

**ASRS Database Report Set**

**Non-Tower Airport Incidents**

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Report Set Description.....A sampling of reports involving operations at non-tower airports.

Update Number.....14.0

Date of Update .....December 4, 2008

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

Number of New Records in Report Set .....9

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: 799091** (1 of 50)

**Synopsis**

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

**ACN: 786404** (2 of 50)

**Synopsis**

UNCLEAR NOTAM REGARDING RWY AND TXWY LIGHT OUTAGES AT HIS DESTINATION LURES PC12 PLT TO FLY THERE ONLY TO BE INFORMED THE ARPT IS CLOSED.

**ACN: 785938** (3 of 50)

**Synopsis**

LJ45 ON SHORT FINAL TO NON-TOWERED ARPT MUST STOP ABRUPTLY AFTER LNDG DUE TO MOONEY CROSSING THE RWY. MOONEY HAD BEEN UNRESPONSIVE TO CTAF COMS.

**ACN: 785238** (4 of 50)

**Synopsis**

TWO PA28 PLTS EXPERIENCE NMAC IN TRAFFIC PATTERN AT NON-TOWERED ARPT.

**ACN: 784685** (5 of 50)

**Synopsis**

PLT OF SMA REPORTS NMAC IN PATTERN WITH HELI FLYING NON-STANDARD RIGHT HAND PATTERNS AND NOT RESPONDING TO CTAF TRANSMISSIONS.

**ACN: 781985** (6 of 50)

**Synopsis**

PLT OF SMA ON SHORT FINAL TO UNCONTROLLED FIELD HAS NEAR MISS WITH ACFT DEP SAME RWY WITHOUT RADIO ADVISORIES.

**ACN: 781663** (7 of 50)

**Synopsis**

PA28 PLT MANEUVERED TO AVOID ANOTHER ACFT ENTERING THE TFC PATTERN OF AN UNCONTROLLED ARPT.

**ACN: 780197** (8 of 50)

**Synopsis**

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

**ACN: 779937** (9 of 50)

**Synopsis**

M20 PILOT REPORTS NMAC WITH PA28 THAT IS NEVER SEEN, AT RWY THRESHOLD CAUSING PA28 PILOT TO GAR.

**ACN: 776548** (10 of 50)

**Synopsis**

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

**ACN: 757433** (11 of 50)

**Synopsis**

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

**ACN: 757038** (12 of 50)

**Synopsis**

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

**ACN: 748322** (13 of 50)

**Synopsis**

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

**ACN: 746195** (14 of 50)

**Synopsis**

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

**ACN: 741389** (15 of 50)

**Synopsis**

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

**ACN: 738823** (16 of 50)

**Synopsis**

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

**ACN: 733035** (17 of 50)

**Synopsis**

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

**ACN: 730688** (18 of 50)

**Synopsis**

SR22 AND COMMANDER EXPERIENCE NMAC ON APCH TO MCE.

**ACN: 730332** (19 of 50)

**Synopsis**

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

**ACN: 730268** (20 of 50)

**Synopsis**

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

**ACN: 729859** (21 of 50)

**Synopsis**

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

**ACN: 728469** (22 of 50)

**Synopsis**

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

**ACN: 728295** (23 of 50)

**Synopsis**

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

**ACN: 726823** (24 of 50)

**Synopsis**

C172 INSTRUCTOR AND STUDENT HAVE AN NMAC ON FINAL APCH.

**ACN: 726539** (25 of 50)

**Synopsis**

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

**ACN: 726046** (26 of 50)

**Synopsis**

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

**ACN: 725928** (27 of 50)

**Synopsis**

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

**ACN: 725498** (28 of 50)

**Synopsis**

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

**ACN: 724864** (29 of 50)

**Synopsis**

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

**ACN: 723319** (30 of 50)

**Synopsis**

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

**ACN: 722619** (31 of 50)

**Synopsis**

PLT OF C172 REPORTS NMAC AT UNCONTROLLED I73.



**ACN: 720695** (32 of 50)

**Synopsis**

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

**ACN: 720595** (33 of 50)

**Synopsis**

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

**ACN: 718934** (34 of 50)

**Synopsis**

TURBO COMMANDER AC690 LANDS ON A CLOSED RWY AT MWH.

**ACN: 718789** (35 of 50)

**Synopsis**

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

**ACN: 718001** (36 of 50)

**Synopsis**

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

**ACN: 716334** (37 of 50)

**Synopsis**

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

**ACN: 715404** (38 of 50)

**Synopsis**

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

**ACN: 715359** (39 of 50)

**Synopsis**

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

**ACN: 715336** (40 of 50)

**Synopsis**

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

**ACN: 714949** (41 of 50)

**Synopsis**

CIRRUS SR20 PLT HAS AN NMAC AT DYL.

**ACN: 714818** (42 of 50)

**Synopsis**

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

**ACN: 711775** (43 of 50)

**Synopsis**

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

**ACN: 711374** (44 of 50)

**Synopsis**

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

**ACN: 711257** (45 of 50)

**Synopsis**

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

**ACN: 709479** (46 of 50)

**Synopsis**

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

**ACN: 709012** (47 of 50)

**Synopsis**

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

**ACN: 707399** *(48 of 50)*

**Synopsis**

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

**ACN: 707138** *(49 of 50)*

**Synopsis**

C172 PLT DEPARTED A CLOSED ARPT.

**ACN: 706112** *(50 of 50)*

**Synopsis**

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

# **Report Narratives**

**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: 786404**

## **Time / Day**

Date : 200805  
Local Time Of Day : 0001 To 0600

## **Place**

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

## **Environment**

Flight Conditions : VMC  
Light : Night

## **Aircraft : 1**

Controlling Facilities.Tower : ZZZ.Tower  
Operator.General Aviation : Corporate  
Make Model Name : PC-12  
Operating Under FAR Part : Part 91  
Flight Phase.Descent : Approach  
Route In Use.Approach : Visual

## **Person : 1**

Affiliation.Company : Corporate  
Function.Flight Crew : Single Pilot  
Qualification.Pilot : Commercial  
Qualification.Pilot : Instrument  
Qualification.Pilot : Multi Engine  
Experience.Flight Time.Last 90 Days : 75  
Experience.Flight Time.Total : 2200  
Experience.Flight Time.Type : 12  
ASRS Report : 786404

## **Events**

Anomaly.Other Spatial Deviation  
Independent Detector.Other.Flight CrewA : 1  
Resolatory Action.Controller : Issued Advisory  
Resolatory Action.Flight Crew : Diverted To Another Airport

## **Assessments**

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

## **Narrative**

BEFORE MY FLT TO ZZZ I CALLED THE ZZZ TWR REGARDING THE UNCLEAR NOTAM AND WAS BRIEFED ON THE NOTAM AFFECTING ZZZ. THE NOTAM READ TO ME OVER THE PHONE BY ZZZ TWR INDICATED THAT ALL ARPT LANDING AND TAXI LIGHTS WOULD BE OFF BEGINNING AT XA:00. I DISCUSSED THIS NOTAM WITH THE TWR AND THEY AGREED THAT THE NOTAM DID NOT SAY THAT THE RWY WAS CLOSED NOR THAT THE ARPT WOULD BE CLOSED. WITH THAT UNDERSTANDING, I PROCEEDED TO FLY TO ZZZ KNOWING THE WX WAS VFR, THAT I HAD A GREAT DEAL OF NIGHT LANDING EXPERIENCE AT THAT ARPT AND THAT MY ACFT LANDING LIGHTS WERE SUFFICIENT FOR A SAFE LANDING. UPON CONTACTING APCH ENRTE I WAS AGAIN NOTIFIED THAT ZZZ HAD A NOTAM FOR ARPT LIGHTS AND THAT THE NOTAM WAS UNCLEAR AS TO WHETHER THE ARPT WAS CLOSED OR WHETHER THERE WAS ACTUAL WORK ON THE FIELD. UPON DISCUSSING THIS WITH APCH, AS I NEARED ZZZ AT APPROXIMATELY XA:05, I THEN CHANGED FREQ TO ZZZ TWR TO ASCERTAIN THE ACTUAL CONDITIONS AT ZZZ AND I REACHED A MAINT PERSON WHO TOLD ME THE RWY WAS IN FACT CLOSED. AFTER PASSING OVER ZZZ, I RECONTACTED APCH AND CHOSE TO LAND AT ZZZ1. IT HAD BEEN SUGGESTED THAT I MAY HAVE DESCENDED BELOW AN APPROPRIATE ALT, OR THAT I SHOULD NOT HAVE APCHED ZZZ TO DETERMINE VISUALLY IF THE FIELD WAS OPEN. ALL PROCS WERE SAFE, APPROPRIATE AND CONTROLLED.

## **Synopsis**

UNCLEAR NOTAM REGARDING RWY AND TXWY LIGHT OUTAGES AT HIS DESTINATION LURES PC12 PLT TO FLY THERE ONLY TO BE INFORMED THE ARPT IS CLOSED.



**ACN: 785938**

## **Time / Day**

Date : 200805  
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.General Aviation : Personal  
Make Model Name : Learjet 45  
Operating Under FAR Part : Part 91  
Flight Phase.Descent : Approach  
Route In Use.Approach : Visual

## **Aircraft : 2**

Operator.General Aviation : Personal  
Make Model Name : Mooney Aircraft Undifferentiated or Other Model  
Flight Phase.Ground : Taxi

## **Person : 1**

Affiliation.Other : Personal  
Function.Flight Crew : Captain  
Function.Oversight : PIC  
Qualification.Pilot : ATP  
Qualification.Pilot : Commercial  
Qualification.Pilot : Flight Engineer  
Qualification.Pilot : Multi Engine  
Experience.Flight Time.Last 90 Days : 45  
Experience.Flight Time.Total : 5100  
Experience.Flight Time.Type : 90  
ASRS Report : 785938

## **Events**

Anomaly.Conflict : Ground Critical  
Anomaly.Incursion : Runway  
Anomaly.Non Adherence : Published Procedure  
Anomaly.Other Spatial Deviation  
Independent Detector.Other.Flight CrewA : 1  
Resolatory Action.None Taken : Anomaly Accepted

## **Assessments**

Problem Areas : Airport

Problem Areas : Flight Crew Human Performance

## **Narrative**

WHILE ON VISUAL APCH TO ZZZ, MOONEY PULLED ACROSS RWY. WE HAD MADE NUMEROUS RADIO CALLS AND EVEN HAD AN FAA INSPECTOR SPEAK UP ON THE FREQ FROM ANOTHER ACFT TO TELL THE MOONEY TO HOLD SHORT FOR LNDG TFC. I VISUALLY SAW THE MOONEY PULL ACROSS THE RWY WHILE I WAS IN THE FLARE. I MADE A VERY AGGRESSIVE LNDG AND AGGRESSIVE USE OF THE BRAKES WHICH LET US STOP BEFORE THE XING TXWY THAT THE MOONEY WAS USING. THE PLT OF THE MOONEY DID NOT HAVE HIS RADIO ON AND NEVER SAW US, PERIOD! WE FINALLY GOT HIM ON THE RADIO JUST BEFORE HE TOOK OFF FROM RWY 8 AND LET HIM KNOW OF THE SITUATION HE CAUSED. NO REPLY.

## **Synopsis**

LJ45 ON SHORT FINAL TO NON-TOWERED ARPT MUST STOP ABRUPTLY AFTER LNDG DUE TO MOONEY CROSSING THE RWY. MOONEY HAD BEEN UNRESPONSIVE TO CTAF COMS.

**ACN: 785238**

## **Time / Day**

Date : 200805  
Local Time Of Day : 1201 To 1800

## **Place**

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

## **Environment**

Flight Conditions : VMC  
Light : Daylight

## **Aircraft : 1**

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

## **Aircraft : 2**

Operator.General Aviation : Personal  
Make Model Name : PA-28 Cherokee Arrow IV  
Flight Phase.Descent : Approach

## **Aircraft : 3**

Make Model Name : Helicopter  
Operating Under FAR Part : Part 91

## **Person : 1**

Affiliation.Other : Personal  
Function.Flight Crew : Single Pilot  
Qualification.Pilot : Private  
Experience.Flight Time.Last 90 Days : 19  
Experience.Flight Time.Total : 88  
Experience.Flight Time.Type : 15  
ASRS Report : 785238

## **Person : 2**

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

## **Events**

Anomaly.Conflict : NMAC  
Anomaly.Non Adherence : Published Procedure  
Anomaly.Other Spatial Deviation  
Independent Detector.Other.Flight CrewA : 2

Resolutory Action.Flight Crew : Took Precautionary Avoidance Action  
Miss Distance.Horizontal : 0  
Miss Distance.Vertical : 100

## **Assessments**

Problem Areas : Airport  
Problem Areas : Flight Crew Human Performance

## **Narrative**

AFTER ROTATION TO INITIAL CLB FOR CLOSED TFC AT ZZZ, RWY 1, HDG 011 DEGS, RADIO CALL ON CTAF 'ARCHER XWIND FOR RWY 1,' NO TFC IN SIGHT. ANNOUNCED INTENTIONS THEN TURNED XWIND FOR RWY 1, RADIO CALL ON CTAF, 'I HAVE CHEROKEE IN SIGHT, I AM BEHIND YOU.' TURNED DOWNWIND SLIGHTLY HIGH (900 FT MSL, TYPICAL TPA 850 FT MSL FOR FIXED-WING, 1000 FT MSL OPPOSITE SIDE FOR ROTORCRAFT), ARCHER TURNED DOWNWIND, RPTED ON RADIO TO HAVE LOST VISUAL CONTACT WITH MY ACFT. IMMEDIATELY INITIATED 45 DEG TURN TO DEPART THE PATTERN, ANNOUNCED INTENTIONS ON CTAF, RADIO CALL ON CTAF FROM A HELI IN THE PATTERN, 'ARCHER IS 100 FT IMMEDIATELY BELOW YOU.' RE-ENTERED PATTERN FROM 45 DEG DOWNWIND LEG. BOTH ACFT LANDED WITHOUT FURTHER EVENTS. CONTRIBUTING FACTORS: 1) TFC ENTERED ON EXTENDED XWIND, 2) TFC WAS NOT VISIBLE (NO LIGHTS SEEN), 3) TFC STATED THEY WERE FOLLOWING AND THEN MADE AN EARLY DOWNWIND TURN UNDERNEATH LEADING ACFT. PREVENTING RECURRENCE: 1) USE STANDARD 45 DEG DOWNWIND ENTRY, 2) USE AVAILABLE FORWARD-FACING LIGHTS WHILE IN THE PATTERN, 3) IF AN ACFT CONFIRMS THAT THEY ARE FOLLOWING ANOTHER ACFT IN THE PATTERN THEY SHOULD ACTUALLY FOLLOW INSTEAD OF CUTTING OFF THE LEADING TFC.

## **Synopsis**

TWO PA28 PLTS EXPERIENCE NMAC IN TRAFFIC PATTERN AT NON-TOWERED ARPT.

**ACN: 784685**

## **Time / Day**

Date : 200804  
Local Time Of Day : 1201 To 1800

## **Place**

Locale Reference.Airport : RBW.Airport  
State Reference : SC  
Altitude.AGL.Single Value : 200

## **Environment**

Flight Conditions : VMC  
Light : Daylight

## **Aircraft : 1**

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

## **Aircraft : 2**

Operator.Other : Military  
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 : 40  
Experience.Flight Time.Total : 380  
Experience.Flight Time.Type : 50  
ASRS Report : 784685

## **Events**

Anomaly.Conflict : NMAC  
Anomaly.Maintenance Problem : Improper Maintenance  
Anomaly.Non Adherence : Published Procedure  
Anomaly.Other Spatial Deviation  
Independent Detector.Other.Flight CrewA : 1  
Miss Distance.Horizontal : 400  
Miss Distance.Vertical : 0

## **Assessments**

Problem Areas : Airport

Problem Areas : Flight Crew Human Performance

## **Situations**

ATC Facility.Communication Equipment : 01G.FSS

## **Narrative**

I SET UP AND ENTERED A DOWNWIND APCH TO RWY 17. A HELI CALLED 'DEPARTING 17.' I THEN MADE A RADIO CALL THAT I WAS DOWNWIND RWY 17. I FLEW A TIGHT PATTERN (ROUGHLY 1/2 MI) TO AVOID A COLLISION IN THE TFC PATTERN, IF (I WAS UNKNOWN TO THE HELI'S INTENTIONS) THE HELI WAS GOING TO REMAIN IN THE TFC PATTERN. AFTER I TURNED AND THEN CALLED FOR THE BASE LEG, I HEARD THE HELI CALL DOWNWIND RWY 17 NONSTANDARD PATTERN WITH R TURN, WHILE I WAS IN A STANDARD PATTERN WITH L TURNS, BUT WAS UNABLE TO FIND THE HELI IN THE PATTERN. I THEN TURNED FINAL AND WAS ON A VERY SHORT FINAL WHEN I HEARD THE HELI MAKE A RADIO CALL FOR BASE RWY 17. I LOOKED OUT MY R WINDOW TO SEE THE HELI 500 FT AND CLOSING. THE COURSE WAS NOT COLLISION, BUT WAS TOO CLOSE FOR COMFORT. I MADE THE RADIO CALL FOR SHORT FINAL RWY 17, AND AS I MADE THE CALL, THE HELI PERFORMED A 360 DEG TURN IN THE PATTERN FOR SPACING. AFTER THAT, THE HELIS MADE STANDARD TFC PATTERNS FOR THE REMAINDER OF THE DAY. THE SITUATION WAS CORRECTED, BUT PART OF THE PROB WAS THE HELI PLT NOT LISTENING TO OTHER RADIO CALLS. I HAVE BEEN FLYING AT LOW COUNTRY REGIONAL ARPT FOR 3 MONTHS AND HAVE HAD AT LEAST 1 NEAR MISS (MOST OF THEM IN OR NEAR THE TFC PATTERN) EVERY MONTH. LOW COUNTRY REGIONAL ARPT IS A BUSY ARPT FOR ALL TYPES, CATEGORY, AND CLASS OF ACFT. I FEEL AN ATC TWR WOULD ALLEVIATE THESE PROBS.

## **Synopsis**

PLT OF SMA REPORTS NMAC IN PATTERN WITH HELI FLYING NON-STANDARD RIGHT HAND PATTERNS AND NOT RESPONDING TO CTAF TRANSMISSIONS.

**ACN: 781985**

## **Time / Day**

Date : 200804  
Local Time Of Day : 1201 To 1800

## **Place**

Locale Reference.Airport : E80.Airport  
State Reference : NM  
Altitude.AGL.Single Value : 500

## **Environment**

Flight Conditions : VMC  
Light : Daylight

## **Aircraft : 1**

Operator.General Aviation : Instructional  
Make Model Name : Small Aircraft  
Operating Under FAR Part : Part 91  
Flight Phase.Descent : Approach  
Flight Phase.Landing : Go Around

## **Aircraft : 2**

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

## **Person : 1**

Affiliation.Other : Instructional  
Function.Instruction : Instructor  
Qualification.Pilot : CFI  
Qualification.Pilot : Commercial  
ASRS Report : 791985

## **Person : 2**

Affiliation.Other : Instructional  
Function.Instruction : Trainee

## **Person : 3**

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

## **Events**

Anomaly.Conflict : NMAC  
Anomaly.Non Adherence : Published Procedure  
Anomaly.Other Spatial Deviation  
Independent Detector.Other.Flight CrewA : 1

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

## **Assessments**

Problem Areas : Airport  
Problem Areas : Flight Crew Human Performance

## **Narrative**

SHORTLY AFTER MY 'SHORT FINAL' CALL, THE UNKNOWN ACFT CALLED 'DEPARTING RWY 21' AND STARTED TO PULL OUT ON RWY 21. I CALLED 'I AM ALMOST ABOVE YOU, HOLD POS.' UNKNOWN ACFT THEN CONTINUED TURN ONTO RWY 21. I TURNED TO R OF RWY 21 TO BEGIN GAR. UNKNOWN ACFT BEGAN TKOF WITH MY ACFT APPROX 40 FT TO R OF RWY 21 AND APPROX 50-75 FT ABOVE UNKNOWN ACFT.

## **Synopsis**

PLT OF SMA ON SHORT FINAL TO UNCONTROLLED FIELD HAS NEAR MISS WITH ACFT DEP SAME RWY WITHOUT RADIO ADVISORIES.



**ACN: 781663**

## **Time / Day**

Date : 200804  
Local Time Of Day : 1201 To 1800

## **Place**

Locale Reference.Airport : LKU.Airport  
State Reference : VA  
Altitude.MSL.Single Value : 1500

## **Environment**

Flight Conditions : VMC  
Light : Daylight

## **Aircraft : 1**

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

## **Aircraft : 2**

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

## **Person : 1**

Affiliation.Other : Personal  
Function.Flight Crew : Single Pilot  
Qualification.Pilot : Private  
Experience.Flight Time.Last 90 Days : 28  
Experience.Flight Time.Total : 207  
Experience.Flight Time.Type : 207  
ASRS Report : 781663

## **Person : 2**

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

## **Events**

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

Miss Distance.Horizontal : 500  
Miss Distance.Vertical : 0

## **Assessments**

Problem Areas : Flight Crew Human Performance

## **Narrative**

THERE WERE 2 AIRPLANES FLYING THE PATTERN AT LKU. MY PA28 AND A C182. BOTH AIRPLANES WERE USING THE ACTIVE RWY 9R. AS I ROTATED ANOTHER AIRPLANE CALLED FROM 4 MI N, AND ANNOUNCED HE WOULD BE SETTING UP FOR RWY 27. I CALLED THE APCHING C152, AND INFORMED THAT THERE WERE 2 PLANES CURRENTLY IN THE PATTERN USING RWY 9R. HE ACKNOWLEDGED, AND STATED HE WOULD SET UP FOR RWY 9. I TURNED DOWNWIND, AND ANNOUNCED POS AT MIDFIELD AT 1500 FT MSL, AND THEN BEGAN TO SET UP FOR THE BASE TURN. JUST AS I WAS TURNING TO LOOK R, THE APCHING C152 CAME INTO MY FIELD OF VISION FROM R TO L AT 1500 FT MSL. I WAS ON A HDG OF 270 DEGS, HE WAS ON A HDG OF 135 DEGS, AND CUTTING THE CORNER OF THE TFC PATTERN AGAINST THE PATTERN FLOW AT PATTERN ALT. I TURNED IMMEDIATELY TO THE R TO AN ABBREVIATED BASE LEG, CALLED THE ERRANT PLT, AND THEN LANDED AT LKU. WHEN I CALLED THE ERRANT PLT, I TOLD HIM THAT IT WAS WAY TOO CLOSE FOR MY COMFORT, AND HE REPLIED THAT 'HE HAD ME IN SIGHT.' I COULD NOT GET HIS TAIL NUMBER AS THEY WERE VERY SMALL, AND HE WAS NOT IDENTIFYING HIMSELF FULLY ON THE RADIO. AFTER I LANDED, I DID GO INTO THE ARPT, AND SHARED MY EXPERIENCE WITH ONE OF THE LINEMEN. IN RETROSPECT, I SHOULD HAVE MADE A STRONGER EFFORT TO IDENTIFY THE ERRANT PLT. IT WAS ONLY LUCK IN MY ESTIMATION THAT HELPED AVERT DISASTER. THE OTHER AIRPLANE WAS A C150 OR C152, QUITE DINGY, AND HE DID DO A COUPLE OF TKOFS AND LNDGS ON RWY 27 AFTER I PARKED. THE OTHER PLANE THAT WAS ORIGINALLY IN THE PATTERN WITH ME LEFT WHEN THE C152 SHOWED UP. THE C152 HAD NO IDEA ON HOW TO PROPERLY ENTER THE PATTERN VERTICALLY OR HORIZONTALLY.

## **Synopsis**

PA28 PLT MANEUVERED TO AVOID ANOTHER ACFT ENTERING THE TFC PATTERN OF AN UNCONTROLLED ARPT.

**ACN: 780197**

## **Time / Day**

Date : 200803

Local Time Of Day : 1201 To 1800

## **Place**

Locale Reference.Airport : PWT.Airport

State Reference : WA

Altitude.AGL.Single Value : 0

## **Environment**

Flight Conditions : VMC

Light : Daylight

## **Aircraft : 1**

Operator.General Aviation : Instructional

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

Operating Under FAR Part : Part 91

Flight Phase.Ground : Position And Hold

## **Aircraft : 2**

Make Model Name : Cessna Aircraft Undifferentiated or Other Model

Flight Phase.Landing : Go Around

## **Person : 1**

Affiliation.Other : Instructional

Function.Instruction : Instructor

Qualification.Pilot : CFI

Qualification.Pilot : Commercial

Qualification.Pilot : Instrument

Experience.Flight Time.Last 90 Days : 50

Experience.Flight Time.Total : 4000

Experience.Flight Time.Type : 1400

ASRS Report : 780197

## **Person : 2**

## **Events**

Anomaly.Conflict : Ground Critical

Anomaly.Non Adherence : Published Procedure

Anomaly.Other Spatial Deviation

Independent Detector.Other.Flight CrewA : 2

Resolatory Action.Flight Crew : Executed Go Around

## **Assessments**

Problem Areas : Airport

Problem Areas : Flight Crew Human Performance

## **Narrative**

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

## **Synopsis**

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

**ACN: 779937**

## **Time / Day**

Date : 200803  
Local Time Of Day : 1201 To 1800

## **Place**

Locale Reference.Airport : ZZZ.Airport  
State Reference : US  
Altitude.AGL.Single Value : 150

## **Environment**

Flight Conditions : VMC  
Light : Daylight

## **Aircraft : 1**

Operator.General Aviation : Personal  
Make Model Name : M-20 J (201)  
Operating Under FAR Part : Part 91  
Flight Phase.Descent : Approach  
Route In Use.Approach : Traffic Pattern

## **Aircraft : 2**

Make Model Name : PA-28 Cherokee/Archer II/Dakota/Pillan/Warrior  
Flight Phase.Descent : Approach  
Route In Use.Approach : Traffic Pattern

## **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 : 7.5  
Experience.Flight Time.Total : 684  
Experience.Flight Time.Type : 310  
ASRS Report : 779937

## **Person : 2**

Function.Flight Crew : Single Pilot

## **Events**

Anomaly.Conflict : NMAC  
Anomaly.Non Adherence : FAR  
Anomaly.Other Spatial Deviation  
Independent Detector.Other.Flight CrewA : 2  
Resolatory Action.Flight Crew : Took Evasive Action

Miss Distance.Horizontal : 0

Miss Distance.Vertical : 25

## **Assessments**

Problem Areas : Flight Crew Human Performance

## **Narrative**

MY ACFT OVERTOOK AND FLEW OVER THE TOP OF THE PA28. I NEVER SAW THE OTHER ACFT. I BELIEVE THE OTHER ACFT HAD MADE A RADIO CALL ON FINAL, BUT I CANNOT RECALL BEING AWARE OF IT. THE EVENT OCCURRED ON FINAL FOR RWY 7 AT ZZZ. I RECALL RPTING DOWNWIND AND FINAL ON THE CTAF. THE PAPI WAS OTS (BY NOTAM). RWY 7 IS R TFC AT ZZZ CREATING A LARGER BLIND SPOT FOR LOW WING ACFT THAN L TFC. THE OTHER ACFT INFORMED ME THAT I HAD OVERFLOWN HIM AS I CROSSED THE RWY THRESHOLD. HIS COMMENT WAS THAT IT WAS VERY CLOSE. THE OTHER ACFT EXECUTED A GAR ON THE R.

CONSIDERING THE OTHER ACFT TYPES IN THE PATTERN (PA28, I BELIEVE THERE WERE 2 OR 3) I SHOULD HAVE: 1) INCREASED MY FINAL LEG LENGTH (I WAS A BIT HIGH ON FINAL). 2) SLOWED DOWN (I WAS AT 87 KTS) SOMEWHAT. 3) HAD BETTER SITUATIONAL AWARENESS OF THE OTHER ACFT BASED ON THEIR RADIO CALLS. I WAS AT THE END OF AN IFR FLT PLAN WITH VMC AT THE DEST, PRETTY MUCH CAVU. ZZZ WAS A NEW ARPT FOR ME. I CANCELED IFR 2 MI FROM ZZZ AND JOINED THE PATTERN. AT FIRST I WAS ON A PATH FOR L DOWNWIND FOR RWY 7 BUT CORRECTED THAT MID FIELD TO A R DOWNWIND. I FLEW A 'TIGHT' PATTERN (WITHIN 1 MI). IN CONSIDERATION OF EXISTING TFC, A WIDER PATTERN WOULD HAVE BEEN MORE PRUDENT AND ALLOWED MORE TIME TO FORM A BETTER VISUALIZATION OF TFC. I BELIEVE R TFC WAS A FACTOR IN FLYING THE BASE AND FINAL CLOSER IN. I AM THANKFUL FOR THE CHANCE TO SHARE THIS INFO. (BOTH FOR THIS PROGRAM AND BECAUSE I'M STILL AROUND TO TELL THE STORY.) THIS HAS CERTAINLY RAISED MY AWARENESS OF HOW THIS CAN HAPPEN TO ANYONE.

## **Synopsis**

M20 PILOT REPORTS NMAC WITH PA28 THAT IS NEVER SEEN, AT RWY THRESHOLD CAUSING PA28 PILOT TO GAR.

**ACN: 776548**

## **Time / Day**

Date : 200801  
Local Time Of Day : 1201 To 1800

## **Place**

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

## **Environment**

Flight Conditions : VMC  
Light : Daylight

## **Aircraft : 1**

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

## **Aircraft : 2**

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

## **Aircraft : 3**

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

## **Person : 1**

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

## **Person : 2**

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

## Events

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

## Assessments

Problem Areas : Flight Crew Human Performance

## Narrative

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



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

## **Synopsis**

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

**ACN: 757433**

## **Time / Day**

Date : 200710  
Local Time Of Day : 1201 To 1800

## **Place**

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

## **Environment**

Flight Conditions : VMC  
Light : Daylight

## **Aircraft : 1**

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

## **Aircraft : 2**

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

## **Person : 1**

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

## **Person : 2**

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

## **Events**

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

## **Assessments**

Problem Areas : Aircraft

Problem Areas : Environmental Factor

Problem Areas : Flight Crew Human Performance

## **Narrative**

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

## **Synopsis**

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

**ACN: 757038**

## **Time / Day**

Date : 200707

Local Time Of Day : 0601 To 1200

## **Place**

Locale Reference.Airport : ZZZ.Airport

State Reference : US

## **Aircraft : 1**

Operator.General Aviation : Personal

Make Model Name : Any Unknown or Unlisted Aircraft Manufacturer

Operating Under FAR Part : Part 91

Flight Phase.Landing : Roll

## **Aircraft : 2**

Make Model Name : Texan T6 Harvard

Flight Phase.Landing : Roll

## **Person : 1**

Function.Flight Crew : Single Pilot

ASRS Report : 757038

## **Events**

Anomaly.Conflict : Ground Critical

Anomaly.Other Spatial Deviation

Independent Detector.Other.Flight CrewA : 1

Resolatory Action.None Taken : Anomaly Accepted

Consequence.Other : Aircraft Damaged

## **Assessments**

Problem Areas : Airspace Structure

Problem Areas : Flight Crew Human Performance

## **Narrative**

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

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

## **Synopsis**

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

**ACN: 748322**

## **Time / Day**

Date : 200708  
Local Time Of Day : 1201 To 1800

## **Place**

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

## **Environment**

Flight Conditions : VMC  
Light : Daylight

## **Aircraft : 1**

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

## **Aircraft : 2**

Make Model Name : Viking  
Flight Phase.Ground : Takeoff Roll

## **Person : 1**

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

## **Events**

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

## **Assessments**

Problem Areas : Airport  
Problem Areas : Flight Crew Human Performance

## **Narrative**

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

## **Synopsis**

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

**ACN: 746195**

## **Time / Day**

Date : 200707  
Local Time Of Day : 1801 To 2400

## **Place**

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

## **Environment**

Flight Conditions : VMC  
Light : Daylight

## **Aircraft : 1**

Operator.General Aviation : Personal  
Make Model Name : Cessna 210 Centurion / Turbo Centurion 210C, 210D  
Operating Under FAR Part : Part 91  
Flight Phase.Descent : Approach  
Route In Use.Approach : Traffic Pattern

## **Aircraft : 2**

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

## **Person : 1**

Affiliation.Other : Personal  
Function.Flight Crew : Single Pilot  
Qualification.Pilot : Commercial  
Qualification.Pilot : Instrument  
Experience.Flight Time.Last 90 Days : 75  
Experience.Flight Time.Total : 1635  
Experience.Flight Time.Type : 1063  
ASRS Report : 746195

## **Person : 2**

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

## **Events**

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



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

## Assessments

Problem Areas : Flight Crew Human Performance

## Narrative

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

## Synopsis

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

**ACN: 741389**

## **Time / Day**

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

## **Place**

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

## **Environment**

Flight Conditions : VMC  
Light : Daylight

## **Aircraft : 1**

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

## **Aircraft : 2**

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

## **Component : 1**

Aircraft Component : VHF

## **Person : 1**

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

## **Person : 2**

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

## Events

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

## Assessments

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

## Narrative

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

## Synopsis

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

**ACN: 738823**

## **Time / Day**

Date : 200705  
Local Time Of Day : 1201 To 1800

## **Place**

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

## **Environment**

Flight Conditions : VMC  
Light : Daylight

## **Aircraft : 1**

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

## **Aircraft : 2**

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

## **Person : 1**

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

## **Events**

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

## **Assessments**

Problem Areas : Airport

Problem Areas : Flight Crew Human Performance

## **Narrative**

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

## **Synopsis**

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

**ACN: 733035**

### **Time / Day**

Date : 200703  
Day : Tue  
Local Time Of Day : 1801 To 2400

### **Place**

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

### **Environment**

Flight Conditions : VMC  
Light : Night

### **Aircraft : 1**

Operator.General Aviation : Instructional  
Make Model Name : Skyhawk 172/Cutlass 172  
Operating Under FAR Part : Part 121  
Flight Phase.Ground : Takeoff Roll

### **Aircraft : 2**

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

### **Aircraft : 3**

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

### **Person : 1**

Affiliation.Other : Instructional  
Function.Instruction : Instructor  
Qualification.Pilot : CFI  
Qualification.Pilot : Commercial  
Qualification.Pilot : Instrument  
Qualification.Pilot : Multi Engine  
Experience.Flight Time.Last 90 Days : 100  
Experience.Flight Time.Total : 850  
Experience.Flight Time.Type : 500  
ASRS Report : 733035

### **Person : 2**

Affiliation.Other : Instructional  
Function.Instruction : Trainee

### **Person : 3**

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

### **Person : 4**

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

### **Events**

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

### **Assessments**

Problem Areas : Airport  
Problem Areas : Flight Crew Human Performance

### **Narrative**

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

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

### **Synopsis**

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



**ACN: 730688**

## Time / Day

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

## Place

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

## Environment

Flight Conditions : VMC  
Light : Daylight

## Aircraft : 1

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

## Aircraft : 2

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

## Person : 1

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

## Person : 2

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

## Events

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

## **Assessments**

Problem Areas : Airport

Problem Areas : Flight Crew Human Performance

## **Narrative**

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

## **Synopsis**

SR22 AND COMMANDER EXPERIENCE NMAC ON APCH TO MCE.

**ACN: 730332**

## **Time / Day**

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

## **Place**

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

## **Environment**

Flight Conditions : VMC  
Light : Daylight

## **Aircraft : 1**

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

## **Aircraft : 2**

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

## **Person : 1**

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

## **Person : 2**

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

## **Person : 3**

Function.Flight Crew : Single Pilot

## **Events**

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

## **Assessments**

Problem Areas : Airport

Problem Areas : Flight Crew Human Performance

## **Narrative**

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

## **Synopsis**

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

**ACN: 730268**

## **Time / Day**

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

## **Place**

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

## **Environment**

Flight Conditions : VMC  
Light : Daylight

## **Aircraft : 1**

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

## **Aircraft : 2**

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

## **Person : 1**

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

## **Person : 2**

Affiliation.Other : Instructional  
Function.Instruction : Trainee

## **Person : 3**

Function.Flight Crew : Single Pilot

## **Events**

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

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

## **Assessments**

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

## **Narrative**

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

## **Synopsis**

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

**ACN: 729859**

## **Time / Day**

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

## **Place**

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

## **Environment**

Flight Conditions : VMC  
Light : Daylight

## **Aircraft : 1**

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

## **Aircraft : 2**

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

## **Person : 1**

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

## **Person : 2**

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

## **Person : 3**

Affiliation.Other : Instructional  
Function.Instruction : Instructor

## Events

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

## Assessments

Problem Areas : Airport  
Problem Areas : Flight Crew Human Performance

## Narrative

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

## Synopsis

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



**ACN: 728469**

## **Time / Day**

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

## **Place**

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

## **Environment**

Flight Conditions : VMC  
Light : Daylight

## **Aircraft : 1**

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

## **Aircraft : 2**

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

## **Person : 1**

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

## **Person : 2**

Function.Flight Crew : Single Pilot

## **Events**

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

## Assessments

Problem Areas : Airport

Problem Areas : Flight Crew Human Performance

## Narrative

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

## Synopsis

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

**ACN: 728295**

## **Time / Day**

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

## **Place**

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

## **Environment**

Flight Conditions : VMC  
Light : Daylight

## **Aircraft : 1**

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

## **Aircraft : 2**

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

## **Person : 1**

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

## **Person : 2**

Function.Flight Crew : Single Pilot

## **Events**

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

## **Assessments**

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

## **Narrative**

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

## **Synopsis**

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

**ACN: 726823**

## **Time / Day**

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

## **Place**

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

## **Environment**

Flight Conditions : VMC  
Light : Daylight

## **Aircraft : 1**

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

## **Aircraft : 2**

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

## **Person : 1**

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

## **Person : 2**

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

## **Events**

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

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

## **Assessments**

Problem Areas : Flight Crew Human Performance

## **Narrative**

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

## **Synopsis**

C172 INSTRUCTOR AND STUDENT HAVE AN NMAC ON FINAL APCH.

**ACN: 726539**

## **Time / Day**

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

## **Place**

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

## **Environment**

Light : Daylight

## **Aircraft : 1**

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

## **Aircraft : 2**

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

## **Person : 1**

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

## **Person : 2**

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

## **Events**

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

## **Assessments**

Problem Areas : Airport

Problem Areas : Flight Crew Human Performance

## **Narrative**

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

## **Synopsis**

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



**ACN: 726046**

## **Time / Day**

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

## **Place**

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

## **Environment**

Flight Conditions : VMC  
Light : Daylight

## **Aircraft : 1**

Operator.General Aviation : Instructional  
Make Model Name : Skylane 182/RG Turbo Skylane/RG  
Operating Under FAR Part : Part 91  
Flight Phase.Descent : Approach

## **Aircraft : 2**

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

## **Person : 1**

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

## **Person : 2**

Affiliation.Other : Instructional  
Function.Instruction : Instructor

## **Person : 3**

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

## **Events**

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

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

## **Assessments**

Problem Areas : Airport  
Problem Areas : Flight Crew Human Performance

## **Narrative**

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

## **Synopsis**

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

**ACN: 725928**

### **Time / Day**

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

### **Place**

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

### **Environment**

Flight Conditions : VMC  
Light : Daylight

### **Aircraft : 1**

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

### **Aircraft : 2**

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

### **Component : 1**

Aircraft Component : VHF

### **Person : 1**

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

### **Person : 2**

Affiliation.Other : Instructional  
Function.Instruction : Trainee

### **Person : 3**

Affiliation.Other : Instructional  
Function.Instruction : Instructor

## Events

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

## Assessments

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

## Narrative

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

## Synopsis

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

**ACN: 725498**

## **Time / Day**

Date : 200701

Day : Wed

## **Place**

Locale Reference.Airport : IWA.Airport

State Reference : AZ

Altitude.AGL.Bound Lower : 0

Altitude.AGL.Bound Upper : 1500

## **Environment**

Flight Conditions : VMC

Light : Daylight

## **Aircraft : 1**

Operator.General Aviation : Personal

Make Model Name : Challenger CL604

Operating Under FAR Part : Part 91

Flight Phase.Descent : Approach

## **Aircraft : 2**

Make Model Name : Any Unknown or Unlisted Aircraft Manufacturer

## **Person : 1**

Affiliation.Other : Personal

Function.Flight Crew : Captain

Function.Oversight : PIC

Qualification.Pilot : ATP

Experience.Flight Time.Last 90 Days : 70

Experience.Flight Time.Total : 5500

Experience.Flight Time.Type : 300

ASRS Report : 725498

## **Person : 2**

Affiliation.Other : Personal

Function.Flight Crew : First Officer

## **Person : 3**

Function.Flight Crew : Captain

Function.Oversight : PIC

## **Events**

Anomaly.Conflict : Airborne Less Severe

Anomaly.Non Adherence : FAR

Anomaly.Other Spatial Deviation

Independent Detector.Aircraft Equipment : TCAS

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

## **Assessments**

Problem Areas : Airport  
Problem Areas : Airspace Structure

## **Narrative**

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

## **Synopsis**

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

**ACN: 724864**

## **Time / Day**

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

## **Place**

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

## **Environment**

Flight Conditions : VMC  
Weather Elements : Ice  
Light : Daylight

## **Aircraft : 1**

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

## **Aircraft : 2**

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

## **Person : 1**

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

## **Person : 2**

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

## **Events**

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

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

## **Assessments**

Problem Areas : Flight Crew Human Performance

## **Narrative**

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

## **Synopsis**

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



**ACN: 723319**

## **Time / Day**

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

## **Place**

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

## **Environment**

Flight Conditions : VMC  
Light : Daylight

## **Aircraft : 1**

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

## **Aircraft : 2**

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

## **Person : 1**

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

## **Person : 2**

Function.Flight Crew : Single Pilot

## **Events**

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

## **Assessments**

Problem Areas : Airport

Problem Areas : Flight Crew Human Performance

## **Narrative**

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

## **Synopsis**

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

**ACN: 722619**

### **Time / Day**

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

### **Place**

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

### **Environment**

Flight Conditions : VMC  
Light : Daylight

### **Aircraft : 1**

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

### **Aircraft : 2**

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

### **Person : 1**

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

### **Person : 2**

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

### **Person : 3**

Function.Other Personnel.Other

### **Events**

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

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

## **Assessments**

Problem Areas : Aircraft  
Problem Areas : Flight Crew Human Performance

## **Narrative**

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

## **Synopsis**

PLT OF C172 REPORTS NMAC AT UNCONTROLLED 173.

**ACN: 720695**

## **Time / Day**

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

## **Place**

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

## **Environment**

Flight Conditions : VMC  
Light : Daylight

## **Aircraft : 1**

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

## **Aircraft : 2**

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

## **Person : 1**

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

## **Person : 2**

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

## **Person : 3**

Function.Other Personnel

## **Events**

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

## Assessments

Problem Areas : Airport  
Problem Areas : Flight Crew Human Performance

## Narrative

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

## Synopsis

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

**ACN: 720595**

## **Time / Day**

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

## **Place**

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

## **Environment**

Flight Conditions : VMC  
Light : Daylight

## **Aircraft : 1**

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

## **Aircraft : 2**

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

## **Person : 1**

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

## **Person : 2**

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

## **Person : 3**

## **Events**



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

## **Assessments**

Problem Areas : Airport  
Problem Areas : Flight Crew Human Performance

## **Narrative**

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

## **Synopsis**

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

**ACN: 718934**

## **Time / Day**

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

## **Place**

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

## **Environment**

Flight Conditions : Mixed  
Light : Night

## **Aircraft : 1**

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

## **Person : 1**

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

## **Person : 2**

Function.Flight Crew : Captain  
Function.Oversight : PIC

## **Events**

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

## **Assessments**

Problem Areas : Airport  
Problem Areas : Flight Crew Human Performance

## **Narrative**

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

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

## **Synopsis**

TURBO COMMANDER AC690 LANDS ON A CLOSED RWY AT MWH.

**ACN: 718789**

### **Time / Day**

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

### **Place**

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

### **Environment**

Flight Conditions : VMC  
Light : Daylight

### **Aircraft : 1**

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

### **Aircraft : 2**

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

### **Aircraft : 3**

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

### **Person : 1**

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

### **Person : 2**

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

### **Person : 3**

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

### **Events**

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

### **Assessments**

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

### **Narrative**

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

### **Synopsis**

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

**ACN: 718001**

## **Time / Day**

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

## **Place**

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

## **Environment**

Flight Conditions : VMC  
Light : Daylight

## **Aircraft : 1**

Operator.General Aviation : Personal  
Make Model Name : Skyhawk 172/Cutlass 172  
Operating Under FAR Part : Part 91  
Navigation In Use.ILS.Localizer Only : 04  
Flight Phase.Landing : Go Around  
Route In Use.Approach : Visual

## **Aircraft : 2**

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

## **Person : 1**

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

## **Person : 2**

Function.Flight Crew : Single Pilot

## **Events**

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

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

## Assessments

Problem Areas : Airport  
Problem Areas : Flight Crew Human Performance

## Narrative

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

## Synopsis

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



**ACN: 716334**

## **Time / Day**

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

## **Place**

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

## **Environment**

Flight Conditions : VMC  
Light : Daylight

## **Aircraft : 1**

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

## **Aircraft : 2**

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

## **Person : 1**

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

## **Person : 2**

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

## **Events**

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

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

## **Assessments**

Problem Areas : Airport  
Problem Areas : Flight Crew Human Performance

## **Narrative**

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

## **Synopsis**

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

**ACN: 715404**

## **Time / Day**

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

## **Place**

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

## **Environment**

Flight Conditions : VMC  
Light : Night

## **Aircraft : 1**

Operator.General Aviation : Personal  
Make Model Name : Cessna 210 Centurion / Turbo Centurion 210C, 210D  
Operating Under FAR Part : Part 91  
Flight Phase.Descent : Approach  
Route In Use.Approach : Traffic Pattern

## **Aircraft : 2**

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

## **Component : 1**

Aircraft Component : Air/Ground Communication

## **Person : 1**

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

## **Person : 2**

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

## **Events**

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

## **Assessments**

Problem Areas : Flight Crew Human Performance

## **Narrative**

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

## **Synopsis**

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

**ACN: 715359**

## **Time / Day**

Date : 200610  
Local Time Of Day : 0601 To 1200

## **Place**

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

## **Environment**

Flight Conditions : VMC  
Light : Daylight

## **Aircraft : 1**

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

## **Aircraft : 2**

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

## **Person : 1**

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

## **Person : 2**

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

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

## Events

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

## Assessments

Problem Areas : Airport  
Problem Areas : Flight Crew Human Performance

## Narrative

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

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

### **Synopsis**

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

**ACN: 715336**

## **Time / Day**

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

## **Place**

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

## **Environment**

Flight Conditions : IMC  
Weather Elements : Rain  
Light : Daylight

## **Aircraft : 1**

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

## **Aircraft : 2**

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

## **Person : 1**

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

## **Person : 2**

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

## **Events**



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

## **Assessments**

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

## **Narrative**

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

## **Synopsis**

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

**ACN: 714949**

## **Time / Day**

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

## **Place**

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

## **Environment**

Flight Conditions : VMC  
Light : Daylight

## **Aircraft : 1**

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

## **Aircraft : 2**

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

## **Person : 1**

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

## **Person : 2**

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

## **Events**

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

## Assessments

Problem Areas : Airport  
Problem Areas : Flight Crew Human Performance

## Narrative

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

## Synopsis

CIRRUS SR20 PLT HAS AN NMAC AT DYL.

**ACN: 714818**

## **Time / Day**

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

## **Place**

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

## **Environment**

Flight Conditions : VMC  
Light : Daylight

## **Aircraft : 1**

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

## **Aircraft : 2**

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

## **Person : 1**

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

## **Person : 2**

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

## **Events**

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

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

## **Assessments**

Problem Areas : Flight Crew Human Performance

## **Narrative**

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

## **Synopsis**

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

**ACN: 711775**

## **Time / Day**

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

## **Place**

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

## **Environment**

Flight Conditions : VMC  
Light : Daylight

## **Aircraft : 1**

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

## **Aircraft : 2**

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

## **Component : 1**

Aircraft Component : Air/Ground Communication

## **Person : 1**

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

## **Person : 2**

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

## **Person : 3**

Affiliation.Other : Personal  
Function.Observation : Passenger

## Events

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

## Assessments

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

## Narrative

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

## Synopsis

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

**ACN: 711374**

## **Time / Day**

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

## **Place**

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

## **Environment**

Flight Conditions : VMC  
Light : Daylight

## **Aircraft : 1**

Operator.General Aviation : Personal  
Make Model Name : Cessna 150  
Operating Under FAR Part : Part 91  
Flight Phase.Descent : Approach  
Route In Use.Approach : Visual

## **Aircraft : 2**

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

## **Person : 1**

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

## **Person : 2**

Function.Flight Crew : Captain  
Function.Oversight : PIC

## **Person : 3**

Function.Other Personnel.Other

## **Events**

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



## Assessments

Problem Areas : Airport

Problem Areas : Flight Crew Human Performance

## Narrative

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

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

### **Synopsis**

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

**ACN: 711257**

## **Time / Day**

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

## **Place**

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

## **Environment**

Flight Conditions : VMC  
Light : Daylight

## **Aircraft : 1**

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

## **Person : 1**

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

## **Events**

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

## **Assessments**

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

## **Narrative**

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

### **Synopsis**

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

**ACN: 709479**

## **Time / Day**

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

## **Place**

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

## **Environment**

Flight Conditions : VMC  
Light : Daylight

## **Aircraft : 1**

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

## **Aircraft : 2**

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

## **Person : 1**

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

## **Person : 2**

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

## **Events**

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

## Assessments

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

## Narrative

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

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

## **Synopsis**

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

**ACN: 709012**

### **Time / Day**

Date : 200609

Day : Mon

### **Place**

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.AGL.Single Value : 600

### **Environment**

Flight Conditions : VMC

Light : Daylight

### **Aircraft : 1**

Make Model Name : Jet Ranger/Kiowa/206

Operating Under FAR Part.Other

Navigation In Use.Other : Pilotage

Route In Use.Arrival : VFR

### **Aircraft : 2**

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

### **Component : 1**

Aircraft Component : Communication Systems

### **Person : 1**

Function.Flight Crew : Single Pilot

Qualification.Pilot : ATP

Qualification.Pilot : CFI

Qualification.Pilot : Commercial

Qualification.Pilot : Instrument

Qualification.Pilot : Multi Engine

Experience.Flight Time.Last 90 Days : 100

Experience.Flight Time.Total : 15000

Experience.Flight Time.Type : 200

ASRS Report : 709012

### **Person : 2**

Function.Flight Crew : Single Pilot

### **Events**

Anomaly.Aircraft Equipment Problem : Less Severe

Anomaly.Conflict : Airborne Critical

Anomaly.Non Adherence : Published Procedure

Anomaly.Other Spatial Deviation



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

## **Assessments**

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

## **Narrative**

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

## **Synopsis**

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

**ACN: 707399**

## **Time / Day**

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

## **Place**

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

## **Environment**

Flight Conditions : VMC  
Light : Daylight

## **Aircraft : 1**

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

## **Aircraft : 2**

Make Model Name : Beechcraft Single Piston Undifferentiated or Other Model  
Flight Phase.Climbout : Initial  
Flight Phase.Climbout : Takeoff

## **Person : 1**

Affiliation.Other : Instructional  
Function.Instruction : Instructor  
Function.Oversight : PIC  
Qualification.Pilot : CFI  
Qualification.Pilot : Commercial  
Qualification.Pilot : Instrument  
Experience.Flight Time.Last 90 Days : 100  
Experience.Flight Time.Total : 525  
Experience.Flight Time.Type : 225  
ASRS Report : 707399

## **Person : 2**

Affiliation.Other : Instructional  
Function.Instruction : Trainee

## **Person : 3**

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

## Events

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

## Assessments

Problem Areas : Airport  
Problem Areas : Flight Crew Human Performance

## Narrative

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

## Synopsis

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

**ACN: 707138**

## **Time / Day**

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

## **Place**

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

## **Environment**

Flight Conditions : VMC  
Light : Daylight

## **Aircraft : 1**

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

## **Person : 1**

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

## **Person : 2**

Affiliation.Other : Personal  
Function.Observation : Passenger

## **Person : 3**

Affiliation.Other : Contracted Service  
Function.Observation : Observer

## **Events**

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

## **Assessments**

Problem Areas : Airport  
Problem Areas : Flight Crew Human Performance

## **Narrative**

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

## **Synopsis**

C172 PLT DEPARTED A CLOSED ARPT.

**ACN: 706112**

### **Time / Day**

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

### **Place**

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

### **Environment**

Flight Conditions : VMC  
Light : Daylight

### **Aircraft : 1**

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

### **Aircraft : 2**

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

### **Person : 1**

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

### **Person : 2**

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

### **Events**

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

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

## Assessments

Problem Areas : Airport  
Problem Areas : Flight Crew Human Performance

## Narrative

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

## Synopsis

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