







Begin

Results

View

-  [New Search](#)
-  [Help](#)
-  [Contact Support](#)
-  [ASRS Database Items\(pdf\)](#)



[Back to Results Page](#)

[Filter Report Items](#)



View Printable Results: [MS Word](#) | [HTML](#) | [HTML without Page Breaks](#)

ACN: 1165981 (1 of 1)

Time / Day

Date : 201404
Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : ZZZ.Airport
State Reference : US
Relative Position.Distance.Nautical Miles : 1
Altitude.MSL.Single Value : 1900

Environment

Flight Conditions : VMC
Weather Elements / Visibility.Visibility : 10
Light : Daylight
Ceiling.Single Value : 12000

Aircraft : 1

Reference : X
ATC / Advisory.CTAF : ZZZ
Aircraft Operator : Fractional
Make Model Name : Skyhawk 172/Cutlass 172
Crew Size.Number Of Crew : 1
Operating Under FAR Part : Part 91
Flight Plan : IFR
Mission : Personal
Flight Phase : Final Approach
Route In Use : Visual Approach
Route In Use : Direct
Airspace.Class E : ZZZ

Aircraft : 2

Reference : Y
ATC / Advisory.CTAF : ZZZ
Make Model Name : Skyhawk 172/Cutlass 172
Crew Size.Number Of Crew : 1
Operating Under FAR Part : Part 91
Flight Phase : Initial Approach
Route In Use.Other
Airspace.Class E : ZZZ

Person

Reference : 1
Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Fractional
Function.Flight Crew : Pilot Flying
Function.Flight Crew : Single Pilot
Qualification.Flight Crew : Instrument
Qualification.Flight Crew : Private
Experience.Flight Crew.Last 90 Days : 24

Experience.Flight Crew.Type : 146
ASRS Report Number.Accession Number : 1165981
Human Factors : Confusion
Human Factors : Fatigue

Events

Anomaly.Conflict : NMAC
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy
Detector.Person : Flight Crew
Miss Distance.Horizontal : 250
Miss Distance.Vertical : 0
When Detected : In-flight
Result.Flight Crew : Became Reoriented

Assessments

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

Narrative: 1

I mistakenly flew the pattern for Runway 1, while making radio calls for Runway 19. Another plane was in the pattern for Runway 19. Both traffic patterns are on same side of Runway (left traffic for 19, right traffic for 1). As such, the other plane and I passed each other at the same altitude, going opposite direction, about 200 feet apart. I was clearly too fatigued and not concentrating sufficiently on the flight. I regret this close call and will be much more focused from now on.

Synopsis

C172 pilot reports a NMAC with another pilot in the traffic pattern due to mistakenly entering right traffic for Runway 1 while attempting to join left traffic for Runway 19.

