

ACN: 585572

Time / Day

Date : 200306
Local Time Of Day : 1801-2400

Place

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

Environment

Flight Conditions : VMC
Weather Elements / Visibility.Visibility : 6
Light : Daylight
Ceiling : CLR

Aircraft : 1

Reference : X
ATC / Advisory.UNICOM : UYF
Aircraft Operator : Personal
Make Model Name : PA-34-200 Seneca I
Crew Size.Number Of Crew : 1
Operating Under FAR Part : Part 91
Flight Plan : None
Mission : Personal
Flight Phase : Taxi
Flight Phase : Takeoff / Launch

Aircraft : 2

Reference : Y
ATC / Advisory.UNICOM : UYF
Aircraft Operator : Personal
Make Model Name : PA-28 Cherokee/Archer/Dakota/Pillan/Warrior
Crew Size.Number Of Crew : 1
Operating Under FAR Part : Part 91
Flight Phase : Landing
Flight Phase : Initial Approach
Route In Use.Other
Airspace.Class G : UYF.G

Person : 1

Reference : 1
Location Of Person.Aircraft : X
Reporter Organization : Personal
Function.Flight Crew : Pilot Flying
Function.Flight Crew : Single Pilot
Qualification.Flight Crew : Multiengine

Qualification.Flight Crew : Flight Instructor
Experience.Flight Crew.Total : 1430
Experience.Flight Crew.Last 90 Days : 75
Experience.Flight Crew.Type : 50
ASRS Report Number.Accession Number : 585572

Person : 2

Reference : 2
Location Of Person.Aircraft : Y
Reporter Organization : Personal
Function.Flight Crew : Pilot Flying
Function.Flight Crew : Single Pilot

Person : 3

Reference : 3
Function.Other

Events

Anomaly.Conflict : Ground Conflict, Less Severe
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy
Anomaly.Deviation / Discrepancy - Procedural : Other / Unknown
Anomaly.Ground Incursion : Runway
Detector.Person : Flight Crew
Miss Distance.Horizontal : 4000
Miss Distance.Vertical : 700
Result.Flight Crew : Executed Go Around / Missed Approach
Result.Flight Crew : Executed Go Around / Missed Approach

Assessments

Contributing Factors / Situations : Environment - Non Weather Related
Contributing Factors / Situations : Human Factors
Primary Problem : Ambiguous

Narrative: 1

I WAS HOLDING SHORT OF THE ACTIVE RWY, CHKED THE FINAL APCH, NO TFC. I WAS AWARE OF 1 AIRPLANE IN THE PATTERN WHO HAD ANNOUNCED DOWNWIND. I LOOKED ON THE DOWNWIND, NO TFC. I ASSUMED THEY WERE JUST TURNING DOWNWIND. AS I CROSSED THE HOLD SHORT LINE, I NOTICED THE 'DOWNWIND' AIRPLANE STARTING HIS BASE TURN. IT STILL APPEARED TO BE NO FACTOR, BUT CLOSER THAN I LIKE, SO I EXPEDITED MY TKOF RATHER THAN STOP PAST THE HOLD SHORT AND RISK A TECHNICAL RWY INCURSION. AS I CLBED OUT I HEARD THAT THE OTHER AIRPLANE WENT AROUND. THIS SURPRISED ME BECAUSE IT REALLY APPEARED TO BE NO FACTOR, YES CLOSER THAN I LIKE, BUT NO FACTOR. IT STILL BOTHERED ME THAT I CAUSED A PLT TO GO AROUND. EVEN IF IT APPEARED TO BE NO FACTOR TO ME, THIS PLT EXERCISED HIS JUDGEMENT AND WENT AROUND. I COMMEND THIS PLT FOR DECIDING TO GO AROUND. I TALKED TO ANOTHER PLT WHO HAPPENED TO BE THERE AT THE TIME, AND HE SAID IT REALLY DIDN'T LOOK THAT CLOSE TO HIM EITHER. HE THOUGHT THAT THE OTHER PLT WAS A STUDENT, AND MIGHT HAVE GONE AROUND BECAUSE HE WAS TOO HIGH ON FINAL. WHATEVER THE CASE, THIS OTHER PLT ACTED MORE CONSERVATIVELY AND HENCE, MORE SAFELY THAN I DID. WHAT WE CAN LEARN FROM THIS: 1) YOU CAN'T ASSUME IT. YOU MUST SEE IT. IF YOU FIND YOURSELF ASSUMING IN A SIT WHERE YOU REALLY SHOULD BE SEEING, STOP, OR JUST SLOW DOWN LONG

ENOUGH TO 'RESOLVE' YOUR ASSUMPTION. 2) SOMETHING THAT IS 'NO FACTOR' TO 1 PLT, MAY APPEAR TO BE 'A FACTOR' TO ANOTHER PLT. REGARDLESS OF RELATIVE EXPERIENCE, IF THAT IS THE CASE HERE, I HAVE TO EXAMINE MY ACTIONS FOR POSSIBLE COMPLACENCY OR OVER CONFIDENCE.

Synopsis

GA ACFT ON SHORT BASE TO FINAL PERFORMS A GAR WHEN RPTR'S PA34 IS ON THE TKOF ROLL AT UYF, OH.