUT WARNING A BLACK HUGHES 500 COME FROM NOWHERE AND WAS OVER ME AND TO MY R CLOSING IN. HE WAS FILMING VIDEO. HE BUSTED OUR FORMATION WITHOUT WARNING AND I DSND'D TO AVOID A DANGEROUS CONDITION. I COULDN'T SEE HIS WHEREABOUTS AND WE WERE NOT COMMUNICATING AT TIME ON RADIO. I WOUND UP APPROX 350 FT AGL OVER BEACH AREA, MIAMI. THERE WAS NO ACCIDENT AND NO ONE TO MY KNOWLEDGE COMPLAINED. HE THEN LEFT AREA. I REGAINED ALT. SUPPLEMENTAL INFO FROM ACN 739409: I WAS LEAD HELI OF A FLT OF 2 ROBINSON R44'S WHICH DEPARTED OPF ON A TRAINING FLT. WE DEPARTED DUE E WITH A PLANNED TURN S OFFSHORE. WE PLANNED TO FOLLOW THE SHORELINE S TO MTH. PRIOR TO REACHING THE SHORELINE, A THIRD HELI (HUGHES 500) BROKE OUR FORMATION TO VIDEO OUR FLT. THE THIRD HELI FLEW WITHIN 100 FT, BEHIND, BESIDE AND ABOVE OUR FORMATION. THIS CONFLICTED WITH OUR FORMATION CAUSING ONE R44 TO DSND TO 300 FT OVER BEACHES TO AVOID COLLISION HAZARD. ALTHOUGH THE THIRD HELI WAS IN RADIO CONTACT, HE WAS NOT BRIEFED PRIOR TO THE FLT. HE SEEMED MORE INTERESTED IN OBTAINING GOOD VIDEO THAN FLT SAFETY. ALL PLTS MUST UNDERSTAND RULES OF FORMATION FLYING AND RECEIVE FLT BRIEFINGS AS WELL AS AN INVITATION PRIOR TO FLT.

Synopsis

FORMATION FLT OF TWO HELICOPTERS IS INTERCEPTED BY A THIRD TAKING VIDEO. RESULTING PROXIMITY CAUSES ONE OF FORMATION TO DESCEND TO 300 AGL OVER POPULATED BEACHES.

ACN: 739357

Time / Day

Date : 200705

Day : Mon

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.AGL.Single Value : 150

Environment

Flight Conditions : VMC

Light : Daylight

Aircraft : 1

Controlling Facilities.Tower : ZZZ.Tower

Make Model Name : Helicopter

Operating Under FAR Part : Part 91

Flight Phase.Cruise : Level

Person : 1

Affiliation.Government.Other

Function.Flight Crew : Single Pilot

Qualification.Pilot : Commercial

Qualification.Pilot : Instrument

Qualification.Pilot : Multi Engine

Experience.Flight Time.Last 90 Days : 114

Experience.Flight Time.Total : 1776

Experience.Flight Time.Type : 1398

ASRS Report : 739357

Events

Anomaly.Inflight Encounter.Other

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.Flight Crew : Landed As Precaution

Assessments

Problem Areas : Flight Crew Human Performance

Narrative

WHILE ON A POLICE PATROL FLT IN THE X VALLEY, I ENTERED A CANYON FROM THE W FOR A FAMILIARIZATION FLT LEG. I MADE A DSNDING L TURN BACK TOWARD THE W, AND BEGAN FOLLOWING THE WASH TO EXIT THE CANYON WBOUND. I FELT WHAT I BELIEVED TO BE A BIRD STRIKE ON THE ACFT. I ASSESSED THE CTL FEEDBACKS AND SCANNED THE INST PANEL. I NOTED NOTHING UNUSUAL IN THE CYCLIC, COLLECTIVE, OR PEDAL CTLS. THERE WAS NO VIBRATION, BUFFETING, OR STIFFNESS, AND ALL ENG, PWR, AND XMISSION

GAUGES WERE IN THEIR NORMAL RANGES. I MADE THE DECISION TO LAND AT ZZZ TO INSPECT THE ACFT. I CONTACTED THE ZZZ ATC TWR AND REQUESTED LNDG. ZZZ TWR CLRED ME TO LAND AT THE HELIPADS. I ENTERED A L BASE LEG AND LANDED WITHOUT INCIDENT. ACFT INSPECTION, AND A SUBSEQUENT DEPT INVESTIGATION, REVEALED I HAD STRUCK A RESIDENTIAL PWR LINE. I BELIEVE THIS INCIDENT WAS CAUSED BY A COMBINATION OF MY UNFAMILIARITY WITH THE STRING OF PWR LINES, AND MY LOW RECONNAISSANCE ALT. A HIGHER ALT WHILE IN UNFAMILIAR TERRITORY WILL PREVENT ANY RECURRENCE.

Synopsis

HELICOPTER PLT WAS FLYING LOW LEVEL AT NIGHT AND STRUCK A POWER LINE.

ACN: 735148

Time / Day

Date : 200704
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.MSL.Single Value : 2400

Environment

Flight Conditions : IMC
Light : Daylight

Aircraft : 1

Controlling Facilities.TRACON : ZZZ.TRACON
Operator.Common Carrier : Air Taxi
Make Model Name : A109
Operating Under FAR Part : Part 135
Navigation In Use.ILS.Localizer & Glide Slope : 13L
Flight Phase.Descent : Approach
Route In Use.Approach : Instrument Precision
Route In Use.Arrival : On Vectors

Person : 1

Affiliation.Company : Air Taxi
Function.Flight Crew : Single Pilot
Qualification.Pilot : ATP
Experience.Flight Time.Last 90 Days : 45
Experience.Flight Time.Total : 16000
Experience.Flight Time.Type : 2900
ASRS Report : 735148

Person : 2

Affiliation.Government : FAA
Function.Controller : Approach

Events

Anomaly.Altitude Deviation : Overshoot
Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure
Anomaly.Other Anomaly : Unstabilized Approach
Independent Detector.ATC Equipment : MSAW
Independent Detector.Other.ControllerA : 2
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Controller : Issued Alert
Resolatory Action.Other

Assessments

Problem Areas : ATC Human Performance

Problem Areas : Flight Crew Human Performance

Narrative

I WAS REPOSITIONING FROM THE HOSPITAL ROOF-TOP HELIPAD TO ZZZ, TO HANGAR THE SHIP IN ADVANCE OF SEVERE WX APCHING FROM THE W. DURING VECTORS FOR THE ILS, APCH CTL TOOK ME THROUGH THE COURSE, VERY CLOSE TO THE FAF AT 2400 FT MSL, APPROX 600 FT ABOVE THE GS INTERCEPT ALT. IN AN ATTEMPT TO CAPTURE THE GS AND LOC, WHILE INSIDE THE FAF, I BEGAN A SIGNIFICANT RATE OF DSCNT OF APPROX 1000 FPM. I WAS ABLE TO CAPTURE THE LOC, BUT DSNDED BELOW THE GS WHICH SET OFF THE ATC LOW ALT ALERT. ATC ADVISED ME OF THE ALERT AND I IMMEDIATELY CORRECTED AND CAPTURED THE GS AT APPROX 2 MI FROM THE RWY. I TAKE THE BLAME FOR DSNDDING BELOW THE GS, BUT THERE ARE SOME CONTRIBUTING FACTORS: THE HELI DOES NOT HAVE A 'CAPTURE THE SELECTED ALT' CAPABILITY AND IT WON'T CAPTURE THE GS BEFORE CAPTURING THE LOC, MUCH LIKE MOST OTHER FMS/FLT DIRECTOR/AUTOPLT SYS. ATC TURNED ME IN HIGH AND THROUGH THE COURSE. HELIS ARE NOT HIGH PERFORMANCE JETS, I KNOW BECAUSE I'M A FORMER AIRLINE CAPT, AND HELIS DON'T HAVE SIGNIFICANT DRAG DEVICES TO HELP IN THESE INSTANCES. I WILL WATCH OUT FOR THE DEVELOPMENT OF SITUATIONS LIKE THIS IN THE FUTURE, BUT ATC NEEDS TO REALIZE THAT NOT EVERY ACFT THEY ARE HANDLING IS A COMMERCIAL AIRLINER.

Synopsis

A109 PILOT REPORTS BEING VECTORED INSIDE THE FAF 600 FEET ABOVE GS INTERCEPT ALTITUDE. THE ATTEMPT TO SALVAGE THE APPROACH RESULTS IN GOING BELOW THE GS AND SETTING OFF THE CONTROLLER'S MSAW BEFORE FINALLY CAPTURING THE GS AT 2 NM.

ACN: 733182

Time / Day

Date : 200703
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : LAL.Airport
State Reference : FL
Altitude.MSL.Single Value : 6000

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Controlling Facilities.TRACON : TLH.TRACON
Operator.Other : Military
Make Model Name : SA 365 Dauphin 2
Operating Under FAR Part : Part 91
Flight Phase.Cruise : Level
Route In Use.Enroute.Airway : V157 V615.Airway

Aircraft : 2

Controlling Facilities.TRACON : TLH.TRACON
Operator.General Aviation : Personal
Make Model Name : Sail Plane
Operating Under FAR Part : Part 91
Flight Phase.Cruise.Other

Person : 1

Affiliation.Government : Military
Function.Flight Crew : Captain
Function.Oversight : PIC
Qualification.Pilot : Commercial
Qualification.Pilot : Instrument
Experience.Flight Time.Last 90 Days : 60
Experience.Flight Time.Total : 3270
Experience.Flight Time.Type : 1700
ASRS Report : 733182

Person : 2

Affiliation.Government : Military
Function.Flight Crew : First Officer

Events

Anomaly.Conflict : Airborne Critical
Independent Detector.Aircraft Equipment : TCAS

Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Took Evasive Action
Miss Distance.Horizontal : 400
Miss Distance.Vertical : 50

Assessments

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

Narrative

I WAS THE ACFT COMMANDER OF AN HH-65C HELI. I FILED AN IFR FLT PLAN FROM ZZZ2 TO Ocala INTL/JIM TAYLOR FIELD (OCF). I WAS ASSIGNED 6000 FT, V157 AIRWAY. OVERHEAD LAKELAND VOR (LAL) I DIVERTED ATTN FROM OUTSIDE ACFT TO INSIDE TO TUNE A NEW COURSE FOR AIRWAY AND WAYPOINT INFO, FOR AN AIRWAY COURSE CHANGE. AT THIS TIME I NOTICED A TCAS HIT FOR A TARGET DIRECTLY HEAD-ON. I INFORMED THE COPLT I HAD A TCAS HIT DIRECTLY AHEAD. COPLT SAID HE HAD DEPARTING TFC OFF OF LAKELAND LINDER. ATC HAD NOT GIVEN ANY ADVISORY THAT WE HAD TFC AT OUR ALT. AT THIS TIME OUR TCAS GAVE A WARNING OF TFC. WE NOW HAD A WARNING AND ALT INFO THAT THE TCAS TARGET WAS AT OUR ALT. MY COPLT, FLT MECH, AND MYSELF THEN ACQUIRED THE TFC VISUALLY. MY COPLT STATED THE FOLLOWING: I WAS FOCUSED INITIALLY ON BIZJET TAKING OFF FROM LAKELAND. WHEN FLT MGR SAID HE HAD TFC, I ASSUMED HE SAW THAT SAME JET COMING AROUND (NOT A FACTOR AT ALL, AS HE WAS WAY LOWER). THEN I SAW THE LOW-WING PROP AT OUR ALT FROM THE OPPOSITE DIRECTION. I RECALL MAKING A R TURN TO ENSURE TFC AVOIDANCE. I DON'T BELIEVE HE CAME CLOSER THAN 400-500 FT. THE OTHER ACFT WAS AT OUR SAME ALT (6000 FT MSL). WE WERE UNDER POSITIVE CTL, IFR FLT PLAN, AND ON OUR ASSIGNED ALT.

Synopsis

HH65 FLT CREW REPORTS TCAS EVENT OVER LAL AT 6000 FEET WITH A MOTORIZED GLIDER.

ACN: 714352

Time / Day

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

Place

Locale Reference.Airport : AGC.Airport
State Reference : PA
Altitude.MSL.Single Value : 3000

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Controlling Facilities.TRACON : PIT.TRACON
Operator.Common Carrier : Air Taxi
Make Model Name : Helicopter
Operating Under FAR Part : Part 135
Flight Phase.Cruise : Level

Person : 1

Affiliation.Government : FAA
Function.Controller : Approach
Qualification.Controller : Radar
Experience.Controller.Radar : 18
ASRS Report : 714352

Person : 2

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

Events

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

Assessments

Problem Areas : FAA

Situations

ATC Facility.Radar Equipment : PIT.TRACON

Narrative

THERE ARE 2 OBSTRUCTIONS CONTAINED ON OUR MVA STARS VIDEO MAP THAT ARE NOT ON THE EOVM MAP. IN ADDITION, THERE IS NO ALT INFO ON EITHER

MAP. THIS PROB WAS FIRST WITNESSED WHEN TRYING TO VECTOR A VFR HELI WHO COULD NOT CLB TO THE MVA. THE MAPS SHOULD BE REVIEWED AND THE DISCREPANCIES FIXED. THE OBSTRUCTIONS ARE LOCATED AT THE FOLLOWING RADIAL AND DISTANCE FROM THE AGC VOR: AGC316/003.59 NO MSL ALT ON EOVM, AGC301/012.11 NO MSL ALT ON EOVM.

Synopsis

PIT APCH CTLR EXPRESSED CONCERN REGARDING LACK OF OBSTRUCTION DEPICTIONS ON THE EMER OBSTRUCTION VIDEO MAP (EOVM).

ACN: 706701

Time / Day

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

Place

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

Environment

Flight Conditions : VMC
Light : Night

Aircraft : 1

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

Aircraft : 2

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

Person : 1

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

Person : 2

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

Person : 3

Affiliation.Government : FAA
Function.Controller : Local

Events

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

Assessments

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

Narrative

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

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

Synopsis

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

ACN: 706688

Time / Day

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

Place

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

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

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

Person : 1

Function.Flight Crew : Single Pilot
Qualification.Pilot : Commercial
Experience.Flight Time.Last 90 Days : 100
Experience.Flight Time.Total : 5200
Experience.Flight Time.Type : 1100
ASRS Report : 706688

Events

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

Assessments

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

Narrative

WHILE FIGHTING A FIRE ON ABC, MESSAGE RELAYED OF POSSIBLE BRUSH FIRE ON CDE. SET DOWN AND STOWED BUCKET FOR RETURN. REFUELED. DURING WAIT FOR FUEL, CALLED FOR BRUSH FIRE ON DEF. TOOK OFF, SCOUTED THE FIRE AND A SUITABLE LNDG PLACE TO CONNECT THE BAMBI BUCKET. I LANDED ON A GRASS FLAT NEAR THE RESERVOIR. I CONNECTED BAMBI BUCKET AND PROCEEDED WITH LOAD DROPS ON THE FIRE. AFTER ABOUT 15-20 MINS, THE

SHIP WAS RELEASED AND THERE WAS A CALL REGARDING POSSIBLE HIKER IN DISTRESS IN THE VALLEY. I RETURNED TO THE RESERVOIR, LANDED INTO WIND, SET DOWN. ROLLED OFF TO IDLE AND FRICTIONED DOWN THE CYCLIC AND COLLECTIVE. I GOT OUT TO DISCONNECT AND RE-STOW THE BUCKET. I DISCONNECTED THE ELECTRICAL CONNECTION AND SLID OFF THE HOOK RING. AS THIS WAS HAPPENING, GUSTING WINDS INCREASED AND THE HELI ROTOR CAUGHT A STRONG ENOUGH GUST THAT IT LEANED BACK. I IMMEDIATELY WENT TO RETURN TO THE CTLS AND I BELIEVE IT WAS HERE THAT THE TAIL ROTOR MADE CONTACT WITH HILL. I LEVELED THE SHIP, WENT TO FLT RPM QUICKLY AND PICKED THE SHIP UP TO THE HOVER TO PREVENT FURTHER DAMAGE. I LOOKED TO THE TAIL ROTOR FOR EFFECT, FELT FOR VIBRATIONS AND DID PEDAL TURNS IN EACH DIRECTION AND DID COLLECTIVE CHANGES. FLT CHARACTERISTICS WERE NOMINAL AND NO SIGNS OF DISTRESS WERE EVIDENT. AT THIS TIME I MADE THE DECISION TO LEAVE THE BUCKET AND RETURN TO REFUEL, INSPECT, AND PROCEED WITH EMER CALL. I RETURNED TO CDE AND LANDED. AFTER SHUTDOWN I COULD SEE THE EXTENT OF THE CONTACT. I CALLED TO RPT WHAT OCCURRED. I WAS RECEIVING RADIO CALLS FOR THE HIKER AND PROCEEDED TO PREPARE THE OTHER HELI RESPONDING TO THAT CALL. I BELIEVE MY THINKING AT THE TIME AT THE RESERVOIR WAS TO NOT COMPOUND MY ERROR ON THE GND WITH FAILING TO RESPOND TO A CALL. (AS I WAS THE ONLY PLT ON DUTY IT WOULD HAVE BEEN LOGISTICALLY DIFFICULT TO HAVE ANOTHER PLT COME IN AND RESPOND BOTH TO THE EMER CALL AND RETURN WITH MECHANICAL EVALUATION FOR ME IN A TIMELY MANNER.) A JUDGEMENT CALL INFLUENCED BY THE FACT THAT THE TAIL ROTOR CONTACT OCCURRED WHILE THE ACFT WAS ON THE GND WITHOUT ME FEELING ITS EFFECT AND ITS REGULAR FLT RESPONSE THEREAFTER.

Synopsis

AN HU369D TAIL ROTOR MADE GND CONTACT WHEN THE ACFT WAS TIPPED BY A WIND GUST WHILE THE PLT WAS OUT OF THE ACFT REMOVING A WATER BUCKET.

ACN: 705364

Time / Day

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

Place

Locale Reference.Airport : BHM.Airport
State Reference : AL
Altitude.AGL.Single Value : 600

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Controlling Facilities.Tower : BHM.Tower
Operator.General Aviation : Corporate
Make Model Name : Jet Ranger/Kiowa/206
Operating Under FAR Part : Part 91
Flight Phase.Descent : Approach

Person : 1

Affiliation.Company : Corporate
Function.Flight Crew : Single Pilot
Qualification.Pilot : Commercial
Qualification.Pilot : Instrument
Experience.Flight Time.Last 90 Days : 50
Experience.Flight Time.Total : 5500
Experience.Flight Time.Type : 4250
ASRS Report : 705364

Person : 2

Affiliation.Government : FAA
Function.Controller : Local

Events

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

Assessments

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

Narrative

WE DEPARTED, AS USUAL, ALONG THE S SIDE OF THE RIDGELINE. THIS WAS OUR SECOND DEP FROM THIS LOCATION THIS MORNING. AS DEPS AT BHM WERE USING RWY 24, WE HEADED E ALONG THE RIDGELINE. THIS IS IN ACCORDANCE WITH AN (PERHAPS UNOFFICIAL?) LOA FROM ABOUT 4.5 YRS AGO, WITH BIRMINGHAM TWR. IMMEDIATELY UPON LIFTING FROM THE PAD, AND ESTABLISHING SAFE FLT, I CALLED BIRMINGHAM TWR FOR VFR CLRNC TO THE N. THERE WAS NO RESPONSE, SO I WAITED A FEW MORE SECONDS, THINKING MAYBE I WAS NOT YET HIGH ENOUGH ABOVE THE RIDGELINE FOR THEM TO HEAR ME. I TRIED THE SAME CALL AGAIN. IT SOUNDED LIKE I WAS STEPPED ON BY TWR, OR ANOTHER DEPARTING ACFT. THERE WAS CONVERSATION GOING ON ABOUT TAXI-CLRNC FOR ONE OF THE COMMERCIAL JETS PREPARING TO DEPART RWY 6. I WASN'T SURE IF TWR HAD HEARD ME THAT TIME AGAIN OR NOT. TWR SAID SOMETHING TO THE EFFECT OF 2 ACFT READING BACK THAT CLRNC AT ONCE, AND I WAS EXPECTING TO HEAR ONE OR MORE OF THE AIRLINE PLTS TO RE-ACKNOWLEDGE CLRNC, SO I HESITATED TO ENSURE NOT 'WALKING ON THEM' YET AGAIN. AT THIS TIME, THE TWR ANNOUNCED FOR THE ACFT 2 MI S AT 1500 FT TO DECLARE. I WAS JUST ABOUT TO REPEAT AGAIN MY CALL ANYWAY, WHEN THIS HAPPENED. I GAVE THE CALL SIGN, AND REQUESTED VFR CLRNC TO THE N, ETC, AS USUAL. THE TWR CTLR WAS OBVIOUSLY MAD AT THIS TIME ALREADY, AND IT SHOWED. HE STARTED GRIPING ABOUT ME NOT CALLING SOONER. I TRIED TO EXPLAIN TO HIM THAT I HAD ALREADY CALLED LIKE 3 TIMES, WITHOUT SUCCESS. (IT MIGHT HAVE BEEN THRICE, BUT MAYBE ONLY TWICE, I CANNOT RECALL.) HE SAID SOMETHING LIKE THAT WASN'T GOOD ENOUGH, THAT IT WAS 'A LITTLE LATE NOW,' AND THAT I WAS WELL WITHIN CLASS C AIRSPACE (AS IF I DIDN'T KNOW THAT). I THEN TRIED TO TELL HIM THAT I HAD JUST LIFTED (THINKING HE MIGHT HAVE THOUGHT I HAD JUST FLOWN IN FROM THE S WITHOUT MAKING ANY CALLS) AND THAT HE WOULD REALIZE THAT I WASN'T ABLE TO ESTABLISH COMS ANY SOONER, AND THAT IS WHY I WAS SUDDENLY THERE ON HIS RADAR, CLOSE BY IN HIS AIRSPACE. I DO NOT BELIEVE I DID ANYTHING WRONG/ILLEGAL/OR STUPID. YES, IN RETROSPECT, I MIGHT HAVE BEEN MORE 'AGGRESSIVE' GETTING MY CALL THROUGH, BUT AT THAT TIME, I WAS UNSURE IF I COULD DO THAT, SINCE I HAD ALREADY TRIED AT LEAST TWICE, OR MORE, WITHOUT SUCCESS. FURTHERMORE, I WAS ON THE S SIDE OF THE RIDGELINE THAT ENTIRE TIME, AS PER OUR EARLIER AGREEMENT, AND DO NOT KNOW OF ANY OTHER AIR TFC THAT WAS ANYWHERE IN MY VICINITY. I HAVE BEEN DOING THIS MISSION SUCCESSFULLY HERE FOR THE LAST 5 YRS, WITHOUT A PROB, SINCE THAT ONE INITIAL INCIDENT, WHICH LED TO OUR LOA. I WAS IN ACCORDANCE WITH THAT THE WHOLE TIME. I DO NOT KNOW WHAT ELSE I COULD HAVE DONE TO MAKE THIS A BETTER, OR SAFER TRANSITION.

Synopsis

HELI PLT ENTERED CLASS C AT BHM WITHOUT ATC CLRNC DUE TO COM PROBS.

ACN: 704552

Time / Day

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

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Altitude.AGL.Bound Lower : 500
Altitude.MSL.Single Value : 800

Environment

Flight Conditions : VMC
Weather Elements : Thunderstorm
Light : Daylight

Aircraft : 1

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

Component : 1

Aircraft Component : Main Rotor Blade

Person : 1

Affiliation.Other : Personal
Function.Flight Crew : Single Pilot
Qualification.Pilot : Private
Experience.Flight Time.Last 90 Days : 45
Experience.Flight Time.Total : 2000
Experience.Flight Time.Type : 800
ASRS Report : 704552

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
Consequence.Other : Aircraft Damaged
Consequence.Other

Assessments

Problem Areas : Aircraft

Narrative

I WAS ENGAGED IN LCL FLT AT THE ZZZ ARPT IN A ROBINSON R44 HELI. AT APPROX XA54 I LANDED TO SIT OUT A TSTM THAT WAS THREATENING. I BEGAN A NORMAL SHUTDOWN ON THE GND. SUDDENLY AT XA56 WINDS BLEW WITH GREAT FORCE SO I EXPEDITED THE SHUTDOWN. AS THE BLADES SLOWED, IT WAS IMPOSSIBLE TO STOP THE ROTOR DISK FROM TILTING BACKWARDS. HOWEVER, THERE WAS NO INDICATION OF PROBS AND SHUTDOWN (MASTER OFF) WAS COMPLETED APPROPRIATELY. THE STORM RAGED AND AFTER 1 MIN ON THE GND, HAIL BEGAN TO FALL. IT RANGED FROM PEA- TO WALNUT-SIZE PIECES. I CLBED IN THE BACK SEAT OF THE HELI FOR FEAR THE PLEXIGLAS WINDSHIELD WOULD BREAK FROM HAIL. IT DIDN'T. THEN 10 MINS LATER THE STORM WAS OVER. A THOROUGH PREFLT REVEALED SURPRISINGLY LITTLE DAMAGE. ONLY THE TOP OF THE ROTOR APPEARED TO HAVE SLIGHT POCKING. I ELECTED TO FLY THE HELI. STARTUP WAS NORMAL, NOTHING OUT OF THE ORDINARY. 15-20 MINS OF HOVERING AND HOVER-TAXIING REVEALED NO ANOMALIES OR PROBS WITH FLT. A NORMAL TKOF WAS MADE AND THE HELI WAS ACCELERATED TO CRUISE SPD. I THOUGHT, 'THIS HELI IS A MACK TRUCK, TOUGHER THAN NAILS.' AT CRUISE SPD, HOWEVER, I BEGAN TO NOTICE A PECULIAR FORCE CAUSING THE HELI INTO A CRAB. IT DIDN'T WANT TO FLY COORD. I ALSO NOTICED THAT EXCESSIVE CYCLIC WAS REQUIRED FOR STRAIGHT AND LEVEL FLT. I HAD THE SENSE THAT SOMETHING ELSE WAS INCORRECT AND NOTICED THAT THE COCKPIT IN FRONT OF ME WAS BEGINNING TO CHANGE SHAPE -- TO DEFORM AND BEND TO THE SIDE AS IF A SEVERE SIDE-LOAD WAS BEING APPLIED. AN IMMEDIATE LNDG WAS MADE. 3 DAYS LATER, I HAD 2 ROBINSON-CERTIFIED MECHS GO OVER THE HELI. I TOLD THEM THE ABOVE STORY AND THEY CHKED THE MAIN ROTOR SYS AND UPPER DRIVE SHAFT HOUSING. THEY CONCLUDED THAT THE HELI IS AIRWORTHY AND COULD BE FLOWN. AGAIN, I DID A HOVER CHK AND SHOWED THE MECHS HOW EVEN IN A HOVER THE CABIN WAS SHOWING SLIGHT SIGNS OF FLEXING. I EXPLAINED THAT IN FORWARD FLT THIS PHENOMENON WOULD BECOME MORE PRONOUNCED RAPIDLY AND THAT THE HELI WOULD NOT FLY STRAIGHT AND THAT NONSTANDARD CTL POS WOULD BE NECESSARY. THE MECHS SUGGESTED THAT THE STORM GOT ME SPOOKED AND THAT I WAS JUST FOCUSING ON SOMETHING THAT I NEVER NOTICED BEFORE (THE CTRLINE OF THE HELI) AND HAD EXPERIENCED AN 'OPTICAL ILLUSION.' IN TURN, I WAS AMAZED THAT BOTH OF THE MECHS WERE WILLING TO FLY IN THE HELI. I REFUSED, HOWEVER, TO TAKE OFF WITH THEM AS PAX CITING THEIR FAILURE TO FIX ANYTHING. 'REPLACE SOMETHING BROKEN AND I'LL FLY IT.' I ALSO MENTIONED AN NTSB FATAL-ACCIDENT RPT WHERE THE MECH AND PLT GET KILLED DURING A HELI TEST FLT. I HAVE SPENT A COUPLE DAYS REFLECTING ON THIS SITUATION. I MUST CONCLUDE THAT THE MECHS ARE CORRECT WHEN THEY SAY THEY FOUND NOTHING WRONG. (I KNOW, HOWEVER, THEY ARE WRONG ABOUT THIS BEING A PERCEPTUAL ERROR ON MY BEHALF.) SO THE ONLY VISIBLE INDICATION ANYTHING IS WRONG ARE THESE TINY DENTS ALL OVER THE MAIN ROTOR. THE ROTOR, WHILE STATIONARY, WAS PELTED WITH HAIL, QUITE A BIT, I SUPPOSE. THERE ARE A BUNCH OF SPECS IN THE ROBINSON MAINT MANUAL THAT I WAS LOOKING AT TODAY THAT DESCRIBE HOW MUCH DAMAGE MAY BE DONE TO THE ROTOR. HOW BIG A DENT MAY BE. THE MECHS SAY THE BLADES WILL TAKE A LOT OF DENTS AND PRETTY BIG TOO. THEY ARE RIGHT. IT DEPENDS HOW FAR DENT IS IN FROM THE BLADE TIP. MY DAMAGE APPEARS LIKE IT MAY BE IN SPEC THOUGH THIS WAS NOT MEASURED BY ANYONE. WHAT THE MANUAL DOES NOT ADDRESS IS HOW MANY DENTS ARE PERMITTED. I HAVE SO MANY LITTLE DENTS THAT THEY RUN INTO OTHER LITTLE DENTS. I AM WONDERING IF THE CUMULATIVE EFFECT OF ALL THOSE LITTLE DENTS ACT TO CHANGE THE AIRFOIL. IF THE AIRFOIL IS CHANGED IT WOULD BE TO REDUCE THE SIZE OF THE TOP

AIRFOIL RELATIVE TO BOTTOM MAKING A SEMI SYMMETRICAL. THIS CHANGE MAY RESULT IN INCREASED FLAPPING IN FORWARD FLT, CRABBING, AND SEVERE SIDEWAYS FORCES. THE ROBINSON MANUAL ALSO ADDRESSES THE POSSIBILITY THAT DENTS ON THE TOP MAYBE TRANSLATED INTO PROTRUSIONS ON THE BOTTOM OF THE BLADE AND THIS WAS NOT PREVIOUSLY CONSIDERED. HAVING FLOWN THE HELI, I BELIEVE SOMETHING MAY BE SIGNIFICANTLY WRONG AND I AM CONTINUING TO EVALUATE THE DAMAGE AND ITS EFFECT ON THE HELI'S AIRWORTHINESS PRIOR TO FURTHER FLT. CALLBACK CONVERSATION WITH RPTR REVEALED THE FOLLOWING INFO: THE RPTR STATED THAT WHEN THE 2 ROBINSON TECHNICIANS RETURNED THE ACFT FOR SVC WITH NO PARTS REPLACEMENT AND NOTHING FOUND WRONG HE THEN REFUSED TO FLY THE ACFT. THE MAIN ROTOR BLADES WERE REMOVED AND SENT TO THE MANUFACTURER FOR INSPECTION AND WERE FOUND UNAIRWORTHY AND SCRAPPED. THE UNBROKEN LINE OF POCK MARKS ON THE LEADING EDGES MADE THE BLADES UNSVCABLE. THE BLADES WERE REPLACED AND THE ACFT FLEW NORMAL IN EVERY RESPECT.

Synopsis

A ROBINSON R44 HELI PARKED DURING A SEVERE TSTM INCURRED HAIL DAMAGE TO THE MAIN ROTOR BLADES. WHEN FLOWN IMMEDIATELY AFTER THE STORM THE ACFT DID NOT FLY PROPERLY.

ACN: 704416

Time / Day

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

Place

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

Environment

Light : Daylight

Aircraft : 1

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

Person : 1

Affiliation.Other : Personal
Function.Flight Crew : Single Pilot
Qualification.Pilot : Student
Experience.Flight Time.Last 90 Days : 50
Experience.Flight Time.Total : 110
Experience.Flight Time.Type : 74
ASRS Report : 704416

Events

Anomaly.Conflict : Airborne Less Severe
Anomaly.Inflight Encounter : Birds
Anomaly.Inflight Encounter.Other
Anomaly.Other Anomaly : Unstabilized Approach
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Landed As Precaution
Resolatory Action.Flight Crew : Took Precautionary Avoidance Action
Consequence.Other : Aircraft Damaged
Consequence.Other

Assessments

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

Narrative

I WAS ON FINAL. AS I WAS TERMINATING [APCHING] THE LNDG I WAS XING A SMALL POND. AS I CROSSED THE POND THERE WERE APPARENTLY SOME DUCKS ON THE SHORE. THEY FLEW IN FRONT OF MY WINDSCREEN. I PULLED BACK ON THE CYCLIC AND THE TAIL ROTOR STRUCK THE SURFACE OF THE WATER. I THEN NOSED THE SHIP FORWARD AND LANDED ON THE SHORE WITH MY TAIL CONE STILL PARTIALLY EXTENDED OVER THE WATER.

Synopsis

ROBINSON R44 PLT ENCOUNTERS BIRDS ON APCH.

ACN: 703984

Time / Day

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

Place

Locale Reference.Navaid : COL.VOR
State Reference : NJ
Altitude.MSL.Single Value : 1100

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Operator.Common Carrier : Charter
Make Model Name : AS 350 Astar/Ecureuil
Operating Under FAR Part : Part 135
Flight Phase.Cruise : Level

Component : 1

Aircraft Component : Fuselage Panel

Person : 1

Affiliation.Company : Charter
Function.Flight Crew : Single Pilot
Qualification.Pilot : CFI
Qualification.Pilot : Commercial
Qualification.Pilot : Instrument
Experience.Flight Time.Last 90 Days : 236
Experience.Flight Time.Total : 1950
Experience.Flight Time.Type : 157
ASRS Report : 703984

Person : 2

Affiliation.Other : Contracted Service
Function.Maintenance : Technician

Events

Anomaly.Aircraft Equipment Problem : Less Severe
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Landed As Precaution
Consequence.Other : Aircraft Damaged
Consequence.Other
Consequence.Other

Maintenance Factors

Maintenance.Performance Deficiency : Inspection

Assessments

Problem Areas : Aircraft

Problem Areas : Maintenance Human Performance

Narrative

AFTER QUESTIONING MAINT ABOUT SMALL TRANSMISSION OIL LEAK, THE HELI WAS READY FOR FLT. I WAS SCHEDULED FOR A PHOTO FLT. THE PHOTOGRAPHER CAME OUT TO ACFT AND WAS GIVEN SAFETY BRIEFING. APPROX 15 MINS INTO FLT, I HEARD A BANG TO WHICH I LOWERED COLLECTIVE AND SLOWED THE ACFT. I CHKD ENG PARAMETERS AND FLT CTLS TO WHICH I DID NOT FIND ANY ABNORMALITIES. IN ORDER TO MAKE SURE THAT THERE WASN'T ANY DAMAGE TO THE ACFT, I CONTINUED FLT TO THE NEXT APPROVED LNDG SITE, WHERE I PERFORMED A NORMAL APCH AND LNDG. UPON EXITING THE ACFT, I FOUND THAT THE R SIDE TRANSMISSION COWLING WAS NO LONGER ON THE ACFT. THERE WAS A SMALL DENT IN THE HORIZ STABILIZER AND TAIL ROTOR BLADE. MAINT WAS FLOWN TO THE HELI AND DEEMED THAT THE ACFT WOULD BE FLAT BEDDED BACK.

Synopsis

FOLLOWING A MAINT INSPECTION FOR AN OIL LEAK, HELI PLT EXPERIENCES INFLT LOSS OF ASSOCIATED COWLING.

ACN: 701999

Time / Day

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

Place

Locale Reference.Navaid : OME.VORTAC
State Reference : AK
Altitude.AGL.Single Value : 300

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

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

Person : 1

Affiliation.Company : Air Taxi
Function.Flight Crew : Single Pilot
Qualification.Pilot : ATP
Experience.Flight Time.Last 90 Days : 200
Experience.Flight Time.Total : 14000
Experience.Flight Time.Type : 8000
ASRS Report : 701999

Person : 2

Affiliation.Government : FAA
Function.Other Personnel : FSS Specialist

Person : 3

Affiliation.Government : FAA
Function.Controller : Radar

Person : 4

Affiliation.Government : FAA
Function.Other Personnel.Other

Events

Anomaly.Non Adherence : Clearance
Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.ControllerA : 2
Resolatory Action.None Taken : Detected After The Fact
Consequence.FAA : Reviewed Incident With Flight Crew

Assessments

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

Narrative

ON ARR AT NOME, HAD EXTREME DIFFICULTY CONTACTING FSS. ATTEMPTED CONTACT ON 123.6. ALSO ATIS WAS DIFFICULT TO UNDERSTAND. I VISITED THE FSS AND EXPRESSED MY CONCERN FOR POOR COM DUE TO THE POOR WX AND MY FLT WOULD BE TO THE E WITH POOR WX IF IT CONTINUED. TWO DAYS LATER, DEPARTED NOME ON AN SVFR CLRNC. AT APPROX 8-10 MI ATTEMPTED TO CALL CLR OF CLASS E SURFACE AREA. I WAS HEARING SOME BROKEN XMISSIONS AND ASSUMED THAT I HAD BEEN RECEIVED. I WAS FLYING AT APPROX 300 FT, 1/2 MI ALONG THE COAST, APPROX 095 DEG RADIAL. I WAS REQUESTED TO CALL NOME FSS BY LANDLINE. I TELEPHONED NOME FSS AND DISCUSSED THE SITUATION. I AGAIN RELAYED MY CONCERNS OF THE POOR COM SITUATION E OF THE NOME CLASS E SURFACE AREA AND APOLOGIZED FOR NOT CONFIRMING THAT I HAD BEEN CLRED/RECEIVED. PROB: ONCE CLRED OF CLASS E SURFACE, I DID NOT FEEL COMFORTABLE TO RE-ENTER AIRSPACE FOR RADIO CALL. I FELT THAT I WAS HEARD CLRING THE AIRSPACE. IT WOULD ALSO REQUIRE HIGHER ALT ATTEMPTS AND INCREASED MANEUVERING IN POOR WX. NO OTHER COM WAS AVAILABLE AWAY FROM NOME. ALL THE ABOVE WAS DISCUSSED WITH NOME FSS. I RELAYED THAT AN RCO OR SOME RELAY SHOULD BE INSTALLED E OF THE NOME CLASS E SURFACE SO ACFT OPERATING AT LOW ALTS COULD COM WITH FSS. DURING THE CONVERSATION WITH FSS, ALL APPEARS TO BE SATISFIED WITH THE PROBABILITY OF NO OTHER ACTION TAKEN BY THE FAA. IN FACT, I WAS TOLD THAT THIS CONVERSATION DOES NOT NEED TO BE ON A RECORDED LINE AND WAS GIVEN TELEPHONE NUMBER FOR DISCUSSION. ORIGINAL CALL WAS ON A DIFFERENT TELEPHONE NUMBER WHICH I WAS TOLD WAS BEING RECORDED. NO COM DURING POOR WX AND A REQUIREMENT TO CLR AIRSPACE DEVELOPS SITUATIONS FOR PLTS THAT COULD CONTRIBUTE TO AN ACCIDENT. A HELI PLT MANEUVERING FOR HIGHER ALTS, DIFFERENT POS, CHANGING FREQS AND CTLING HIS ACFT IN MARGINAL CONDITIONS IS A DIFFICULT TASK. COM SYS AT NOME SHOULD POSSIBLY BE REVIEWED.

Synopsis

A PLT NOTES THAT VHF RADIO CONTACT CANNOT BE MAINTAINED IN CLASS E AIRSPACE E OF OME ALLOWING PLTS TO CANCEL SVFR.

ACN: 701930

Time / Day

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

Place

Locale Reference.Navaid : ZZZ.VOR
State Reference : US
Altitude.MSL.Single Value : 11000

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Controlling Facilities.TRACON : ZZZ.TRACON
Operator.Common Carrier : Air Taxi
Make Model Name : A109
Operating Under FAR Part : Part 135
Flight Phase.Climbout : Intermediate Altitude

Person : 1

Affiliation.Company : Corporate
Function.Flight Crew : Captain
Function.Oversight : PIC
Qualification.Pilot : Commercial
Qualification.Pilot : Instrument
Experience.Flight Time.Last 90 Days : 50
Experience.Flight Time.Total : 10500
Experience.Flight Time.Type : 150
ASRS Report : 701930

Events

Anomaly.Non Adherence : FAR
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.None Taken : Insufficient Time

Assessments

Problem Areas : Flight Crew Human Performance

Narrative

WE HAD STARTED OUR WORK DAY EARLY WITH A BODY RECOVERY. RETURNING LATER THAT AFTERNOON, WITH NO PATIENTS ON BOARD THE ACFT, WE (THE CREW) WANTED TO LOOK AT THE MORNING RECOVERY AREA FROM ALT. THE RECOVERY HAD TAKEN PLACE NEAR 8700 FT LEVEL, SO WE FLEW OVER THE AREA CLOSE TO 10000 FT. UPON LEAVING THE AREA WE CLBED TO ABOUT 11000 FT TO

CLEAR THE W RIDGELINE. I DID NOT KNOW ABOUT A HIKING TRAIL TRAVERSING THAT WESTERN RIDGE. IT RUNS NEARLY THE COMPLETE RIDGELINE, A DISTANCE OF 2-3 MI. AS WE WERE NEARING THE RIDGE, WE NOTICED A NUMBER OF HIKERS ALONG THE RIDGELINE TRAIL, BUT WITH OUR FAST CLOSURE RATE IT WAS UNAVOIDABLE THAT WE FLEW NEAR A COUPLE HIKERS AS WE CLEARED THE RIDGE.

Synopsis

AGUSTA 109 PLT FLIES BELOW FAR REQUIRED CLRNC ALT IN MOUNTAINOUS AREA.

ACN: 701708

Time / Day

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

Place

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

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Controlling Facilities.Tower : PSP.Tower
Operator.General Aviation : Corporate
Make Model Name : Helicopter
Operating Under FAR Part : Part 91
Flight Phase.Ground : Taxi

Component : 1

Aircraft Component : Tail Rotor

Person : 1

Affiliation.Company : Corporate
Function.Flight Crew : Single Pilot
Qualification.Pilot : Commercial
Experience.Flight Time.Last 90 Days : 15
Experience.Flight Time.Total : 4000
Experience.Flight Time.Type : 3000
ASRS Report : 701708

Events

Anomaly.Aircraft Equipment Problem : Less Severe
Anomaly.Conflict : Ground Less Severe
Anomaly.Ground Encounters : Vehicle
Anomaly.Non Adherence : Published Procedure
Independent Detector.Other.Flight CrewA : 1
Resolatory Action.None Taken : Detected After The Fact
Consequence.Other : Aircraft Damaged
Consequence.Other

Assessments

Problem Areas : Flight Crew Human Performance

Narrative

I USED A PWRED CART TO MOVE THE HELI OUT OF THE HANGAR. WHEN I DISCONNECTED THE CART, I DID NOT MOVE THE CART FAR ENOUGH AWAY FROM THE HELI AND THE CTL CABLE OF THE CART CAME UP AND HIT THE TAIL ROTOR. I SET THE HELI DOWN WITHOUT A PROB AND ARRANGED TO HAVE THE TAIL ROTOR INSPECTED.

Synopsis

HELI PLT STRIKES A PWR CART WITH THE TAIL ROTOR.

ACN: 700880

Time / Day

Date : 200606
Day : Tue
Local Time Of Day : 1201 To 1800

Place

Locale Reference.Airport : JFK.Airport
State Reference : NY
Altitude.MSL.Single Value : 95

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Controlling Facilities.Tower : JFK.Tower
Operator.Common Carrier : Charter
Make Model Name : AS 355 Twinstar
Operating Under FAR Part : Part 135
Flight Phase.Descent : Approach
Route In Use.Approach : Visual

Person : 1

Affiliation.Company : Charter
Function.Flight Crew : Single Pilot
Qualification.Pilot : CFI
Qualification.Pilot : Commercial
Qualification.Pilot : Instrument
Experience.Flight Time.Last 90 Days : 150
Experience.Flight Time.Total : 2150
Experience.Flight Time.Type : 100
ASRS Report : 700880

Person : 2

Affiliation.Company : Charter
Function.Other Personnel : Dispatcher

Person : 3

Function.Other Personnel.Other

Person : 4

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

Person : 5

Affiliation.Company : Charter
Function.Other Personnel.Other

Events

Anomaly.Ground Encounters.Other
Anomaly.Non Adherence : FAR
Anomaly.Other Anomaly.Other
Resolatory Action.None Taken : Detected After The Fact

Assessments

Problem Areas : Company
Problem Areas : Flight Crew Human Performance

Narrative

I WAS DISPATCHED ON A FLT BY OUR COMPANY LICENSED DISPATCHER IN AN AS355 HELI. I WAS TO PICK UP 1 PAX AT XA50. WHEN DISCUSSING THE NATURE OF THE FLT, I LET THE DISPATCHER KNOW THAT I WAS FAMILIAR WITH THE LOCATION OF THE RACE TRACK, AS I HAD FLOWN OVER IT NUMEROUS TIMES BEFORE, BUT I DID NOT KNOW WHERE THE ACTUAL LNDG ZONE WAS LOCATED ON THE TRACK FACILITY. THE DISPATCHER THEN SENT ME AN E-MAIL OF A DETAILED PICTURE WITH AN ARROW DRAWN INDICATING THE LNDG ZONE AND TOLD ME THAT WE HAVE PERMISSION TO LAND AT THE SOCCER FIELD SHOWN IN THE PICTURE. WHEN I ARRIVED AT THE SITE AT XA45, I FLEW 2 HIGH RECONNAISSANCE ORBITS AT 500 FT TO MAKE SURE I WAS AT THE RIGHT LNDG SITE AND HAD THE APPROPRIATE ELEMENTS FOR AN OFF-SITE LNDG. WHEN I ESTABLISHED THAT I WAS AT THE RIGHT SITE, I FLEW MY LOW RECONNAISSANCE AT 300 FT. AT THAT TIME I REALIZED THAT THE LNDG SITE I WAS GIVEN WAS PART OF SCHOOL PROPERTY. I MADE 1 OTHER LOW RECONNAISSANCE ORBIT TO MAKE SURE THAT THERE WERE NO KIDS OR PEOPLE IN THE FIELD AND THAT THE SITE WAS SAFE FOR LNDG. I CAME AROUND AND MADE A LESS THAN STEEP APCH TO THE SITE AND LANDED THE HELI IN THE FIELD. ONCE I LANDED, THE SCHOOL SUPERINTENDENT, A FEW OTHER SCHOOL PERSONNEL AND A POLICE OFFICER ARRIVED AT THE SITE AND CAME TO THE HELI. I SPOKE TO BOTH THE OFFICER AND SUPERINTENDENT AND TOLD THEM WHAT I WAS DOING THERE. I SHOWED THEM THE PICTURE SENT BY DISPATCH OF THE LNDG SITE AND EXPLAINED TO THEM THAT I WOULD HAVE NEVER LANDED ON THE FIELD IF I SAW KIDS PLAYING. MY PAX ALSO ARRIVED TO THE SITE AND WAS LET IN TO THE FIELD TO BOARD THE HELI. AT THAT TIME THE POLICE OFFICER GAVE ME PERMISSION TO DEPART THE FIELD. I MADE SURE ALL PEOPLE WERE CLR OF THE HELI AND DEPARTED THE SITE. WHEN I LANDED BACK AT BLM, I CALLED THE DIRECTOR OF OPS TO INFORM HIM OF WHAT HAPPENED. HE TOLD ME THAT HE RECEIVED A CALL FROM THE SUPERINTENDENT TELLING HIM THAT THE FAA WAS NOTIFIED. THE DIRECTOR OF OPS ALSO RECEIVED A CALL FROM THE POLICE OFFICER WHO STATED THAT THERE WAS NO DANGER TO PERSON OR PROPERTY AS A RESULT OF MY LNDG. I BELIEVE THAT MISCOM WAS THE LEADING CAUSE OF THIS EVENT. AFTER COMPLETING THE FLT, I LEARNED THAT THE DIRECTOR OF OPS, WHO HAS OPERATIONAL CTL, HAD NOT APPROVED THE FLT AND WAS NOT NOTIFIED THAT IT WAS TO TAKE PLACE. THE DISPATCHER HAD RECEIVED WRONG INFO ABOUT THE LNDG SITE FROM THE RACE TRACK PERSONNEL. AS A RESULT OF THIS INACCURATE INFO, WHICH WAS FORWARDED TO ME BY MY DISPATCHER, I LANDED ON SCHOOL PROPERTY.

Synopsis

PLT OF HELI LANDS ON PUBLIC SCHOOL GROUNDS BASED ON FAULTY INFO FROM
COMPANY DISPATCHER.

ACN: 700652

Time / Day

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

Place

Locale Reference.Airport : BJC.Airport
State Reference : CO
Altitude.MSL.Single Value : 6500

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Controlling Facilities.Tower : BJC.Tower
Operator.General Aviation : Personal
Make Model Name : Jet Ranger/Kiowa/206
Operating Under FAR Part : Part 91
Navigation In Use.Other : GPS
Flight Phase.Cruise : Level

Component : 1

Aircraft Component : Loran

Person : 1

Affiliation.Other : Personal
Function.Flight Crew : Single Pilot
Qualification.Pilot : Instrument
Qualification.Pilot : Multi Engine
Qualification.Pilot : Private
Experience.Flight Time.Last 90 Days : 20
Experience.Flight Time.Total : 3050
Experience.Flight Time.Type : 120
ASRS Report : 700652

Person : 2

Affiliation.Government : FAA
Function.Controller : Local

Events

Anomaly.Aircraft Equipment Problem : Less Severe
Anomaly.Airspace Violation : Entry
Anomaly.Non Adherence : FAR
Anomaly.Non Adherence : Published Procedure

Independent Detector.Other.Flight CrewA : 1
Resolatory Action.Flight Crew : Exited Penetrated Airspace

Assessments

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

Narrative

ENTERED BJC CLASS D INADVERTENTLY. UPON XCHK OF GPS (GARMIN 430) REALIZED FALSE GPS INDICATION. IMMEDIATELY CONTACTED BJC TWR TO NOTIFY AND LEFT CLASS D AIRSPACE TO THE W. ENTERED CLASS D AIRSPACE BY 1.5 - 2.5 MI. LATEST DOWNLOAD FOR GARMIN 430 DOES NOT SHOW CLASS B, CLASS D FOR DENVER AREA. ONE CAUSE TO CONTRIBUTE WAS FIRST FLT AFTER MAINT. I WAS CHKING AUTOPLT, ETC, FOR PROPER OP. DISTR.

Synopsis

THE PLT OF A BELL 206 ENTERED BJC CLASS D AIRSPACE INADVERTENTLY. GPS DID NOT SHOW DEN CLASS B OR D AIRSPACE.