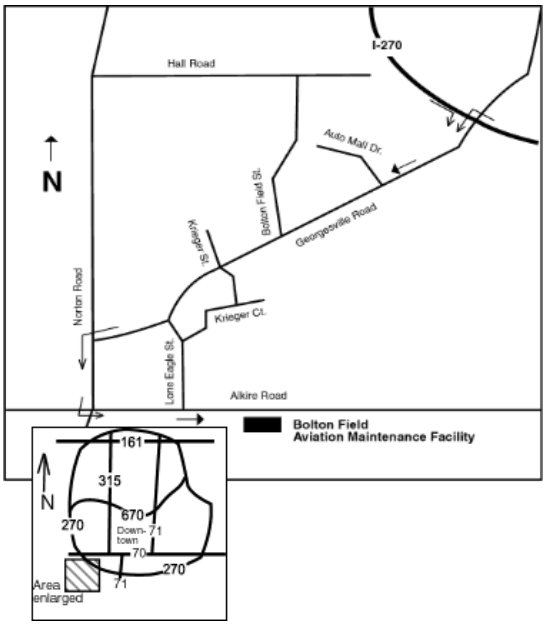
TOPICS : Loss of Control Prevention, Advanced Pre-Flight Inspection. Real world Scenarios that have lead to aviation accidents/ incidents and much much more.

TIME : 9:00 AM – 12:00 AM

LOCATION: Columbus State Community College – Aviation Division at Bolton Field

DIRECTIONS:

From the southwest corner of I-270, take the Georgesville Road West exit approximately 1 mile to Norton Road. Turn left (south) on Norton, and go to Alkire Road. Turn left (east) on Alkire Road, go 1/2 mile to Bolton Field on the right.



EVENT SCHEDULE

9:00 AM OPENING REMARKS 8-1/2 MINUTES INTERVIEWS WITH JOHN ALLEN & BARRY HYDE
DISCUSSION IF DESIRED

INTRO 6-1/2 MINUTES SMES STEVE KEESEY, JANEEN KOCHAN, RICH STOWELL
DISCUSSION IF DESIRED

SCENARIO #1 6-1/2 MINUTES CESSNA 185 ELEVATOR TRIM FAILURE
NARRATIVE: The owner/pilot of a Cessna 185 had previously flown the aircraft for several hours without any control anomalies. He had taken his aircraft to an aviation maintenance technician to have the strobe light power supply replaced. Subsequently, the aircraft was loaded to maximum gross weight with the center of gravity at its most forward allowable position. No safety of flight concerns were discovered during the preflight inspection.

On this post-maintenance flight, the owner was allowing another qualified Cessna 185 pilot to operate the aircraft from the left seat, while the owner occupied the right seat.

The before takeoff checklist was followed and trims were set to their proper takeoff positions. Upon rotation, the left seat pilot asked if the aircraft had always flown nose heavy as he struggled to hold on to the control yoke.

Both pilots began applying aft elevator pressure while assessing the situation. They repositioned the elevator trim to the full nose up position, with no noticeable change in the nose heavy condition. Working together to maintain aft elevator pressure while one pilot also managed the throttle,they were able to land without incident. ***DISCUSSION***

SCENARIO #2 6-1/2 MINUTES CESSNA 210 LOSS OF ELECTRICAL POWER

NARRATIVE: A private pilot and two friends traveled from out of state to take delivery of a Cessna 210 the pilot had purchased. The intent was to fly the aircraft home the following day, before dark.

Time spent completing the purchase, however, delayed the planned departure. In addition, the pilot had received limited instruction in the aircraft as part of a check out coupled with a High Performance endorsement. Prior to the accident flight, the aircraft had gone through annual as well as pre-purchase inspections. The aircraft most likely underwent at least one preflight inspection as well. In spite of all these inspections, a readily seen item was overlooked that would initiate the accident sequence.

With approximately four hours of fuel onboard, the new owner and his passengers departed for home in the dark. At an altitude of 4,600 feet mean sea level, and six miles from the departure airport, the pilot reported an electrical failure and requested to return to the airport.

During base to final, the aircraft struck the tops of some trees. Continuing on final approach, the aircraft then struck power lines, causing it to pitch down into a dirt embankment. Upon impact, the aircraft flipped over nose to tail to an inverted position. Both passengers were killed. The pilot survived with injuries. ***DISCUSSION***

ADVANCED PRE-FLIGHT Presentation - FAASTeam Program Manager Tim Sokol

SCENARIO #3 7 MINUTES BEECH 35 AILERON CONTROL TERMINAL FAILURE

NARRATIVE: The Beech-35 was cruising at 7,500 feet when the pilot noticed the aircraft drifting off to the right. The pilot corrected by rolling the aircraft to the left. He then felt something break and the aircraft began rolling to the right. The pilot twisted the control yoke to the left until the yoke was almost upside down, but the aircraft continued to roll to the right into a progressively steeper, spiraling descent.

The pilot advised air traffic control that he had an aileron control problem and that he would attempt to land. He applied left rudder, reduced the power, lowered the landing gear, and eventually executed a flaps-up landing without further incident. On the ground, the pilot confirmed that the right aileron was spring loaded to the full up position due to an aileron control terminal failure. ***DISCUSSION***

SCENARIO #4 11 MINUTES PILATUS ICING IN FUEL SYSTEM & LATERAL FUEL IMBALANCE

NARRATIVE: During a Part 91 personal flight at high altitude in day, visual meteorological conditions, a Pilatus PC-12/45 crashed while diverting to a different airport. The pilot and all thirteen passengers on board were fatally injured. NTSB determined the probable cause of this accident as:

1. The pilot's failure to ensure that a fuel system icing inhibitor was added to the fuel prior to flying on the day of the accident;
2. The pilot's failure to take appropriate remedial actions after a low fuel pressure state developed as a result of icing within the fuel system coupled with a lateral fuel imbalance;
3. The pilot's failure to divert to a suitable airport before the fuel imbalance became extreme; and
4. Loss of control less than half a mile from the approach end of the runway as the pilot maneuvered the left-wing-heavy aircraft.

DISCUSSION

CLOSING THOUGHTS, CREDITS, ETC. 8-1/2 MINUTES