ACN: 2233162 *(1 of 4)*

Time / Day

Date : 202504
Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : GZH.Airport
State Reference : AL
Altitude.MSL.Single Value : 1000

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Reference : X
ATC / Advisory.CTAF : GZH
Aircraft Operator : FBO
Make Model Name : Small Aircraft, High Wing, 1 Eng, Fixed Gear
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Part 91
Flight Plan : VFR
Mission : Training
Flight Phase : Initial Approach
Route In Use : Visual Approach
Airspace.Class G : GZH

Aircraft : 2

Reference : Y
ATC / Advisory.CTAF : GZH
Make Model Name : Any Unknown or Unlisted Aircraft Manufacturer
Flight Phase : Initial Approach
Airspace.Class G : GZH

Person

Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : FBO
Function.Flight Crew : Pilot Flying
Qualification.Flight Crew : Private
Experience.Flight Crew.Total : 141.4
Experience.Flight Crew.Last 90 Days : 16.5
Experience.Flight Crew.Type : 141.4
ASRS Report Number.Accession Number : 2233162
Human Factors : Communication Breakdown
Human Factors : Situational Awareness
Communication Breakdown.Party1 : Flight Crew
Communication Breakdown.Party2 : Flight Crew

Events

Anomaly.Conflict : NMAC
Detector.Person : Flight Crew
Miss Distance.Vertical : 300
When Detected : In-flight
Result.Flight Crew : Took Evasive Action
Result.Flight Crew : Diverted

Assessments

Contributing Factors / Situations : Airspace Structure
Contributing Factors / Situations : Human Factors
Primary Problem : Human Factors

Narrative: 1

I was performing an IFR cross-country training flight with an authorized instructor aboard. We were on an IFR flight plan to GZH. After switching to GZH CTAF, we canceled IFR and proceeded with the approach into Runway 19 under VFR. However, shifting winds favored Runway 28, so we planned to circle. An 8-mile radio call was made to advise any traffic of our location and intentions. At this time someone advised us of traffic in the pattern for Runway 28. We decided the safest pattern entry would be to cross overhead and teardrop into the downwind for Runway 28. We proceeded inbound and made 5-mile, 3-mile, and overhead radio calls. We flew 4 miles out and then made a radio call while tear-dropping into the downwind and descending to pattern altitude. At this point, we heard the first radio call from another aircraft in the pattern, stating they were turning left crosswind Runway 28. I had that traffic insight and noticed another aircraft just off of the runway. We turned into the downwind and made another radio call. In the downwind, we recognized these aircraft were faster than us. One aircraft said they would remain higher to deconflict. We communicated that we would extend our downwind, allowing the faster aircraft to turn base first, and included our altitude to increase the situational awareness of all aircraft. We felt the situation was unsafe and weren't comfortable continuing our approach while pilots of different speed aircraft weren't communicating their positions in the pattern. We exited the pattern and diverted to a nearby field. We made a radio call that we were exiting the pattern and stated our direction of flight. This situation was caused by a lack of radio communication from pilots in the pattern. To prevent a recurrence, frequent radio calls should be made from all aircraft to enhance sequencing, improve situational awareness, and increase safety at untowered airports.

Synopsis

Student pilot with Flight Instructor reported airborne conflicts and unsafe situation with several other aircraft in traffic pattern. Flight crew exited the pattern and diverted to nearby airport.

ACN: 2211437 *(2 of 4)*

Time / Day

Date : 202502
Local Time Of Day : 0601-1200

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Relative Position.Distance.Nautical Miles : 0
Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC
Light : Daylight

Aircraft : 1

Reference : X
ATC / Advisory.Tower : ZZZ
Aircraft Operator : FBO
Make Model Name : Skyhawk 172/Cutlass 172
Crew Size.Number Of Crew : 2
Operating Under FAR Part : Part 91
Mission : Training
Flight Phase : Landing
Route In Use : None

Aircraft : 2

Reference : Y
ATC / Advisory.Tower : ZZZ
Make Model Name : Any Unknown or Unlisted Aircraft Manufacturer

Person

Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : FBO
Function.Flight Crew : Instructor
Qualification.Flight Crew : Instrument
Qualification.Flight Crew : Multiengine
Qualification.Flight Crew : Commercial
Qualification.Flight Crew : Flight Instructor
Experience.Flight Crew.Total : 1160
ASRS Report Number.Accession Number : 2211437
Human Factors : Communication Breakdown
Human Factors : Fatigue
Human Factors : Situational Awareness
Communication Breakdown.Party1 : Flight Crew
Communication Breakdown.Party2 : Flight Crew

Events

Anomaly.Conflict : Ground Conflict, Critical
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy
Detector.Person : Air Traffic Control
When Detected : Taxi
Result.Air Traffic Control : Provided Assistance
Result.Air Traffic Control : Separated Traffic
Result.Air Traffic Control : Issued Advisory / Alert

Assessments

Contributing Factors / Situations : Human Factors
Primary Problem : Human Factors

Narrative: 1

I was doing traffic pattern training with my commercial student that recently failed his commercial checkride. I have been moving from my current apartment to another location and did not have the proper rest that I should have and the flight was scheduled for XA:00. On our second to last landing I communicated with the student that the next landing was going to be a "full stop". Since I was flying with my commercial student and felt tired, I lost focus of the communication exchange that my student and ATC where having. I did not hear when my student communicated the landing intentions. We landed and my student started to slow down to clear out of the runway. As we rolled down the runway ATC cleared an aircraft for take off but once noticing that we were slow, he asked if we were a "full stop" to which I replied "Affirmative". ATC proceeded to quickly cancel the takeoff clearance and made the landing traffic go around. After reviewing the incident I noticed that my student never requested a "full stop" and when ATC cleared us to land he firmly said: "you are cleared for touch and go" and my student replied with "cleared for touch and go". I believed that my lack of awareness in this situation played a vital role. I understand that I should not have lost my focus even though I thought that my student would not have made that mistake. Additionally I should have followed the "IAMSAFE" checklist and not go and postpone the flight since I was feeling tired. What I will do for all my flights is to emphasize the importance of the "IAMSAFE" checklist and in the event that I would fail an item of the checklist, cancel or postpone the flight immediately and not take any chances of causing a fatal mistake. Additionally I will not lose my focus regardless of whom am I flying with and how simple the task is. I understand that we are all human and we tend to make mistakes. I would like to add a praise to the Tower controller at the time of the incident in ZZZ. His fast reaction to divert traffic and cancel the takeoff clearance helped prevent any major incidents or even an accident.

Synopsis

Flight Instructor reported the student landed instead of doing a touch-and-go as cleared resulting ATC directing an aircraft on approach to going around.

ACN: 1090356 *(3 of 4)*

Time / Day

Date : 201305
Local Time Of Day : 0601-1200

Place

Locale Reference.Airport : TRI.Airport
State Reference : TN
Altitude.MSL.Single Value : 2600

Environment

Flight Conditions : IMC
Weather Elements / Visibility : Rain
Light : Daylight

Aircraft

Reference : X
ATC / Advisory.TRACON : TRI
Aircraft Operator : Personal
Make Model Name : Small Aircraft, Low Wing, 1 Eng, Fixed Gear
Crew Size.Number Of Crew : 1
Operating Under FAR Part : Part 91
Flight Plan : IFR
Mission : Personal
Nav In Use.Localizer/Glideslope/ILS : 23
Flight Phase : Initial Approach
Route In Use : Vectors
Airspace.Class E : TRI

Person

Reference : 1
Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Personal
Function.Flight Crew : Pilot Flying
Function.Flight Crew : Single Pilot
Qualification.Flight Crew : Multiengine
Qualification.Flight Crew : Air Transport Pilot (ATP)
Qualification.Flight Crew : Flight Instructor
Qualification.Flight Crew : Instrument
Experience.Flight Crew.Total : 4005
Experience.Flight Crew.Last 90 Days : 47
Experience.Flight Crew.Type : 796
ASRS Report Number.Accession Number : 1090356
Human Factors : Workload
Human Factors : Situational Awareness
Human Factors : Confusion
Human Factors : Distraction

Events

Anomaly.Deviation - Altitude : Excursion From Assigned Altitude
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy
Anomaly.Deviation / Discrepancy - Procedural : Clearance
Anomaly.Inflight Event / Encounter : CFTT / CFIT
Detector.Automation : Aircraft Terrain Warning
Detector.Person : Flight Crew
When Detected : In-flight
Result.Flight Crew : Took Evasive Action
Result.Flight Crew : Returned To Clearance
Result.Flight Crew : FLC complied w / Automation / Advisory
Result.Flight Crew : Executed Go Around / Missed Approach
Result.Flight Crew : Became Reoriented

Assessments

Contributing Factors / Situations : Human Factors
Contributing Factors / Situations : Weather
Primary Problem : Human Factors

Narrative: 1

On diverting to an alternate, I received the ATIS, and was being vectored and cleared for the ILS Runway 23 to TRI. After receiving the clearance, the Controller came back to me and explained that he had just 'come on' and was not aware that the glideslope was out of service. He apologized, and amended my approach clearance to the LOC Runway 23. I don't remember the specific ceiling being reported, but I asked if anyone had got in on the localizer thinking that the weather was too low. He checked with the Tower, and replied 'yes.' I remember the surface winds being reported as 'calm' and inquired about the ILS Runway 5. I accepted the clearance for LOC Runway 23, but with all the radio transmissions going on (cockpit distractions); I never gave myself time to 'brief the approach.' As soon as I was established, I started down to my first step down fix. Problem was I was still outside the FAF. I never received a TAWS alert, but realized my mistake when I received a terrain alert from my Number 2 Nav Comm (GNS430.) I arrested my descent, and in doing so the alert went away, and I had that 'holy crap' moment realizing what I had done and my potentially fatal CFIT situation. At that point I continued on the approach, and being in 'shock' over the mistake I just made, missed my next and final step down fix to MDA. As I continued to MAP

there was a small break in the overcast, but being high and in no place to make a stabilized approach to landing, I executed and reported 'missed approach' to the Tower. They handed me back to TRACON and I was vectored to the ILS Runway 5 approach which concluded in a normal approach and landing. While I found no unusual hazards in my Preflight Risk Assessment, it is apparent that my lack of familiarity with my destination airport combined with the lack of time for an approach briefing led to a lack of situational awareness in the approach procedure. In hindsight, better CRM may have included asking for vectors to come around again to intercept the final approach course which would have allowed time for an appropriate approach briefing. What a trap! Never again!

Synopsis

A pilot flying the TRI Runway 23 LOC approach had a CFIT when he descended early below the FAF crossing altitude because he failed to debrief the approach after being told the ILS was out of service.

ACN: 847280 *(4 of 4)*

Time / Day

Date : 200908

Place

Locale Reference.Airport : NUI.Airport
State Reference : MD
Altitude.MSL.Single Value : 11500

Environment

Flight Conditions : VMC
Weather Elements / Visibility : Thunderstorm
Weather Elements / Visibility : Rain
Weather Elements / Visibility : Turbulence
Weather Elements / Visibility.Visibility : 10
Light : Daylight
Ceiling.Single Value : 3000

Aircraft

Reference : X
ATC / Advisory.TRACON : PXT
Aircraft Operator : Personal
Make Model Name : Small Aircraft, Low Wing, 1 Eng, Retractable Gear
Crew Size.Number Of Crew : 1
Operating Under FAR Part : Part 91
Flight Plan : None
Mission : Personal
Nav In Use : GPS
Flight Phase : Descent
Flight Phase : Final Approach
Flight Phase : Cruise
Route In Use : Direct
Airspace.Class E : PXT

Component

Aircraft Component : AC Generator/Alternator
Aircraft Reference : X
Problem : Failed

Person

Reference : 1
Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Personal
Function.Flight Crew : Single Pilot
Qualification.Flight Crew : Private
Qualification.Flight Crew : Instrument
Experience.Flight Crew.Total : 1600
Experience.Flight Crew.Last 90 Days : 25
Experience.Flight Crew.Type : 25
ASRS Report Number.Accession Number : 847280
Human Factors : Situational Awareness
Human Factors : Communication Breakdown

Communication Breakdown.Party1 : Flight Crew
Communication Breakdown.Party2 : ATC

Events

Anomaly.Aircraft Equipment Problem : Critical
Anomaly.Airspace Violation : All Types
Anomaly.Inflight Event / Encounter : Weather / Turbulence
Detector.Person : Flight Crew
When Detected : In-flight
Result.Flight Crew : Landed As Precaution
Result.Flight Crew : Diverted

Assessments

Contributing Factors / Situations : Aircraft
Contributing Factors / Situations : Human Factors
Contributing Factors / Situations : Weather
Primary Problem : Ambiguous

Narrative: 1

I was flying VFR to FME with a planned fuel stop outside of the Washington/Baltimore airspace. I was receiving flight following when I noticed a drain of electricity on my ammeter. Soon after I lost my electrical system and contact with ATC. I had a back up GPS so I elected to continue on the 450 mile track. Weather was worse than expected so I spent a lot of time concentrating on flying and ended up flying into a moving TFR (Presidential). As I flew closer to my destination 150 miles from FME the battery in my hand held GPS died. So with no communication, navigation and storms getting worse I elected to land at the first airport I came to. The airport ZZZ ended up being in restricted airspace and a Naval Air Station. The contributing factors are loss of the electrical system. I forgot about the TFR over Raleigh, NC, thunderstorms over my entire route and not looking at the chart long enough to determine the airspace and airport I was going to. I didn't really have a corrective action since I was doing the safest thing for the flight but if this occurs again, I'll land ASAP instead of continuing the flight.

Synopsis

General aviation pilot reports experiences electrical failure at 11500 feet and continues toward FME using hand held GPS unit. This unit fails 150 miles south of FME and the reporter elects to land at the first airport he encounters, a military field, which is located inside a restricted area. Along the way a TFR was also penetrated.

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