

ASRS Database Report Set

Non-Tower Airport Incidents

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

Update Number35

Date of UpdateMarch 29, 2022

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

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 when evaluating these data of the following points.

ASRS reports are submitted voluntarily. Such incidents are independently submitted and are not corroborated by NASA, the FAA or NTSB. 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.

Information contained in reports submitted to ASRS may be clarified by further contact with the individual who submitted them, but the information provided by the reporter is not investigated further. Such information represents the perspective of the specific individual who is describing their experience and perception of a safety related event.

After preliminary processing, all ASRS reports are de-identified and the identity of the individual who submitted the report is permanently eliminated. All ASRS report processing systems are designed to protect identifying information submitted by reporters; including names, company affiliations, and specific times of incident occurrence. After a report has been de-identified, any verification of information submitted to ASRS would be limited.

The National Aeronautics and Space Administration and its ASRS current 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.

A handwritten signature in blue ink, appearing to read "B. Hooey".

Becky L. Hooey, Director
NASA Aviation Safety Reporting System

CAVEAT REGARDING USE OF ASRS DATA

Certain caveats apply to the use of ASRS 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, mechanics, flight attendants, dispatchers or other participants in the aviation system are equally aware of the ASRS or may be equally willing to report. Thus, the data can reflect **reporting biases**. These biases, which are not fully known or measurable, may influence ASRS information. 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 aware of the ASRS program and more inclined to report should an NMAC occur. Any type of subjective, voluntary reporting will have these limitations related to quantitative statistical analysis.

One thing that can be known from ASRS data is that the number of reports received concerning specific event types represents the **lower measure** of the true number of such events that are occurring. For example, if ASRS receives 881 reports of track deviations in 2010 (this number is purely hypothetical), then it can be known with some certainty that at least 881 such events have occurred in 2010. With these statistical limitations in mind, we believe that the **real power** of ASRS data is the **qualitative information** contained in **report narratives**. The pilots, controllers, and others who report tell us about aviation safety incidents and situations in detail – explaining what happened, and more importantly, **why** it happened. Using report narratives effectively requires an extra measure of study, but the knowledge derived is well worth the added effort.

Report Synopses

ACN: 1861615 *(1 of 50)*

Synopsis

C152 pilot reported an NMAC and a wake turbulence encounter departing VNC.

ACN: 1859777 *(2 of 50)*

Synopsis

Beechcraft 33 pilot reported encountering wake turbulence just before landing at AVQ.

ACN: 1854773 *(3 of 50)*

Synopsis

GA student pilot reported an NMAC with a helicopter in the traffic pattern at a non-towered airport while on takeoff.

ACN: 1854764 *(4 of 50)*

Synopsis

GA instructor pilot reported an aborted takeoff when they noticed another aircraft was taking off opposite direction on the same runway.

ACN: 1854743 *(5 of 50)*

Synopsis

BE-40 Captain reported a Critical ground conflict after an inadvertent runway incursion resulting in a opposite direction landing aircraft to executed a go-around. Airport Tower had recently closed and flight crew had only monitored CTAF for a short time and had not heard any position radio reports or made any position reports.

ACN: 1854231 *(6 of 50)*

Synopsis

C172 instructor and student pilot reported poor aircraft performance shortly after takeoff led to the decision to land on the remaining runway. The aircraft ran off the runway after landing, resulting in minor injuries to the student pilot.

ACN: 1853801 *(7 of 50)*

Synopsis

GA instructor reported an NMAC while flying a high wing tail wheel aircraft. Descending to enter the CTAF traffic pattern immediate evasive action was needed to avoid an aircraft that was climbing through the instructor's flight path.

ACN: 1853790 *(8 of 50)*

Synopsis

Pilot reported a NMAC during takeoff. On their takeoff roll, an aircraft on downwind for the opposite runway turned a short base and final leg to land. All remaining taxiways for the instructor were closed due to construction. The instructor became airborne and executed an evasive maneuver.

ACN: 1853541 *(9 of 50)*

Synopsis

GA pilot reported an NMAC while on the downwind at non-towered EDU requiring evasive action. The pilot of the other aircraft had reportedly not been communicating properly, which contributed to the event.

ACN: 1853503 *(10 of 50)*

Synopsis

Light aircraft pilot reported he was about to take the runway at CEW, a non-towered airport, when a ground observer alerted him to traffic landing opposite direction who was not communicating on CTAF frequency.

ACN: 1853179 *(11 of 50)*

Synopsis

A Flight Instructor reported an NMAC event during initial climb with opposite direction landing aircraft. Flight Instructor stated the landing aircraft provided inaccurate position radio calls.

ACN: 1853151 *(12 of 50)*

Synopsis

GA pilot reported being notified of causing an NMAC event after landing at non-towered airport GXY. Reporter stated no visual was traffic observed nor heard any traffic on UNICOM.

ACN: 1853099 *(13 of 50)*

Synopsis

GA Pilot reported a critical ground conflict on landing rollout with opposite direction landing. Both aircraft deviated in opposite directions to avoid a collision. Neither pilot reported hearing radio position reports.

ACN: 1852637 *(14 of 50)*

Synopsis

SR-20 pilot reported an NMAC event during final approach to a non-towered airport. All required radio position reports were completed with no traffic responses received. On final, flight crew made visual contact with an opposite direction departure and executed an evasive maneuver.

ACN: 1851891 *(15 of 50)*

Synopsis

Cessna 172 pilot reported an NMAC event with a flight of three non-communicating aircraft. Upon establishing visual contact with the formation, the Cessna pilot executed a successful evasive maneuver.

ACN: 1850141 *(16 of 50)*

Synopsis

Pilot reported a near miss while turning right base when another aircraft turned left base for the same runway. Reporter executed a go-around and the other aircraft took evasive action to avoid a collision.

ACN: 1849779 *(17 of 50)*

Synopsis

Pilot reported that while beginning the takeoff roll, another aircraft on final performed a go-around to avoid a near midair collision.

ACN: 1849759 *(18 of 50)*

Synopsis

C172 pilot reported a communication breakdown with the other aircraft that was taking off resulted in evasive action to avoid a near midair collision while on approach to landing.

ACN: 1848591 *(19 of 50)*

Synopsis

Flight Instructor reported a NMAC while attempting to fly the published missed approach from an RNAV approach. The other aircraft was descending through the Instructor's altitude and there was no communication between the two aircraft.

ACN: 1848576 *(20 of 50)*

Synopsis

Twin Engine Pilot reported while on approach to the runway another aircraft turned base to final 200 feet above. The twin pilot executed a go-around to avoid the other aircraft.

ACN: 1847587 *(21 of 50)*

Synopsis

GA flight instructor reported an NMAC at C91 non-towered airport while practicing stalls with a student requiring evasive action.

ACN: 1847350 *(22 of 50)*

Synopsis

Pilot reported flying into airspace of a nearby airport while in the traffic pattern of another airport.

ACN: 1847331 *(23 of 50)*

Synopsis

C170 pilot reported a NMAC while turning crosswind in the traffic pattern when another departing aircraft made an early, unannounced crosswind turn, passing below the reporter's aircraft.

ACN: 1847305 *(24 of 50)*

Synopsis

Pilot reported a NMAC during takeoff when an ultralight aircraft crossed directly over them. Reporter stated they saw the ultralight moving across the runway during takeoff roll but elected to continue, realizing too late that the flight paths would cross.

ACN: 1846877 *(25 of 50)*

Synopsis

Pilot reported an NMAC while departing the traffic pattern of non-towered OBE airport when another aircraft entered the pattern using non-standard procedures and not communicating their intentions.

ACN: 1846863 *(26 of 50)*

Synopsis

Single Engine Pilot reported a NMAC on final approach while executing an ILS. The pilot had turned a radio volume down due to its distraction in the cockpit. The radio was later determined to be the receiver needed for airport traffic. The other aircraft was landing in the opposite direction.

ACN: 1846852 *(27 of 50)*

Synopsis

GA pilot reported an NMAC while entering the traffic pattern at a non-towered airport. While on crosswind, the reporter was overtaken by an airplane that passed them on the left within a few hundred feet, instead of passing on the right as required by the FARs.

ACN: 1846848 *(28 of 50)*

Synopsis

Air Carrier Captain reported a Critical Ground Conflict with an opposite direction landing aircraft at this non-towered airport. The Captain took evasive action to avoid a collision by turning onto a nearby closed runway.

ACN: 1846327 *(29 of 50)*

Synopsis

Pilot reported taking evasive action to avoid a mid air collision with another aircraft.

ACN: 1846316 *(30 of 50)*

Synopsis

Pilot reported taking evasive action to avoid a collision with an aircraft operating without communications within the Class E Airspace.

ACN: 1845595 *(31 of 50)*

Synopsis

SR20 flight Instructor reported a ground conflict when the student landed on a runway with opposite direction departing traffic. Reporter realized afterward they had been broadcasting landing intentions on the AWOS weather frequency instead of CTAF, which resulted in other aircraft not hearing them.

ACN: 1845573 *(32 of 50)*

Synopsis

Pilot reported they were made aware of a UAS NOTAM after arriving to a non towered airport.

ACN: 1845513 *(33 of 50)*

Synopsis

PA-28 pilot reported an NMAC occurred on final approach when another aircraft took off from the opposite end runway against the traffic flow.

ACN: 1845496 *(34 of 50)*

Synopsis

GA pilot reported two incidents involving near misses in the traffic pattern at SOP non-towered airport. In the first incident, the reporter was on final approach when a light transport flew in front of them for another runway. In the second incident, the reporter had not yet cleared the runway after landing when a light transport landed on the same runway.

ACN: 1845466 *(35 of 50)*

Synopsis

BE-35 pilot reported the engine quit after having selected the wrong fuel tank during scheduled fuel management procedure. The pilot decided to successfully divert and land at the nearest airport rather than troubleshoot in the air.

ACN: 1844666 *(36 of 50)*

Synopsis

DA-40 flight instructor reported an NMAC during climbout with another aircraft approaching the opposite end of the same runway, requiring evasive action. Reportedly, the pilot of the other aircraft had not made any position announcements.

ACN: 1844662 *(37 of 50)*

Synopsis

GA pilot reported an NMAC with a helicopter during initial climb from AUN airport. Pilot stated they checked for traffic before departing but did not see the helicopter.

ACN: 1844394 *(38 of 50)*

Synopsis

BE-33 pilot reported an NMAC occurred as they entered the traffic pattern and performed a non-standard maneuver to provide spacing from other aircraft. The maneuver placed the pilot in the flight path of another aircraft joining the pattern, requiring them to take evasive action.

ACN: 1844113 *(39 of 50)*

Synopsis

Pilot reported a NMAC at a non-towered airport.

ACN: 1843897 *(40 of 50)*

Synopsis

Single Pilot reported a temporary loss of directional control on landing and immediately executing a go around. On subsequent landing Pilot selected a runway more suitable for wind conditions and landed safely.

ACN: 1843025 *(41 of 50)*

Synopsis

A pilot arriving SQL after the Tower closed reported the runway lights turned off when they were on short final. The reporter states this is a recurring issue at SQL.

ACN: 1841921 *(42 of 50)*

Synopsis

C172 student pilot reported taking off while an aircraft was back taxiing on the same runway at a non-towered airport. The pilot continued the takeoff and took evasive action by maneuvering to the right of the runway.

ACN: 1841904 *(43 of 50)*

Synopsis

C150 instructor pilot reported an inoperative nose wheel steering led to a runway excursion at a non-towered airport with no damage or injuries.

ACN: 1841888 *(44 of 50)*

Synopsis

PA-28 instructor pilot reported an NMAC event during landing pattern training at a non-towered airport. After two incidents with same aircraft which required evasive maneuvers flight Instructor elected to depart the landing pattern.

ACN: 1841851 *(45 of 50)*

Synopsis

C172 instructor pilot reported an NMAC event during Touch and Go landing training. Flight Instructor executed an evasive maneuver to avoid a collision.

ACN: 1841832 *(46 of 50)*

Synopsis

GA pilot reported an NMAC at S72 non-towered airport.

ACN: 1841555 *(47 of 50)*

Synopsis

Air carrier First Officer reported confusion regarding the location of other company aircraft arriving and departing a non-towered airport. In addition, the reporter stated that a GPWS warning occurred during approach and the flight crew continued to landing after observing they were clear of obstacles.

ACN: 1841333 *(48 of 50)*

Synopsis

Twin Engine Turbojet Captain reported the Jeppsen chart traffic pattern direction for Runway 26 does not agree with the permanent Notam, R vs L. The Captain also states the traffic pattern altitude is too low for a jet aircraft using the NOTAM pattern, Left.

ACN: 1840712 *(49 of 50)*

Synopsis

Supervisor of collegiate flight program reported student on solo cross country experienced a runway excursion. Supervisor dispatched a crew to assess the situation and retrieve the student.

ACN: 1840281 *(50 of 50)*

Synopsis

Pilot reported a bounce on landing and on second touchdown, the tail wheel spring head broke and required replacement.

Report Narratives

Time / Day

Date : 202112

Local Time Of Day : 0001-0600

Place

Locale Reference.Airport : VNC.Airport

State Reference : FL

Relative Position.Distance.Nautical Miles : 1

Altitude.MSL.Single Value : 1000

Environment

Flight Conditions : VMC

Weather Elements / Visibility.Visibility : 15

Light : Daylight

Aircraft : 1

Reference : X

ATC / Advisory.UNICOM : VNC

Make Model Name : Cessna 152

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : VFR

Flight Phase : Cruise

Airspace.Class E : ZMA

Aircraft : 2

Reference : Y

ATC / Advisory.UNICOM : VNC

Make Model Name : Skylane 182/RG Turbo Skylane/RG

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Phase : Cruise

Airspace.Class E : ZMA

Person

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Function.Flight Crew : Instructor

Qualification.Flight Crew : Flight Instructor

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Commercial

Experience.Flight Crew.Total : 750

Experience.Flight Crew.Last 90 Days : 50

Experience.Flight Crew.Type : 350

ASRS Report Number.Accession Number : 1861615

Human Factors : Communication Breakdown

Human Factors : Situational Awareness

Communication Breakdown.Party1 : Flight Crew

Communication Breakdown.Party2 : Flight Crew

Events

Anomaly.Conflict : NMAC

Anomaly.Inflight Event / Encounter : Wake Vortex Encounter

Detector.Person : Flight Crew

Miss Distance.Vertical : 30

When Detected : In-flight

Result.Flight Crew : Took Evasive Action

Result.Flight Crew : Landed As Precaution

Assessments

Contributing Factors / Situations : Human Factors

Primary Problem : Human Factors

Narrative: 1

We were on downwind Runway 23 at VNC and an airplane departed after we departed that was a C182. He came under us 20-30 ft in downwind, and then made a turn to the south without giving any call. I don't think he even noticed us. Since he was behind and under us we noticed him very late as well. I even felt his wake when he came too close and thinking of that wake as a damage to my aircraft, immediately decided to land. He never replied to me when I called him on radio.

Synopsis

C152 pilot reported an NMAC and a wake turbulence encounter departing VNC.

Time / Day

Date : 202112

Local Time Of Day : 0601-1200

Place

Locale Reference.Airport : AVQ.Airport

State Reference : AZ

Altitude.AGL.Single Value : 100

Environment

Flight Conditions : VMC

Light : Daylight

Aircraft : 1

Reference : X

ATC / Advisory.CTAF : AVQ

Aircraft Operator : Personal

Make Model Name : Bonanza 33

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : IFR

Mission : Personal

Flight Phase : Final Approach

Aircraft : 2

Reference : Y

ATC / Advisory.CTAF : AVQ

Aircraft Operator : FBO

Make Model Name : Cessna Single Piston Undifferentiated or Other Model

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : VFR

Mission : Training

Flight Phase : Final Approach

Person

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 : Glider

Qualification.Flight Crew : Private

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Multiengine

Qualification.Other

Experience.Flight Crew.Total : 1200

Experience.Flight Crew.Last 90 Days : 30

Experience.Flight Crew.Type : 300

ASRS Report Number.Accession Number : 1859777
Human Factors : Situational Awareness
Analyst Callback : Attempted

Events

Anomaly.Conflict : Airborne Conflict
Anomaly.Inflight Event / Encounter : Unstabilized Approach
Anomaly.Inflight Event / Encounter : Wake Vortex Encounter
Detector.Person : Flight Crew
When Detected : In-flight
Result.General : None Reported / Taken

Assessments

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

Narrative: 1

I entered left downwind to Runway 12 at AVQ for landing. A Cessna was ahead of me on downwind for a touch and go, and I announced over CTAF that I was number 2 behind it. To adjust for my greater airspeed than the aircraft I was following, I extended my downwind considerably, and turned base after the aircraft ahead was already on short final. As I turned final, I realized that the distance to the aircraft ahead, which was nearing touchdown, was less than I had planned for. I considered going around, but determined that the aircraft ahead would already be airborne when I touched down, and therefore continued. As I descended through about 100 feet AGL I encountered wake turbulence from the aircraft ahead, which was noticeable in the otherwise calm air, but not difficult to control. I touched down just prior to the aircraft ahead lifting off. In retrospect, I should have gone around early and avoided the situation, which would have been a real hazard had the aircraft ahead decided to stop on the runway. AVQ is a *very* busy airport, with aircraft of widely varying performance. On my approach this day, a Phenom departed, several light aircraft were in closed traffic doing touch and goes, a Cessna 421 was waiting to depart, and another aircraft was inbound on the RNAV 12 approach. This airport needs a Tower!

Synopsis

Beechcraft 33 pilot reported encountering wake turbulence just before landing at AVQ.

Time / Day

Date : 202111

Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.MSL.Single Value : 2300

Environment

Flight Conditions : VMC

Weather Elements / Visibility.Visibility : 10

Light : Daylight

Ceiling.Single Value : 18000

RVR.Single Value : 6000

Aircraft : 1

Reference : X

ATC / Advisory.CTAF : ZZZ

Aircraft Operator : Corporate

Make Model Name : Cheetah, Tiger, Traveler AA5 Series

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : VFR

Mission : Training

Flight Phase : Landing

Airspace.Class E : ZZZ

Aircraft : 2

Reference : Y

ATC / Advisory.CTAF : ZZZ

Make Model Name : Helicopter

Crew Size.Number Of Crew : 1

Person

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Corporate

Function.Flight Crew : Single Pilot

Qualification.Flight Crew : Private

Experience.Flight Crew.Total : 309

Experience.Flight Crew.Last 90 Days : 17

Experience.Flight Crew.Type : 18

ASRS Report Number.Accession Number : 1854773

Human Factors : Communication Breakdown

Human Factors : Confusion

Human Factors : Distraction

Human Factors : Time Pressure

Human Factors : Other / Unknown

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
Were Passengers Involved In Event : N
When Detected : In-flight
Result.General : None Reported / Taken

Assessments

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

Narrative: 1

I was practicing landings in Aircraft X [and] completed 6 with Flight Instructor and did 2 solo landings. ZZZ is an uncontrolled airport, fairly busy, and there was a lot of radio traffic. During the time I was flying left-hand patterns, there was a helicopter practicing landings in a right-hand pattern and was turning base over the numbers which made him very difficult to see. Also, I did not hear a radio call from the helicopter for his base turn or his turn to final. I don't know if the pilot didn't make the radio call or if he was covered by other radio transmissions. My instructor pilot confirmed that he did not hear the call either. Once I rotated on takeoff I heard "he's 300 ft. above" but that was the only part of the call I heard. It's my understanding that the helicopter may - and I emphasize may, because I did not see him - aborted his landing and executed a right crosswind turn. I may have been on takeoff while the helicopter was on final and/or landing but I believe I was ahead of him as I did not see any traffic on takeoff.

Synopsis

GA student pilot reported an NMAC with a helicopter in the traffic pattern at a non-towered airport while on takeoff.

Time / Day

Date : 202111

Local Time Of Day : 0601-1200

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.MSL.Single Value : 592

Environment

Flight Conditions : VMC

Weather Elements / Visibility.Visibility : 10

Light : Daylight

Ceiling.Single Value : 10000

Aircraft : 1

Reference : X

ATC / Advisory.CTAF : ZZZ

Aircraft Operator : Personal

Make Model Name : Cheetah, Tiger, Traveler AA5 Series

Operating Under FAR Part : Part 91

Flight Plan : VFR

Mission : Training

Flight Phase : Takeoff / Launch

Route In Use : Direct

Airspace.Class G : ZZZ

Aircraft : 2

Reference : Y

ATC / Advisory.CTAF : ZZZ

Aircraft Operator : Personal

Make Model Name : RV-10

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : None

Mission : Personal

Flight Phase : Takeoff / Launch

Route In Use : None

Airspace.Class G : ZZZ

Component

Aircraft Component : VHF

Aircraft Reference : Y

Problem : Improperly Operated

Person

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Personal
Function.Flight Crew : Single Pilot
Function.Flight Crew : Pilot Flying
Qualification.Flight Crew : Private
Experience.Flight Crew.Total : 302.2
Experience.Flight Crew.Last 90 Days : 50.6
Experience.Flight Crew.Type : 178.9
ASRS Report Number.Accession Number : 1854764
Human Factors : Communication Breakdown
Human Factors : Situational Awareness
Human Factors : Confusion
Communication Breakdown.Party1 : Flight Crew
Communication Breakdown.Party2 : Flight Crew

Events

Anomaly.Aircraft Equipment Problem : Less Severe
Anomaly.Conflict : Ground Conflict, Critical
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy
Anomaly.Deviation / Discrepancy - Procedural : FAR
Detector.Person : Flight Crew
Miss Distance.Horizontal : 50
Miss Distance.Vertical : 100
Were Passengers Involved In Event : N
When Detected : In-flight
Result.Flight Crew : Took Evasive Action

Assessments

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

Narrative: 1

While on IFR training mission, we stopped at ZZZ to refuel. The weather was VMC with calm winds. After refueling, at or about XA38, we notified ZZZ traffic of our taxiing intentions "ZZZ traffic, Aircraft X, taxiing from fuel area to Runway XX, ZZZ." via CTAF radio. Upon reaching the end of the taxiway and before entering the runway, at or about XA40, we notified CTAF of our departure intentions: "ZZZ traffic, Aircraft X, departing XX, ZZZ." Both myself and my CFII checked visually left and right and did not see any traffic on the ground nor in the air. Nothing showed on ADS-B. I taxied the plane onto Runway XX and moved the throttle to full power. As we accelerated to rotation speed, both my CFII and I spotted a low wing plane heading south, directly towards us, about 50 feet above the runway. As I was not immediately sure if they were landing or taking off, I pulled power off, began braking, and moved to the right side of the runway. The plane was taking off on Runway XY but never spoke on CTAF until after he was leaving the pattern when he identified himself as an RV10, departing to the southeast. Neither I [or] my CFII had the presence of mind to write down his tail number. After I exited the runway, my CFII double-checked to make sure that we were tuned to the correct CTAF frequency (we were). We both are certain that the RV10 never spoke on CTAF until after he took off and began to leave the pattern. My CFI checked his Stratus several times and never saw him on ADS-B, either. We taxied to Runway XY and took off without incident. As we took off, it became clear that due to runway slope and "dip" that the end of [Runway] XX could not

been from [Runway] XY. We are not sure that the RV10 ever saw us. This incident highlights the absolute necessity for proper radio communications at all times, even at so-called uncontrolled airports.

Synopsis

GA instructor pilot reported an aborted takeoff when they noticed another aircraft was taking off opposite direction on the same runway.

Time / Day

Date : 202111

Local Time Of Day : 1801-2400

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Weather Elements / Visibility.Visibility : 10

Light : Night

Ceiling.Single Value : 12000

Aircraft : 1

Reference : X

ATC / Advisory.CTAF : ZZZ

Aircraft Operator : Personal

Make Model Name : Beechjet 400

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 91

Flight Plan : IFR

Mission : Passenger

Flight Phase : Takeoff / Launch

Route In Use.Other

Airspace.Class D : ZZZ

Aircraft : 2

Reference : Y

Aircraft Operator.Other

Make Model Name : Any Unknown or Unlisted Aircraft Manufacturer

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : VFR

Mission.Other

Flight Phase : Landing

Person

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Air Carrier

Function.Flight Crew : Captain

Function.Flight Crew : Pilot Flying

Qualification.Flight Crew : Multiengine

Qualification.Flight Crew : Flight Instructor

Qualification.Flight Crew : Air Transport Pilot (ATP)

Qualification.Flight Crew : Instrument

Experience.Flight Crew.Total : 9500

Experience.Flight Crew.Last 90 Days : 60
Experience.Flight Crew.Type : 825
ASRS Report Number.Accession Number : 1854743
Human Factors : Communication Breakdown
Human Factors : Situational Awareness
Human Factors : Workload
Human Factors : Other / Unknown
Human Factors : Distraction
Communication Breakdown.Party1 : Flight Crew
Communication Breakdown.Party2 : Flight Crew

Events

Anomaly.Conflict : Ground Conflict, Critical
Anomaly.Deviation / Discrepancy - Procedural : Clearance
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy
Anomaly.Ground Incursion : Runway
Detector.Person : Flight Crew
Miss Distance.Vertical : 500
When Detected : Taxi
Result.Flight Crew : Overcame Equipment Problem
Result.Flight Crew : Took Evasive Action

Assessments

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

Narrative: 1

It was just after Tower closed for the night, we had previously received a clearance from Tower. By the time our passengers were boarded it was after the Tower closed, so we proceeded to taxi to Runway X for departure since that is what the Tower had been using. On the taxi out we contacted Approach to get our IFR release. When we got our release the Second in Command didn't read back our void time to approach so I instructed him that was the correct to procedure to do so. I had started taxiing on to runway looking for traffic looking both directions for traffic as doing so. Once on the runway I realized another aircraft was landing on the other runway. In the short time of us monitoring CTAF we had not heard a traffic call from the other aircraft and we had not made a reporting call yet. The lights of the airplane must of had blended into the background of the city lights. I was unable to vacate the runway before the other aircraft did a go around from the opposite end of the runway.

Synopsis

BE-40 Captain reported a Critical ground conflict after an inadvertent runway incursion resulting in a opposite direction landing aircraft to executed a go-around. Airport Tower had recently closed and flight crew had only monitored CTAF for a short time and had not heard any position radio reports or made any position reports.

Time / Day

Date : 202111

Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Weather Elements / Visibility : Windshear

Weather Elements / Visibility.Visibility : 10

Light : Daylight

Ceiling.Single Value : 12000

Aircraft

Reference : X

ATC / Advisory.CTAF : ZZZ

Aircraft Operator : FBO

Make Model Name : Skyhawk 172/Cutlass 172

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 91

Flight Plan : None

Mission : Training

Flight Phase : Takeoff / Launch

Route In Use : None

Airspace.Class G : ZZZ

Person : 1

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : FBO

Function.Flight Crew : Instructor

Function.Flight Crew : Pilot Flying

Qualification.Flight Crew : Multiengine

Qualification.Flight Crew : Flight Instructor

Qualification.Flight Crew : Commercial

Experience.Flight Crew.Total : 526

Experience.Flight Crew.Last 90 Days : 197

Experience.Flight Crew.Type : 139

ASRS Report Number.Accession Number : 1854231

Human Factors : Situational Awareness

Person : 2

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : FBO

Function.Flight Crew : Trainee

Function.Flight Crew : Pilot Not Flying
Qualification.Flight Crew : Student
Experience.Flight Crew.Total : 51
Experience.Flight Crew.Last 90 Days : 12
Experience.Flight Crew.Type : 51
ASRS Report Number.Accession Number : 1854233
Human Factors : Training / Qualification

Events

Anomaly.Deviation - Speed : All Types
Anomaly.Ground Excursion : Runway
Anomaly.Ground Event / Encounter : Loss Of Aircraft Control
Anomaly.Inflight Event / Encounter : Weather / Turbulence
Detector.Person : Flight Crew
When Detected : In-flight
Result.General : Physical Injury / Incapacitation
Result.Flight Crew : Landed As Precaution

Assessments

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

Narrative: 1

Weather conditions on the morning of the flight were clear with gusty winds out of the south. Winds were forecasted to increase later in the day as a cold front approached the region. Student was intending to go to basic training next week. The goal was to complete a 1.4 hour flight so the student could be signed out for the student's private pilot check ride. The instructor began a conversation with [a staff member] who flew the airplane the previous night on a cross country. The [staff member] indicated that there were no issues with the airplane when they flew. The student and instructor discussed what the goal of the flight was. The student and instructor discussed the weather conditions and how much time needed to be flown. A discussion about forecasted wind shear and turbulence took place. AIRMET's for those conditions were noted. The instructor talked to the supervisor and provided a briefing on the goal of the flight. The supervisor briefed the instructor on the conditions that were experienced when coming into the airport within the last hour. Airspeed was +/-10 KTS., winds were out of the south at pattern altitude according to the PIREP provided by the supervisor. The student began the necessary checklists and started the engine. The student didn't notice any issues with the airplane during preflight. The fuel tanks were full at 40 gallons. The student and instructor briefed the flight once more and established roles. The instructor indicated he would be PIC for the takeoff and landing and controls would be given to the student after takeoff when appropriate. The instructor then began the taxi as the student completed the rest of the checklist items. The instructor stayed on the controls for the taxi until the airplane came to a stop for the run up. The run up was initiated by the student. As the run up and before takeoff checklist were completed, the student and instructor had another discussion about the wind speed and direction. The instructor directed the student to bug the wind direction and note the speed. The student bugged 180 degrees. Wind speed was 9 KTS., gusting 19 KTS., variable between 180 and 230 degrees. The instructor called back taxi on the CTAF and rolled out to the runway to use the full length of the runway for takeoff. The instructor then completed the 180 degree turn to depart. Takeoff power was applied and set. Static RPMs were above 2300 RPM and oil pressure was around 85-90 PSI. Airspeed came alive, and

rotation was initiated around 55 KTS. and main wheels were off at 60 KTS. Airspeed began to build as the airplane crabbed into the wind. No issues with the engine were noted. As the airplane was trying to accelerate to V_y , airspeed was not building at a normal rate. The airspeed could not accelerate past 70 KTS. The airplane climbed to about halfway up the height of the surrounding trees before the aborted takeoff was initiated. It appeared that the wind had shifted to a tailwind and the aircraft was not going to gain sufficient airspeed. [The rejected takeoff] was initiated about halfway down the runway. An attempt was made to land on the remaining runway. Airspeed was not decreasing sufficiently to descend back towards the runway. Ground effect was experienced, and the airplane began to float. At that point, the instructor realized they may not be able to land on the remaining pavement. Flaps 40deg were put in about 3/4 of the way down the runway to help increase drag. The instructor realized this would momentarily increase lift and cause the aircraft to balloon. But the goal was to get the airplane as slow as possible to help with the impact. The airplane contacted the ground and ballooned up before settling back down on the remaining runway pavement. The instructor tried to brake using the toe brakes and aerodynamic braking by pulling full aft on the yoke. The airplane departed the end of the runway pavement and began rolling in the grass. As it rolled, it slowed down to roughly 20 KTS. ground speed and came to a rest in a ditch. At that point, the engine was secured, and the student and instructor were okay. The instructor made a phone call to the supervisor who came to the scene. The student and instructor exited the airplane with no issue and waited for help. The student had one injury on the knee from hitting the primer on the left side of the panel. The instructor got a cut on the hand from the carburetor heat. No other injuries were reported. Contributing factors to the incident were the wind conditions. AIRMETs for wind shear and turbulence were active at the time of the flight, but the wind speed and direction were within limits of the aircraft. External pressure to complete the flight before a deadline contributed to the decision to go on the flight. Once power was applied and the airplane was airborne, the decision to abort the takeoff was initiated as soon as possible with the given indications. Other decisions once the aborted takeoff was initiated were done with careful consideration to reduce aircraft damage and personal harm.

Narrative: 2

[Report narrative contained no additional information.]

Synopsis

C172 instructor and student pilot reported poor aircraft performance shortly after takeoff led to the decision to land on the remaining runway. The aircraft ran off the runway after landing, resulting in minor injuries to the student pilot.

Time / Day

Date : 202111

Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Relative Position.Angle.Radial : 330

Relative Position.Distance.Nautical Miles : 7

Altitude.MSL.Single Value : 2100

Environment

Flight Conditions : VMC

Weather Elements / Visibility.Visibility : 20

Light : Daylight

Ceiling.Single Value : 10000

Aircraft : 1

Reference : X

ATC / Advisory.CTAF : ZZZ

Aircraft Operator : Personal

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 : None

Mission : Personal

Flight Phase : Descent

Route In Use : Direct

Airspace.Class E : ZZZ

Aircraft : 2

Reference : Y

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

Flight Phase : Climb

Airspace.Class E : ZZZ

Person

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Personal

Function.Flight Crew : Instructor

Function.Flight Crew : Pilot Not Flying

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Flight Instructor

Experience.Flight Crew.Total : 2200

Experience.Flight Crew.Last 90 Days : 40

Experience.Flight Crew.Type : 10

ASRS Report Number.Accession Number : 1853801

Human Factors : Communication Breakdown

Human Factors : Distraction
Human Factors : Time Pressure
Human Factors : Workload
Human Factors : Other / Unknown
Human Factors : Situational Awareness
Communication Breakdown.Party1 : Flight Crew
Communication Breakdown.Party2 : Flight Crew

Events

Anomaly.Conflict : NMAC
Detector.Person : Flight Crew
Miss Distance.Horizontal : 20
Miss Distance.Vertical : 20
Were Passengers Involved In Event : N
When Detected : In-flight
Result.Flight Crew : Took Evasive Action

Assessments

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

Narrative: 1

Flying VFR back to my home airport in Aircraft X. This is an older tailwheel airplane with limited electrical availability so no ADSB in or out. We were breaking in a cylinder so we were constantly monitoring the oil pressure and the oil temp. We were leaving our VFR cruise altitude of 3500 feet and descending to set up for a 45 entry to our home base traffic pattern at ZZZ. We had listened to the local AWOS and was monitoring the CTAF, getting ready to call 7 miles out. We did not hear anyone nor did we see anyone leave. Visibility was great. I had been flying the return trip, but asked my husband in the back seat to take over and land as I had been flying all day and needed a break. He took the stick and I looked down for only a few seconds to scan the instruments and gauges. When I looked up, there was an airplane right in front of me - I could see faces, wheels, etc, and it looked like they were slightly climbing, so I instinctively pushed the stick forward and dove - which scared my husband who started yelling, but he then saw the other airplane. My husband is also a pilot with over 10,000 hours of GA experience, and 51 years of flying. It scared us both - I actually cringed when I pushed the stick forward because I thought we were going to hit them and expected to feel an impact. We think they saw us at that point because they turned back toward us. They were a low wing and we are a high wing. No one did anything wrong, but it is an example of serious need to SEE AND AVOID as head on gives you zero time. I was looking and scanning even though I was not controlling the stick, and looked down for maybe 7 or 8 seconds, but it was enough to make a huge difference. Normally we fly with an ADS-B receiver connected to our phone, but the phone had dropped to the floor and we couldn't reach it. Although ADS-B is great and maybe it would have helped us see them sooner, it would not help them see us, so I can only say how important it is to be diligent and look outside.

Synopsis

GA instructor reported an NMAC while flying a high wing tail wheel aircraft. Descending to enter the CTAF traffic pattern immediate evasive action was needed to avoid an aircraft that was climbing through the instructor's flight path.

Time / Day

Date : 202111

Local Time Of Day : 0601-1200

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Weather Elements / Visibility.Visibility : 20

Light : Daylight

Aircraft : 1

Reference : X

ATC / Advisory.CTAF : ZZZ

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 Phase : Takeoff / Launch

Airspace.Class G : ZZZ

Aircraft : 2

Reference : Y

ATC / Advisory.CTAF : ZZZ

Make Model Name : Any Unknown or Unlisted Aircraft Manufacturer

Flight Phase : Landing

Airspace.Class G : ZZZ

Person

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 : Air Transport Pilot (ATP)

Qualification.Flight Crew : Flight Instructor

Experience.Flight Crew.Total : 14500

Experience.Flight Crew.Last 90 Days : 100

Experience.Flight Crew.Type : 250

ASRS Report Number.Accession Number : 1853790

Human Factors : Communication Breakdown

Human Factors : Confusion

Human Factors : Situational Awareness

Human Factors : Time Pressure

Human Factors : Distraction

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

Events

Anomaly.Conflict : NMAC
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy
Anomaly.Deviation / Discrepancy - Procedural : FAR
Detector.Person : Flight Crew
Miss Distance.Horizontal : 1000
Miss Distance.Vertical : 0
Were Passengers Involved In Event : N
When Detected : In-flight
Result.Flight Crew : Took Evasive Action

Assessments

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

Narrative: 1

ZZZ has major surface construction in progress. Only a single taxiway to enter/exit the runway exists...all other entrances/exits were closed and barrier blocked. At [this morning] I taxied out for a local flight. On taxi I heard no one in the pattern or calling in nor did I see anyone in the pattern. I announced entering the runway to back taxi Runway XY. As I was back taxiing an aircraft reported overhead turning downwind for Runway XZ. At this point I was nearly into position for takeoff on [Runway] XY. There would have been no conflict whatsoever if the aircraft overhead had simply made a normal downwind and base leg, however that is not what happened. As soon as I announced takeoff on Runway XY the aircraft overhead announced turning final...the aircraft was barely on a downwind leg and had not even turned or even announced turning base for [Runway] XZ. The aircraft circled into a final approach for Runway XZ about 1/4 mile from the departure end of Runway XY. I was committed to the takeoff and even if I had been able to clear the runway there were no runway exits for me to use to clear the runway. As I lifted off the aircraft maintained a straight on heading to my aircraft and forced me to turn left sharply at very low altitude barely above the tree tops. I believe this was a malicious maneuver done intentionally to me. After I was clear of the runway environment the aircraft could have landed, but instead they announced a go-around. I am aware of the right of way rules and that an aircraft on final has the right of way to aircraft on the ground. However I believe the other aircraft abused the right of way rules to force me off the runway...which was impossible due to my already having begun my takeoff roll and the closed runway exits.

Synopsis

Pilot reported a NMAC during takeoff. On their takeoff roll, an aircraft on downwind for the opposite runway turned a short base and final leg to land. All remaining taxiways for the instructor were closed due to construction. The instructor became airborne and executed an evasive maneuver.

Time / Day

Date : 202110

Local Time Of Day : 0601-1200

Place

Locale Reference.Airport : EDU.Airport

State Reference : CA

Relative Position.Distance.Nautical Miles : 2

Altitude.AGL.Single Value : 900

Environment

Flight Conditions : VMC

Weather Elements / Visibility.Visibility : 99

Light : Daylight

Aircraft : 1

Reference : X

ATC / Advisory.CTAF : EDU

Aircraft Operator : Personal

Make Model Name : Small Aircraft

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : None

Mission : Training

Flight Phase : Final Approach

Route In Use : Visual Approach

Airspace.Class G : EDU

Aircraft : 2

Reference : Y

ATC / Advisory.CTAF : EDU

Make Model Name : Small Aircraft

Flight Phase : Final Approach

Airspace.Class G : EDU

Person

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Personal

Function.Flight Crew : Single Pilot

Function.Flight Crew : Pilot Flying

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Commercial

Qualification.Flight Crew : Flight Instructor

Experience.Flight Crew.Total : 720

Experience.Flight Crew.Last 90 Days : 13

Experience.Flight Crew.Type : 355

ASRS Report Number.Accession Number : 1853541

Human Factors : Situational Awareness

Human Factors : Communication Breakdown
Communication Breakdown.Party1 : Flight Crew
Communication Breakdown.Party2 : Flight Crew

Events

Anomaly.Conflict : NMAC
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy
Anomaly.Deviation / Discrepancy - Procedural : FAR
Detector.Person : Flight Crew
Miss Distance.Horizontal : 0
Miss Distance.Vertical : 200
When Detected : In-flight
Result.Flight Crew : Took Evasive Action

Assessments

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

Narrative: 1

While on upwind in the pattern for Runway 17 at EDU, a faster airplane reported 4 miles inbound from the south. I assumed he would make a standard 45 entry and join behind us in the pattern, so I continued onto the crosswind, reported my position, and then turned onto the downwind. I was surprised when the other pilot reported that he too was on downwind, so I reported my position (on downwind abeam the 17 numbers) and began my descent. The other pilot did not clarify his position, and at that moment I saw an advisory on my ADS-B device that he was directly below me by 200 feet, evidently having already started his descent. I immediately arrested my descent, added power, and climbed back to TPA while bailing out of the pattern to the east of the field. I felt this was the safest direction to fly, in order to fly clear of the pattern, rather than to risk getting even closer to the other aircraft should he also choose to take evasive action. After reaching pattern altitude, I maneuvered over the university campus east of the field, at a TPA of 900 feet MSL, to re-enter the pattern on a left 45-degree entry while staying within 2 miles of the airport. It was then I realized that I was 100 feet below the minimum altitude required for VFR flight over a congested area. Even though I was within 2 miles of the airport, I now realize that I should have climbed to 1,000 feet AGL until entering the 45-degree leg to the downwind. I think this occurred due to getting saturated with what appeared to me like a very hazardous situation with a faster-moving aircraft who didn't make adequate radio calls, suddenly catching up with me in the pattern. In the future, I will anticipate that pilots may not make accurate calls with respect to their range and to seek clarification in cases like these.

Synopsis

GA pilot reported an NMAC while on the downwind at non-towered EDU requiring evasive action. The pilot of the other aircraft had reportedly not been communicating properly, which contributed to the event.

Time / Day

Date : 202111

Local Time Of Day : 0601-1200

Place

Locale Reference.Airport : CEW.Airport

State Reference : FL

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Weather Elements / Visibility.Visibility : 10

Light : Daylight

Aircraft : 1

Reference : X

ATC / Advisory.CTAF : CEW

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

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : None

Mission : Utility / Infrastructure

Flight Phase : Taxi

Aircraft : 2

Reference : Y

ATC / Advisory.CTAF : CEW

Make Model Name : Small Aircraft, Low Wing, 1 Eng, Retractable Gear

Crew Size.Number Of Crew : 1

Flight Phase : Landing

Person

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Contracted Service

Function.Flight Crew : Single Pilot

Qualification.Flight Crew : Commercial

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Multiengine

Experience.Flight Crew.Total : 400

Experience.Flight Crew.Last 90 Days : 115

Experience.Flight Crew.Type : 205

ASRS Report Number.Accession Number : 1853503

Human Factors : Communication Breakdown

Communication Breakdown.Party1 : Flight Crew

Communication Breakdown.Party2 : Flight Crew

Events

Anomaly.Conflict : Ground Conflict, Less Severe
Detector.Person : Ground Personnel
When Detected : Taxi
Result.Flight Crew : Took Evasive Action

Assessments

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

Narrative: 1

I had just finished my run-up at CEW (Bob Sikes Airport) and was holding short of Runway 35 for departure. Winds were reported out of the north at 5 kts. on the ASOS. Upon reaching the hold short, winds heavily favored Runway 35 (7-10 kts. on windsock out of the north). From my position, I had a clear view of both base and final for [Runway] 35, as well as the left downwind/base and final for [Runway] 17. I scanned the pattern and observed no traffic, I also had not heard any calls over the CTAF since engine start (roughly 6-7 minutes prior). I made my CTAF call announcing I would be taking Runway 35 for departure. Before I started moving, an FBO vehicle made a call announcing that there was an aircraft landing on Runway 17. Soon after, I had a visual on a [light aircraft] in his flare that was previously obscured from the glare of the sun. I never crossed the hold short line, and I thanked the vehicle over frequency, who stated that the traffic had not been making any radio calls. After the aircraft vacated the runway, I made an uneventful departure to the north. Although there was no immediate danger, it was a little too close for comfort. Personally, I have had no experience at an uncontrolled field with an aircraft not making any CTAF calls. I understand that it was within their right to do so, but I believe in this case it made an unsafe condition possible. The pilot must have not have picked up the ASOS, because he landed with a 7-10 kt. tailwind, I believe this added to the confusion. Luckily, the pilot didn't even use half of the 8,000 ft. runway, so if I had continued to line up on the runway, I would have easily been able to see him. To some degree, I fell victim to an expectancy bias. I will definitely take this as an important lesson moving forward.

Synopsis

Light aircraft pilot reported he was about to take the runway at CEW, a non-towered airport, when a ground observer alerted him to traffic landing opposite direction who was not communicating on CTAF frequency.

Time / Day

Date : 202111

Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.AGL.Single Value : 200

Aircraft : 1

Reference : X

ATC / Advisory.CTAF : ZZZ

Aircraft Operator : FBO

Make Model Name : Skyhawk 172/Cutlass 172

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 91

Flight Plan : VFR

Mission : Training

Flight Phase : Initial Climb

Airspace.Class G : ZZZ

Aircraft : 2

Reference : Y

ATC / Advisory.CTAF : ZZZ

Make Model Name : Skyhawk 172/Cutlass 172

Crew Size.Number Of Crew : 1

Flight Phase : Landing

Airspace.Class G : ZZZ

Person

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : FBO

Function.Flight Crew : Instructor

Qualification.Flight Crew : Commercial

Qualification.Flight Crew : Flight Instructor

Experience.Flight Crew.Total : 1250

Experience.Flight Crew.Last 90 Days : 80

Experience.Flight Crew.Type : 1000

ASRS Report Number.Accession Number : 1853179

Human Factors : Communication Breakdown

Communication Breakdown.Party1 : Flight Crew

Communication Breakdown.Party2 : Flight Crew

Events

Anomaly.Conflict : NMAC

Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy

Detector.Person : Flight Crew

Miss Distance.Horizontal : 100

Miss Distance.Vertical : 100
When Detected : In-flight
Result.Flight Crew : Took Evasive Action

Assessments

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

Narrative: 1

I was doing a training flight with my student. The airport we operate out is uncontrolled (XXX). The winds were very light and favoring Runway XX. Me and my student planned on taking off Runway XX. We transmit our Intentions on CTAF that we are planning taking off Runway XX. I hear the other aircraft on the radio and they say plan on landing Runway XY. Since they were coming from the north they announced that they plan over flying the field and entering the downwind. So I thought that they are probably going to be another 15 minutes give or take and not be factor. So I go ahead and do another radio call that we are departing Runway XX. So on the upwind portion of the pattern at around 500 feet AGL me and my student see the aircraft on the final for Runway XY. I Immediately take controls continue my climb and turn to the right. After investigating the incident I have discovered that the aircraft decided to enter right base for XY and land. The other aircraft did not go around they continued their approach and landed.

Synopsis

A Flight Instructor reported an NMAC event during initial climb with opposite direction landing aircraft. Flight Instructor stated the landing aircraft provided inaccurate position radio calls.

Time / Day

Date : 202111

Local Time Of Day : 0601-1200

Place

Locale Reference.Airport : GXY.Airport

State Reference : CO

Relative Position.Angle.Radial : 280

Relative Position.Distance.Nautical Miles : 8

Altitude.MSL.Single Value : 4900

Environment

Light : Daylight

Ceiling : CLR

Aircraft : 1

Reference : X

ATC / Advisory.UNICOM : GXY

Aircraft Operator : Personal

Make Model Name : Any Unknown or Unlisted Aircraft Manufacturer

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : None

Mission : Personal

Flight Phase : Final Approach

Route In Use : None

Airspace.Class G : GXY

Aircraft : 2

Reference : Y

Make Model Name : Any Unknown or Unlisted Aircraft Manufacturer

Crew Size.Number Of Crew : 1

Flight Plan : None

Mission : Personal

Flight Phase : Landing

Person

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Personal

Function.Flight Crew : Single Pilot

Function.Flight Crew : Pilot Flying

Qualification.Flight Crew : Instrument

Experience.Flight Crew.Total : 2500

Experience.Flight Crew.Last 90 Days : 20

Experience.Flight Crew.Type : 200

ASRS Report Number.Accession Number : 1853151

Human Factors : Communication Breakdown

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

Events

Anomaly.Conflict : NMAC
Detector.Person : Other Person
Miss Distance.Horizontal : 100
Miss Distance.Vertical : 50
When Detected : In-flight
Result.General : None Reported / Taken

Assessments

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

Narrative: 1

While on a pleasure flight, elected to do a low approach on a private airstrip. Observed with traffic system in [the cockpit] an aircraft landing on the field; entered a left downwind, left base, and final approach, while no other aircraft were reported on traffic system. Monitored 122.80, heard no reports. Was later informed of second aircraft on approach to field, which [went] missed approach. Second aircraft was never visible on traffic or visual.

Synopsis

GA pilot reported being notified of causing an NMAC event after landing at non-towered airport GXY. Reporter stated no visual was traffic observed nor heard any traffic on UNICOM.

Time / Day

Date : 202111

Local Time Of Day : 0601-1200

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.AGL.Single Value : 0

Environment

Weather Elements / Visibility.Visibility : 10

Weather Elements / Visibility.Other

Ceiling.Single Value : 10000

Aircraft : 1

Reference : X

ATC / Advisory.UNICOM : ZZZ

Aircraft Operator : Personal

Make Model Name : Vans Aircraft Undifferentiated or Other Model

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : None

Mission : Personal

Flight Phase : Landing

Route In Use : Visual Approach

Airspace.Class G : ZZZ

Aircraft : 2

Reference : Y

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

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Phase : Landing

Person

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Personal

Function.Flight Crew : Single Pilot

Function.Flight Crew : Pilot Flying

Qualification.Flight Crew : Private

Experience.Flight Crew.Total : 1200

Experience.Flight Crew.Last 90 Days : 40

Experience.Flight Crew.Type : 290

ASRS Report Number.Accession Number : 1853099

Human Factors : Communication Breakdown

Human Factors : Workload

Human Factors : Time Pressure

Communication Breakdown.Party1 : Flight Crew

Communication Breakdown.Party2 : Flight Crew

Events

Anomaly.Conflict : Ground Conflict, Critical

Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy

Anomaly.Deviation / Discrepancy - Procedural : FAR

Detector.Person : Flight Crew

Miss Distance.Horizontal : 20

When Detected : In-flight

Result.Flight Crew : Took Evasive Action

Assessments

Contributing Factors / Situations : Human Factors

Primary Problem : Human Factors

Narrative: 1

On five mile called on local frequency a five mile straight in approach, also a closer final approach to landing Runway XX. Landed Runway XX and about 1/3 down [the] runway another plane, about 1,500 feet ahead coming toward me from the opposite direction, Runway XY. Both planes headed toward opposite sides of the runway. I stayed just on the blacktop and the other plane touched a little gravel before reentering the blacktop runway surface, in order to pass me. My plane is a low wing and the other was a high wing. Both planes and occupants suffered zero damage. We proceeded back to the ramp for conversation to try to learn what element had been missing, leading up to the event. We both had radio contact as we returned to the ramp. The other pilot stated they were on a standard pattern touch and go. Wind was light and variable, however it favored Runway XX only slightly, as it was a quartering headwind from the West. Either runway would have been acceptable and the other pilot elected to use the standard box pattern, Right Down wind for Runway XY given the low wind speed from his quartering West entry to final. While I elected a long straight in approach. While both approaches to landing are appropriate, my choice requires additional visual observation, which didn't mitigate the event in this instance. While the event ended without injury or damage, I continue to look for mitigation for future operations. This kind of event has never happened to me in the past and likely will not in the future but, interested in any thoughts for future education or procedures for the future safety!

Synopsis

GA Pilot reported a critical ground conflict on landing rollout with opposite direction landing. Both aircraft deviated in opposite directions to avoid a collision. Neither pilot reported hearing radio position reports.

Time / Day

Date : 202111

Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Relative Position.Distance.Nautical Miles : 1.5

Altitude.MSL.Single Value : 1300

Environment

Flight Conditions : VMC

Weather Elements / Visibility.Visibility : 100

Light : Daylight

Ceiling.Single Value : 6000

Aircraft : 1

Reference : X

ATC / Advisory.CTAF : ZZZ

Aircraft Operator : FBO

Make Model Name : SR20

Crew Size.Number Of Crew : 2

Operating Under FAR Part.Other

Flight Plan : None

Mission : Training

Flight Phase : Landing

Flight Phase : Final Approach

Route In Use : Visual Approach

Airspace.Class G : ZZZ

Aircraft : 2

Reference : Y

Aircraft Operator : Personal

Make Model Name : Any Unknown or Unlisted Aircraft Manufacturer

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : None

Flight Phase : Takeoff / Launch

Airspace.Class G : ZZZ

Person

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Personal

Function.Flight Crew : Trainee

Function.Flight Crew : Pilot Flying

Qualification.Flight Crew : Private

Experience.Flight Crew.Total : 104

Experience.Flight Crew.Last 90 Days : 14

Experience.Flight Crew.Type : 104
ASRS Report Number.Accession Number : 1852637
Human Factors : Communication Breakdown
Communication Breakdown.Party1 : Flight Crew
Communication Breakdown.Party2 : Flight Crew

Events

Anomaly.Conflict : NMAC
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy
Detector.Person : Flight Crew
Miss Distance.Horizontal : 200
Miss Distance.Vertical : 200
When Detected : In-flight
Result.Flight Crew : Took Evasive Action

Assessments

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

Narrative: 1

I was on an Instrument flight with my instructor when we decided to fly the RNAV XX at ZZZ which is an uncontrolled airport. My instructor was making final calls for runway XX on the CTAF while we were descending towards the runway, we hear no response so we continue with our descent. On final my instructor tells me to take off my goggles and go visual, at that point he asks me if what he's seeing on the runway is another plane or not. I looked and sure enough it was coming straight for us departing on runway YY. We were at around 1300 ft. when we noticed and decided to bank right where we missed him by what I would assume was less than 200 ft. [No one] was injured in this but my instructor and I were pretty shaken up. I think this problem arose from the lack of communication from the departing aircraft. If they had said their intentions then we would have known they were departing and would have made proper actions to get very clear out of their way. I also believe that it was in part that the AWOS was reading calm winds. This ends up making it so that the runway does not have a predominant headwind causing pilots to just "pick a runway". These I believe are very dangerous and could result, and have resulted in accidents before. I think one way to mitigate this would be to have something in the chart supplements, or making a regulation that forces a directional runway to be used at a non-towered airport when winds are reading calm which makes it so everyone is using the same direction (like what we do with VFR magnetic heading altitudes). Or I believe that you should have to use comms while at non-towered airports as well. I believe that these being implemented would make aviation much safer and I wouldn't have to worry about someone crashing head on into me at my local non-towered airport.

Synopsis

SR-20 pilot reported an NMAC event during final approach to a non-towered airport. All required radio position reports were completed with no traffic responses received. On final, flight crew made visual contact with an opposite direction departure and executed an evasive maneuver.

Time / Day

Date : 202110

Local Time Of Day : 0601-1200

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Relative Position.Angle.Radial : 180

Relative Position.Distance.Nautical Miles : 2

Altitude.MSL.Single Value : 2500

Environment

Flight Conditions : VMC

Weather Elements / Visibility : Turbulence

Weather Elements / Visibility.Visibility : 10

Light : Daylight

Ceiling.Single Value : 3500

Aircraft : 1

Reference : X

ATC / Advisory.CTAF : ZZZ

Aircraft Operator : Personal

Make Model Name : Skyhawk 172/Cutlass 172

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : VFR

Mission : Personal

Flight Phase : Cruise

Route In Use : Direct

Airspace.Class G : ZZZ

Aircraft : 2

Reference : Y

Aircraft Operator.Other

Make Model Name : Any Unknown or Unlisted Aircraft Manufacturer

Crew Size.Number Of Crew : 1

Operating Under FAR Part.Other

Flight Plan : None

Mission.Other

Flight Phase : Cruise

Airspace.Class G : ZZZ

Aircraft : 3

Reference : Z

Make Model Name : Any Unknown or Unlisted Aircraft Manufacturer

Flight Phase : Cruise

Airspace.Class G : ZZZ

Aircraft : 4

Reference : A
ATC / Advisory.Tower : ZZZ
Make Model Name : Any Unknown or Unlisted Aircraft Manufacturer
Flight Phase : Cruise

Person

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 : Private
Qualification.Flight Crew : Instrument
Experience.Flight Crew.Total : 285
Experience.Flight Crew.Last 90 Days : 10
Experience.Flight Crew.Type : 285
ASRS Report Number.Accession Number : 1851891
Human Factors : Communication Breakdown
Human Factors : Workload
Human Factors : Time Pressure
Communication Breakdown.Party1 : Flight Crew
Communication Breakdown.Party2 : Other

Events

Anomaly.Conflict : NMAC
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy
Detector.Automation : Aircraft Other Automation
Detector.Person : Flight Crew
Miss Distance.Horizontal : 500
Miss Distance.Vertical : 200
When Detected : In-flight
Result.Flight Crew : Took Evasive Action

Assessments

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

Narrative: 1

While operating VFR on an eastbound heading, I encountered a flight of [3] aircraft proceeding in loose formation in a northeast direction. At the time, I was communicating on the CTAF of the local airport while transiting their airspace. I attempted to raise the aircraft on the CTAF frequency as I saw their positions on ADS-B but only had one of the aircraft visually. I was reluctant to turn north because of aircraft operating at a nearby airport, and was reluctant to turn south as I did not have visual confirmation of the position of all three aircraft in the "formation." Because of the overcast layer above, my ability to climb was restricted by the ceiling. As I approached the formation flight, when I was very close, I finally observed all three aircraft and was able to execute a turn to pass over their path. I should have made a turn well before I approached them to eliminate the conflict well ahead of time, including a turn back to the west to create greater separation by flying behind their "formation." I was focused on visually identifying all three aircraft and my inability to contact them on CTAF, where an earlier decision to execute a turn around the other aircraft would have avoided this situation entirely.

Synopsis

Cessna 172 pilot reported an NMAC event with a flight of three non-communicating aircraft. Upon establishing visual contact with the formation, the Cessna pilot executed a successful evasive maneuver.

Time / Day

Date : 202110

Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.AGL.Single Value : 443

Environment

Flight Conditions : VMC

Weather Elements / Visibility.Visibility : 5

Light : Daylight

Ceiling.Single Value : 10000

Aircraft : 1

Reference : X

ATC / Advisory.UNICOM : ZZZ

Aircraft Operator : Personal

Make Model Name : Bonanza 36

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Mission : Personal

Flight Phase : Initial Approach

Airspace.Class G : ZZZ

Aircraft : 2

Reference : Y

ATC / Advisory.UNICOM : 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

Airspace.Class G : ZZZ

Person

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 : Private

Experience.Flight Crew.Total : 361

Experience.Flight Crew.Last 90 Days : 10

Experience.Flight Crew.Type : 93

ASRS Report Number.Accession Number : 1850141

Human Factors : Communication Breakdown

Human Factors : Confusion

Human Factors : Training / Qualification
Human Factors : Workload
Human Factors : Situational Awareness
Communication Breakdown.Party1 : Flight Crew
Communication Breakdown.Party2 : Flight Crew

Events

Anomaly.Conflict : NMAC
Anomaly.Deviation - Track / Heading : All Types
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy
Anomaly.Deviation / Discrepancy - Procedural : FAR
Detector.Person : Flight Crew
When Detected : In-flight
Result.Flight Crew : Executed Go Around / Missed Approach
Result.Flight Crew : Took Evasive Action

Assessments

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

Narrative: 1

On Date, Pilot #1 (reporting Pilot) experienced a near-miss event when turning right base for Runway XX at ZZZ Airport. Meteorological conditions were excellent, basically clear and unlimited visibility. The chain of events are as follows: Pilot #1 was flying recreationally from ZZZ1 to ZZZ, and knew that prevailing winds were 7-10 knots from 100° by listening to the ASOS, thus knew Runway XX would be in use and joined the pattern RIGHT downwind for XX. Pilot #2 was a beginning student pilot accompanied by an instructor. Aircraft Y was mid-flight in a X:XY hour training mission with a beginning student pilot left seat who was also operating the radio on the Unicom frequency for ZZZ. The aircraft was a Cessna 172K. Prior to approaching the airport, Aircraft Y had flown nearly to the Coast south of ZZZ, executed a series of 360° turns and approached ZZZ from LEFT downwind and executed a series of three touch and goes and balked landings from the EAST side of the airport (LEFT pattern). When joining the pattern RIGHT midfield downwind for 17 Pilot #1 first heard the student pilot announce that they were LEFT downwind XX. This was the first radio communication that Pilot #1 heard. Pilot #1 announced on the Unicom to Aircraft Y that "Runway 17 was RIGHT pattern", at which point the instructor keyed the radio and said, "he wanted to try something ... ". The student pilot had been the primary radio operator up to this point, and as is frequently the case with student pilots, the student's radio work was lacking in both crispness and accuracy. Pilot #1 proceeded RIGHT downwind for 17, turned RIGHT base for 17, and turned final for 17 when the instructor for Aircraft Y exclaimed, "You cut us off!". Words were exchanged on the radio and Pilot #1 proceeded to abort the landing on short final and executed a go-around. Aircraft Y executed an evasive action by performing a left 180 from an estimated heading of 260°, then performed a left 90° turn to 0° and proceeded to execute an extended LEFT downwind for XX, ultimately turning LEFT base and then final for XX while Aircraft X executed a go around. Aircraft Y landed. Pilot #1 successfully executed the go around, reentered the pattern RIGHT downwind and completed a successful landing on 17 and taxied back while Aircraft Y taxied and took off and then executed a series of RIGHT pattern maneuvers, with better radio communication on the part of the student pilot. All told Aircraft Y executed about 10 landings/go arounds/touch and goes, initially 5 from LEFT pattern, and after the incident 5 from RIGHT pattern. The problem arose due to lack of preparation and knowledge of pattern traffic on the part of the instructor in Aircraft Y.

This lack of situational awareness on the part of the instructor and failure to research the airspace properly before and during the training flight in Aircraft Y and inaction to research the airspace around the airport (ZZZ) caused the incident to occur. Instructor showed clear lack of judgement on this flight, not just at ZZZ. Aircraft Y took off from ZZZ2 and initially executed a series of RIGHT 360s in a notorious aerial hot spot southwest of Road X and Hwy X, which lies between active runways at ZZZ3 and ZZZ4 at the western edge of the VFR tunnel between ZZZ5 and ZZZ6. Ask any Controller about this area and they will tell you this was terrible judgement. Pilot #1 was focused on pattern work and on executing the proper RIGHT base and final approach and missed seeing the other aircraft. Poor radio work on the part of the student pilot (failure to announce position and intent) also contributed to the incident. Factors affecting the quality of human performance include a number of human factors, including pilot fatigue from having flown from ZZZ7 to ZZZ2 after midnight the previous night, and overtraining the student pilot during accelerated beginner's instruction (too much too soon). The instructor also exhibited anger and denial after the incident, both signs of stress. Pilot #1's perception is that the student pilot was unaware of the poor judgement of her instructor. The poor student sounded like they wanted to cry when operating the Unicom after the incident, likely due to the imposed stress of the situation due to the instructor's lack of preparation and low quality of instruction.

Synopsis

Pilot reported a near miss while turning right base when another aircraft turned left base for the same runway. Reporter executed a go-around and the other aircraft took evasive action to avoid a collision.

Time / Day

Date : 202110

Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Weather Elements / Visibility.Visibility : 10

Light : Daylight

Aircraft : 1

Reference : X

ATC / Advisory.CTAF : ZZZ

Aircraft Operator : FBO

Make Model Name : Beechcraft King Air Undifferentiated or Other Model

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : VFR

Mission : Passenger

Flight Phase : Takeoff / Launch

Route In Use : None

Aircraft : 2

Reference : Y

ATC / Advisory.CTAF : ZZZ

Make Model Name : Amateur/Home Built/Experimental

Crew Size.Number Of Crew : 1

Flight Phase : Landing

Airspace.Class G : ZZZ

Person

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Corporate

Function.Flight Crew : Single Pilot

Function.Flight Crew : Pilot Flying

Qualification.Flight Crew : Flight Instructor

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Multiengine

Qualification.Flight Crew : Air Transport Pilot (ATP)

Experience.Flight Crew.Total : 5172

Experience.Flight Crew.Last 90 Days : 192

Experience.Flight Crew.Type : 257

ASRS Report Number.Accession Number : 1849779

Human Factors : Communication Breakdown

Human Factors : Situational Awareness
Communication Breakdown.Party1 : Flight Crew
Communication Breakdown.Party2 : Flight Crew

Events

Anomaly.Conflict : NMAC
Anomaly.Conflict : Ground Conflict, Critical
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy
Anomaly.Deviation / Discrepancy - Procedural : FAR
Detector.Person : Flight Crew
When Detected : In-flight
Result.Flight Crew : Took Evasive Action

Assessments

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

Narrative: 1

I announced my taxi from Parking to the active Runway XX. Approaching a taxiway intersection, I queried on CTAF whether there was any traffic in the area, to which I received no response. The only traffic I saw via ADS-B was about 6 miles to the west of the airport. As the parallel taxiway doesn't extend the full length of the runway, a back-taxi is required for Runway XX. I didn't taxi to the end of the taxiway since there was no one in the area, and instead turned on an earlier taxiway to back-taxi. Once I was on the runway and taxiing, I heard a radio call, "Aircraft X, why would you back-taxi from there instead of going to the end?" To which I responded, "My apologies, I didn't see or hear any other traffic in the pattern. I can of course taxi faster on the runway and will expedite." Immediately after, the other aircraft made a downwind call. At that point I noticed that according to ADS-B, the aircraft was still showing about 3 miles west of the airport. As I turned around at the end, the other aircraft made a base call. As I lined up with the runway and began my takeoff roll, I saw that he had turned a short base with a flight path in front of my aircraft. By my estimate, he had turned base approximately 1000 ft. prior to [the] approach end of the runway. Shortly after starting the turn, he made the call, "Aircraft Y going around for the goddamn Aircraft X." Though he announced the go-around, he flew his aircraft in a descending flight path towards my aircraft. I'm not sure if he was attempting to "buzz" my aircraft or not, but as my aircraft out-accelerated him, he made an abrupt pull up, back onto downwind. In my opinion, his aggressive maneuvering was an airborne version of "road rage" in which he put me, my passengers, and himself in an unsafe situation. I attempted to talk with him after my short flight [of] 8 minutes to debrief the situation, but he had pulled into his hangar and left very quickly after. This gentleman owns the hangar next to ours and frequently expresses his opinion that we're not welcome at the airport; I've never met him myself. In his attempt at creating another situation to complain about, he put multiple lives at risk.

Synopsis

Pilot reported that while beginning the takeoff roll, another aircraft on final performed a go-around to avoid a near midair collision.

Time / Day

Date : 202110

Local Time Of Day : 0601-1200

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.MSL.Single Value : 1300

Environment

Flight Conditions : VMC

Weather Elements / Visibility.Visibility : 10

Light : Daylight

Ceiling.Single Value : 8000

Aircraft : 1

Reference : X

ATC / Advisory.CTAF : ZZZ

Aircraft Operator : FBO

Make Model Name : Skyhawk 172/Cutlass 172

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 91

Flight Plan : None

Mission : Training

Flight Phase : Final Approach

Airspace.Class E : ZZZ

Aircraft : 2

Reference : Y

Make Model Name : Any Unknown or Unlisted Aircraft Manufacturer

Crew Size.Number Of Crew : 1

Airspace.Class E : ZZZ

Person

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Personal

Function.Flight Crew : Trainee

Function.Flight Crew : Single Pilot

Qualification.Flight Crew : Private

Qualification.Flight Crew : Instrument

Experience.Flight Crew.Total : 405

Experience.Flight Crew.Last 90 Days : 5

Experience.Flight Crew.Type : 355

ASRS Report Number.Accession Number : 1849759

Human Factors : Communication Breakdown

Human Factors : Human-Machine Interface

Human Factors : Situational Awareness

Human Factors : Confusion

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

Events

Anomaly.Conflict : NMAC
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy
Detector.Person : Flight Crew
Miss Distance.Horizontal : 300
Miss Distance.Vertical : 100
Were Passengers Involved In Event : N
When Detected : In-flight
Result.Flight Crew : Took Evasive Action

Assessments

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

Narrative: 1

On an instrument currency flight under the hood with a safety pilot. After holding, I reported established on the inbound course. Then, I was authorized to change frequency to the CTAF at which time we were 10 miles out and I made an initial call of our location and intention to do a low pass over Runway XX. Hearing no response, I commented we should be good with no conflicts. I made a position report at the FAF as I started my descent. At a waypoint which is 2.9 miles from the runway threshold, I made a final call with our intentions. We heard no activity on the radio, which led me to believe we had no conflicts. At that time my safety pilot told me to turn left as there was an aircraft that had just departed on Runway XY. I turned left as he did also. I believe we were on the correct frequency as I had confirmed the frequency when issued the authorization to change to the CTAF frequency. The aircraft is equipped with a Garmin GTN 650Xi as Com1 and a Garmin GNC 225 on Com 2. I was using the GNC 225 to transmit our locations and intentions. The GNC 225 shows an identification of the frequency. Both my safety pilot and I recall that the correct frequency was showing. I used the same radio to obtain the ATIS at ZZZZ and for ground communication after landing and it worked correctly. I believe the radio was working at the time of the incident. I understand the pilot contacted the FBO where I rent the plane and commented that he made announcements of his intentions for departure Runway XY. We did not hear any transmissions.

Synopsis

C172 pilot reported a communication breakdown with the other aircraft that was taking off resulted in evasive action to avoid a near midair collision while on approach to landing.

Time / Day

Date : 202109

Local Time Of Day : 1201-1800

Place

Locale Reference.ATC Facility : ZZZ.TRACON

State Reference : US

Aircraft : 1

Reference : X

ATC / Advisory.CTAF : ZZZ

Aircraft Operator : FBO

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

Crew Size.Number Of Crew : 1

Mission : Training

Nav In Use : GPS

Nav In Use.Localizer/Glideslope/ILS : RNAV X

Route In Use : Direct

Aircraft : 2

Reference : Y

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

Crew Size.Number Of Crew : 1

Flight Phase : Final Approach

Person

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : FBO

Function.Flight Crew : Pilot Not Flying

Function.Flight Crew : Instructor

Qualification.Flight Crew : Flight Instructor

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Commercial

ASRS Report Number.Accession Number : 1848591

Human Factors : Distraction

Human Factors : Situational Awareness

Human Factors : Time Pressure

Human Factors : Workload

Human Factors : Other / Unknown

Human Factors : Communication Breakdown

Communication Breakdown.Party1 : Flight Crew

Communication Breakdown.Party2 : Flight Crew

Events

Anomaly.Conflict : NMAC

Detector.Person : Flight Crew

Miss Distance.Horizontal : 200

Miss Distance.Vertical : 0

When Detected : In-flight

Result.Flight Crew : Took Evasive Action

Assessments

Contributing Factors / Situations : Human Factors

Primary Problem : Human Factors

Narrative: 1

Shot the RNAV XX at ZZZ and flew published missed. As we approached the hold at ZZZZZ, noticed non company aircraft on ADS-B +800 ft. and approximately 7 miles left of us on an intercept course. We radioed our missed approach and monitored frequency. As we approached the hold entry at ZZZZZ, non company aircraft began descending toward us (we were visual and they were low wing). In anticipation we started descending to try to get under them. They began turning left approximately 500 ft. above us towards our path. At this point we lost visual with them and I took controls to turn to the right to avoid them as they descended lower. They continued their left turn and we regained visual with them at the same altitude. They continued descending as we flew opposite. Probably came within 400-200 ft. Could have monitored other frequencies to establish radio contact.

Synopsis

Flight Instructor reported a NMAC while attempting to fly the published missed approach from an RNAV approach. The other aircraft was descending through the Instructor's altitude and there was no communication between the two aircraft.

Time / Day

Date : 202109

Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Aircraft : 1

Reference : X

ATC / Advisory.CTAF : ZZZ

Make Model Name : Small Aircraft, Low Wing, 2 Eng, Retractable Gear

Crew Size.Number Of Crew : 1

Flight Phase : Landing

Aircraft : 2

Reference : Y

Make Model Name : Small Aircraft

Crew Size.Number Of Crew : 1

Flight Phase : Final Approach

Person

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Function.Flight Crew : Single Pilot

Function.Flight Crew : Pilot Flying

Qualification.Flight Crew : Flight Instructor

Qualification.Flight Crew : Commercial

ASRS Report Number.Accession Number : 1848576

Human Factors : Communication Breakdown

Human Factors : Distraction

Human Factors : Situational Awareness

Human Factors : Time Pressure

Human Factors : Workload

Human Factors : Confusion

Communication Breakdown.Party1 : Flight Crew

Communication Breakdown.Party2 : Flight Crew

Events

Anomaly.Conflict : NMAC

Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy

Detector.Person : Flight Crew

Miss Distance.Horizontal : 0

Miss Distance.Vertical : 200

When Detected : In-flight

Result.Flight Crew : Took Evasive Action

Result.Flight Crew : Executed Go Around / Missed Approach

Assessments

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

Narrative: 1

I was approaching ZZZ and handed off to advisory frequency from ZZZ approach. 14 miles from the airport straight in for Runway XX we were monitoring the CTAF frequency prior and heard no one on the frequency we started with our position reports as normal 10 miles 5 miles and 3 miles as we were descending down on the visual approach straight in for Runway XX a Bonanza entered directly on a base 200 ft higher than us I called out their tail number and no response. I decided to initiate a go around as no radio contact was made and don't know what their intentions were.

Synopsis

Twin Engine Pilot reported while on approach to the runway another aircraft turned base to final 200 feet above. The twin pilot executed a go-around to avoid the other aircraft.

Time / Day

Date : 202110

Local Time Of Day : 0601-1200

Place

Locale Reference.Airport : C91.Airport

State Reference : MI

Relative Position.Distance.Nautical Miles : 10

Altitude.MSL.Single Value : 3500

Environment

Flight Conditions : VMC

Weather Elements / Visibility.Visibility : 10

Ceiling.Single Value : 10000

Aircraft : 1

Reference : X

ATC / Advisory.CTAF : C91

Aircraft Operator : FBO

Make Model Name : Small Aircraft

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 91

Flight Plan : None

Mission : Training

Flight Phase.Other

Route In Use.Other

Airspace.Class E : SBN

Airspace.Class G : C91

Aircraft : 2

Reference : Y

Make Model Name : Small Aircraft

Airspace.Class E : SBN

Airspace.Class G : C91

Person

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : FBO

Function.Flight Crew : Pilot Not Flying

Function.Flight Crew : Instructor

Qualification.Flight Crew : Flight Instructor

Qualification.Flight Crew : Commercial

Experience.Flight Crew.Total : 250

Experience.Flight Crew.Last 90 Days : 30

Experience.Flight Crew.Type : 20

ASRS Report Number.Accession Number : 1847587

Events

Anomaly.Conflict : NMAC
Detector.Person : Flight Crew
Miss Distance.Vertical : 200
When Detected : In-flight
Result.Flight Crew : Took Evasive Action

Assessments

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

Narrative: 1

I was doing stalls 10 SM southeast of C91 with a student pilot. We were routinely making clearing turns and position reports. Out of nowhere, a new plane pops up on the ADS-B 200+, I grab the controls and descend as the plane goes right over the top of us.

Synopsis

GA flight instructor reported an NMAC at C91 non-towered airport while practicing stalls with a student requiring evasive action.

Time / Day

Date : 202110

Local Time Of Day : 1201-1800

Place

Locale Reference.ATC Facility : MCF.Tower

State Reference : FL

Relative Position.Distance.Nautical Miles : 1

Altitude.AGL.Single Value : 500

Environment

Flight Conditions : VMC

Weather Elements / Visibility.Visibility : 10

Light : Daylight

Ceiling : CLR

Aircraft

Reference : X

ATC / Advisory.UNICOM : TPF

Aircraft Operator : Personal

Make Model Name : Small Aircraft

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : None

Mission : Training

Flight Phase : Landing

Airspace.Class D : MCF

Person

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Personal

Function.Flight Crew : Single Pilot

Function.Flight Crew : Pilot Flying

Qualification.Flight Crew : Private

Experience.Flight Crew.Total : 120

ASRS Report Number.Accession Number : 1847350

Analyst Callback : Completed

Events

Anomaly.Airspace Violation : All Types

Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy

Anomaly.Deviation / Discrepancy - Procedural : FAR

Detector.Person : Flight Crew

When Detected : In-flight

Result.Flight Crew : Exited Penetrated Airspace

Assessments

Contributing Factors / Situations : Airspace Structure

Contributing Factors / Situations : Human Factors

Primary Problem : Ambiguous

Narrative: 1

I may have broke MCF air space flying in the pattern at TPF to avoid other aircraft in the same pattern.

Callback: 1

MCF airspace is a few miles from TPF airport. TPF is a non towered airport so reporter was unable to make contact with MCF while flying in the traffic pattern and communicating on UNICOM.

Synopsis

Pilot reported flying into airspace of a nearby airport while in the traffic pattern of another airport.

Time / Day

Date : 202110

Local Time Of Day : 0601-1200

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Relative Position.Angle.Radial : 045

Relative Position.Distance.Nautical Miles : 1

Altitude.MSL.Single Value : 1800

Environment

Flight Conditions : VMC

Weather Elements / Visibility.Visibility : 10

Light : Daylight

Aircraft : 1

Reference : X

ATC / Advisory.CTAF : ZZZ

Aircraft Operator : Personal

Make Model Name : Cessna 170

Operating Under FAR Part : Part 91

Flight Plan : None

Mission : Training

Flight Phase : Climb

Route In Use : Visual Approach

Airspace.Class E : ZZZ

Aircraft : 2

Reference : Y

ATC / Advisory.CTAF : ZZZ

Make Model Name : Cessna 310/T310C

Crew Size.Number Of Crew : 1

Flight Plan : IFR

Flight Phase : Initial Climb

Airspace.Class E : ZZZ

Person

Location Of Person.Aircraft : X

Function.Flight Crew : Single Pilot

Function.Flight Crew : Pilot Flying

Qualification.Flight Crew : Private

Experience.Flight Crew.Total : 539

Experience.Flight Crew.Last 90 Days : 25

Experience.Flight Crew.Type : 238

ASRS Report Number.Accession Number : 1847331

Human Factors : Communication Breakdown

Human Factors : Situational Awareness

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

Events

Anomaly.Conflict : NMAC
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy
Detector.Automation : Aircraft TA
Miss Distance.Horizontal : 0
Miss Distance.Vertical : 340
When Detected : In-flight
Result.General : None Reported / Taken

Assessments

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

Narrative: 1

I'm a private pilot and was flying VFR with an instructor to practice takeoffs and landings. I departed Runway XX at ZZZ after my radio call at XA:03. In the call I stated "closed traffic". There was a twin immediately behind me on the taxiway and other traffic in the pattern. At XA:04 the twin Cessna announced departing Runway XX "left turn out departure". I announced crosswind at XA:05. Just after completing the turn downwind our Garmin GTN-650 navigator gave a visual and audible traffic alert. We then saw a light twin making a climbing left turn. That aircraft passed beneath us at XA:05 according to the playback of our wing-mounted video camera. We were at 1,820 feet MSL westbound at 78 kts. (100 feet below traffic pattern altitude and still climbing) and the twin was at 1,480 feet MSL northbound at 120 kts when they passed beneath us at approximately* XA:06. I announced downwind at XA:07, approximately mid-field and subsequently landed while the twin departed to the west. Neither pilot made a radio call to the other.

Synopsis

C170 pilot reported a NMAC while turning crosswind in the traffic pattern when another departing aircraft made an early, unannounced crosswind turn, passing below the reporter's aircraft.

Time / Day

Date : 202110

Local Time Of Day : 0001-0600

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.AGL.Single Value : 1000

Environment

Flight Conditions : VMC

Weather Elements / Visibility.Visibility : 5

Light : Daylight

Ceiling.Single Value : 7000

Aircraft : 1

Reference : X

ATC / Advisory.CTAF : ZZZ

Aircraft Operator : Personal

Make Model Name : Light Sport Aircraft

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : None

Mission : Personal

Flight Phase : Takeoff / Launch

Route In Use : None

Aircraft : 2

Reference : Y

Aircraft Operator : Personal

Make Model Name : Ultralight

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 103

Route In Use : None

Airspace.Class G : ZZZ

Person

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 : Private

Experience.Flight Crew.Total : 143

Experience.Flight Crew.Last 90 Days : 14

Experience.Flight Crew.Type : 32.

ASRS Report Number.Accession Number : 1847305

Events

Anomaly.Conflict : NMAC
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy
Detector.Person : Flight Crew
Miss Distance.Horizontal : 0
Miss Distance.Vertical : 150
When Detected : In-flight
Result.Flight Crew : Took Evasive Action

Assessments

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

Narrative: 1

I was flying solo in a high-wing LSA (Light Sport Aircraft) undertaking some pattern practice at ZZZ when I had a near miss incident with an ultralight aircraft. Afterward, I recognized I made a series of mistakes which developed into a near miss incident. This was my last landing at ZZZ before returning to my primary airport. I was at approximately 1000 feet on a left downwind for Runway XX and made a radio announcement on the CTAF when I saw an unusual object quite low, moving east across an agricultural field toward Runway XX. Due to how the sunlight was on the object I did not immediately recognize what it was- which first appeared as something like a small white rectangle. After a few moments I realized it was an ultralight aircraft which was making its way toward Runway XX, I did not hear any radio broadcast from the ultralight. Those observations should have been my first warnings of the complications to come. Additionally, that was the first time I had seen an ultralight in flight while I was piloting a small aircraft. The ultralight landed and made a touch and go while I continued in the pattern, turned onto final and announced on CTAF for Runway XX. The ultralight appeared to be well away as I slowed my approach for landing. By then, I lost track of the ultralight and I was landing. I made a full-stop and taxied back to Runway XX. I did not see or hear from the ultralight while I was taxiing. I should have made more of an effort to try and track the ultralight while I was on the ground. I stopped at the hold short line for Runway XX and looked right (north) for other aircraft inbound for Runway XX and glanced left to see the area was clear. I failed to take a thorough look to the left. I made an announcement on the CTAF that I was taking Runway XX for take-off. I turned on to Runway XX, added full power and began my take-off roll, only then did I see the ultralight which appeared to be flying parallel to Runway XX- but I thought it was some distance away from the far end of the runway. Its altitude was approximately 200 to 300 ft. AGL slightly west of the runway. As I accelerated, monitoring the airspeed indicator and maintaining runway alignment I realized the ultralight was actually moving east across my intended take-off flight path. I thought the ultralight would cross my path early but my awareness and understanding of its capability was completely wrong. I should have immediately aborted my take-off. I believe I had enough runway to do so. The ultralight was flying so slowly relative to my take-off speed I flew under its path, I flew level for a short period to try and not get any closer than I already was. I did not note my altitude but estimate I was about 30 to 50 feet AGL when I passed under. I left the airspace and returned to my primary airport without further incident. I have replayed the incident in my mind over and over, to try and account for my errors and outright poor judgment. Up front, time was a factor as I needed to return the aircraft. I did not take a few extra moments to confirm the airspace to the left (south) and around my take-off runway was actually clear of other aircraft. Secondly I lacked good situational awareness of the other factors at play- the ultralight's capability and the other pilot's intent relative to my aircraft's capability. I did not realize just how small and slow ultralights are compared to me operating in a small airplane; nor did I

realize how close the ultralight was, when I was on my take-off roll, since it was so small. I did not know pilot intent without a radio broadcast but in retrospect that didn't matter so much. The fact the other pilot was in the airspace should have made me realize at the time (emphasis here) I should not continue and create a problem or make existing problems worse. Up to this flight I had considered myself a safe and conservative pilot. I learned much more than I anticipated on this flight, albeit by the incorrect way of learning. I will not make these kinds of errors again and plan to be a truly safer pilot for others as well as myself.

Synopsis

Pilot reported a NMAC during takeoff when an ultralight aircraft crossed directly over them. Reporter stated they saw the ultralight moving across the runway during takeoff roll but elected to continue, realizing too late that the flight paths would cross.

Time / Day

Date : 202110

Local Time Of Day : 0601-1200

Place

Locale Reference.Airport : OBE.Airport

State Reference : FL

Altitude.MSL.Single Value : 500

Environment

Flight Conditions : VMC

Light : Daylight

Aircraft : 1

Reference : X

ATC / Advisory.CTAF : OBE

Aircraft Operator : Personal

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

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : VFR

Mission : Personal

Flight Phase : Initial Climb

Airspace.Class G : OBE

Aircraft : 2

Reference : Y

ATC / Advisory.CTAF : OBE

Aircraft Operator : Personal

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

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Phase : Initial Approach

Airspace.Class G : OBE

Person

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Personal

Function.Flight Crew : Single Pilot

Function.Flight Crew : Pilot Flying

Qualification.Flight Crew : Private

Qualification.Flight Crew : Instrument

Experience.Flight Crew.Total : 180

ASRS Report Number.Accession Number : 1846877

Human Factors : Communication Breakdown

Human Factors : Situational Awareness

Communication Breakdown.Party1 : Flight Crew

Communication Breakdown.Party2 : Flight Crew

Events

Anomaly.Conflict : NMAC

Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy

Detector.Automation : Aircraft Other Automation

Detector.Person : Flight Crew

Miss Distance.Vertical : 100

When Detected : In-flight

Result.Flight Crew : Took Evasive Action

Assessments

Contributing Factors / Situations : Human Factors

Primary Problem : Human Factors

Narrative: 1

We were taking off at OBE Runway 32, when we were climbing about 200 feet we saw on the GPS that we had traffic coming inbound direct to crosswind at 1,000 feet (that's not a normal procedure to enter on an uncontrolled airport) and he didn't report all the steps he was doing. We report our position in the airport's CTAF to verify he was on the frequency and he was, then he answered "Affirmative" after that we kept climbing until about 500 feet then leveled up because of the traffic and asked him what he was doing and he answered "I'm following you" he crossed above us just within 100 feet vertical distance.

Synopsis

Pilot reported an NMAC while departing the traffic pattern of non-towered OBE airport when another aircraft entered the pattern using non-standard procedures and not communicating their intentions.

Time / Day

Date : 202110

Local Time Of Day : 0601-1200

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Relative Position.Angle.Radial : 270

Relative Position.Distance.Nautical Miles : 3

Altitude.MSL.Single Value : 1200

Aircraft : 1

Reference : X

ATC / Advisory.UNICOM : ZZZ

Aircraft Operator : Personal

Make Model Name : SR22

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : VFR

Mission : Personal

Flight Phase : Initial Approach

Flight Phase : Final Approach

Airspace.Class E : ZZZ

Aircraft : 2

Reference : Y

ATC / Advisory.UNICOM : ZZZ

Make Model Name : Beechcraft Twin Turboprop or Jet Undifferentiated or Other Model

Crew Size.Number Of Crew : 1

Flight Phase : Final Approach

Airspace.Class E : ZZZ

Person

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Personal

Function.Flight Crew : Single Pilot

Qualification.Flight Crew : Multiengine

Qualification.Flight Crew : Instrument

Experience.Flight Crew.Total : 6000

Experience.Flight Crew.Last 90 Days : 75

Experience.Flight Crew.Type : 200

ASRS Report Number.Accession Number : 1846863

Human Factors : Communication Breakdown

Human Factors : Distraction

Human Factors : Workload

Human Factors : Situational Awareness

Communication Breakdown.Party1 : Flight Crew

Communication Breakdown.Party2 : Flight Crew

Events

Anomaly.Conflict : NMAC

Detector.Person : Flight Crew

Were Passengers Involved In Event : N

When Detected : In-flight

Result.Flight Crew : Took Evasive Action

Result.Flight Crew : Executed Go Around / Missed Approach

Assessments

Contributing Factors / Situations : Human Factors

Primary Problem : Human Factors

Narrative: 1

After ILS X approach with CFII Observer, near miss with King Air on visual approach to [Runway] XY. Prior to FAF, CFII asking questions over radio transmissions so I turned down radio 2 to hear. Distraction on final caused me to not turn radio 2 back up, so was transmitting on UNICOM position and intent but not hearing others.

Synopsis

Single Engine Pilot reported a NMAC on final approach while executing an ILS. The pilot had turned a radio volume down due to its distraction in the cockpit. The radio was later determined to be the receiver needed for airport traffic. The other aircraft was landing in the opposite direction.

Time / Day

Date : 202110

Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.AGL.Single Value : 1000

Environment

Weather Elements / Visibility.Visibility : 10

Ceiling.Single Value : 25000

Aircraft : 1

Reference : X

ATC / Advisory.CTAF : ZZZ

Aircraft Operator : Personal

Make Model Name : Cessna 120

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 91

Flight Plan : None

Mission : Ferry / Re-Positioning

Flight Phase : Initial Approach

Flight Phase : Cruise

Route In Use : Visual Approach

Airspace.Class E : ZZZ

Aircraft : 2

Reference : Y

Aircraft Operator : FBO

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

Crew Size.Number Of Crew : 2

Mission : Training

Flight Phase : Initial Approach

Airspace.Class E : ZZZ

Person

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Personal

Function.Flight Crew : Pilot Flying

Qualification.Flight Crew : Multiengine

Qualification.Flight Crew : Air Transport Pilot (ATP)

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Flight Instructor

Experience.Flight Crew.Total : 34330

Experience.Flight Crew.Last 90 Days : 105

Experience.Flight Crew.Type : 2237

ASRS Report Number.Accession Number : 1846852

Human Factors : Confusion
Human Factors : Situational Awareness
Human Factors : Communication Breakdown
Communication Breakdown.Party1 : Flight Crew
Communication Breakdown.Party2 : Flight Crew

Events

Anomaly.Conflict : NMAC
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy
Anomaly.Deviation / Discrepancy - Procedural : FAR
Detector.Person : Flight Crew
When Detected : In-flight
Result.General : None Reported / Taken

Assessments

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

Narrative: 1

Approaching ZZZ from the northwest, listened to the CTAF for traffic twenty minutes out. Traffic was light until I got to a few miles from the airport. I initially was planning to cross midfield to enter downwind for Runway XX as the wind was out of the south at ten to fifteen knots on the surface. But an aircraft called in from the southeast and was going to enter the downwind at a forty-five-degree angle. When I was about ready to cross midfield, the aircraft called entering downwind. I continued on the upwind leg and then announced I would enter crosswind for Runway XX. An aircraft having taken off about a minute earlier and I had that plane in sight climbing out on the departure leg. As I entered crosswind, another plane departed intending to stay in the pattern. I was at cruise speed of 85 knots but with a twenty to twenty-five knot headwind at a thousand, I was only doing a ground speed of 60 to 65 knots. A pilot called me and asked if I had him in sight. I believing it was the aircraft having departed earlier said I did. The other pilot in the cockpit with me had pointed at the plane and I said to the pilot with me to keep track of the plane. I began to rock my wings for several seconds to help the last plane to depart to see me on the crosswind leg I was still on. I was then asked to turn out to the right while on crosswind. I did as requested, continued to look for traffic. A few seconds later, I saw a Piper Arrow pass me on my left within a few hundred feet of me at the same altitude having come up from behind me. I was then given a lecture on the CTAF that entering on crosswind was a very dangerous thing to do by the pilot who was clearly a flight instructor with a student to make a point. I decided not to bother to get into a shouting match as flying the airplane, both mine and the other pilot's plane was more important. What was wrong with what happened? First, the plane who I had a conflict with saw me on crosswind and did not give way to me as I was clearly on the right. All he had to do was have his student do was to alter course a little to the right to pass me as required by FAR. Second, an over taking aircraft by FAR is to pass to the right and well clear of slower aircraft. Finally, by allowing his student to come so close to me was operating in a careless manner. Based upon the amount of flight training conducted by the large university flight school, they need to have a control tower, to avoid potential mid air collisions. Until then, even though I have stopped there many times, I will avoid this airport.

Synopsis

GA pilot reported an NMAC while entering the traffic pattern at a non-towered airport. While on crosswind, the reporter was overtaken by an airplane that passed them on the left within a few hundred feet, instead of passing on the right as required by the FARs.

Time / Day

Date : 202110

Local Time Of Day : 0601-1200

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Weather Elements / Visibility.Visibility : 10

Light : Daylight

Aircraft : 1

Reference : X

ATC / Advisory.CTAF : ZZZ

Aircraft Operator : Air Carrier

Make Model Name : Commercial Fixed Wing

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 135

Flight Plan : IFR

Mission : Passenger

Nav In Use : FMS Or FMC

Nav In Use : GPS

Flight Phase : Landing

Route In Use : Visual Approach

Airspace.Class E : ZZZ

Aircraft : 2

Reference : Y

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

Crew Size.Number Of Crew : 1

Flight Phase : Final Approach

Airspace.Class E : ZZZ

Person

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Air Carrier

Function.Flight Crew : Pilot Flying

Function.Flight Crew : Captain

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Multiengine

Qualification.Flight Crew : Air Transport Pilot (ATP)

Experience.Flight Crew.Total : 9400

Experience.Flight Crew.Type : 6400

ASRS Report Number.Accession Number : 1846848

Human Factors : Communication Breakdown

Human Factors : Situational Awareness
Human Factors : Time Pressure
Human Factors : Workload
Human Factors : Confusion
Communication Breakdown.Party1 : Flight Crew
Communication Breakdown.Party2 : Flight Crew

Events

Anomaly.Conflict : Ground Conflict, Critical
Detector.Person : Flight Crew
Miss Distance.Vertical : 100
When Detected.Other
Result.Flight Crew : Took Evasive Action

Assessments

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

Narrative: 1

I was in command of an ERJ 135 as the Pilot flying. Landing Runway XX into ZZZ. After touchdown and rollout, my aircraft passed through approximately 60 knots. I observed a yellow tail-wheel single engine airplane approach us from the opposite direction, coming right at my aircraft. I then observed the aircraft abort their landing and go around, nearly missing us by an unknown altitude. When I observed this aircraft, I immediately exited my aircraft onto the NOTAM'd closed Runway XY/XZ to avoid this aircraft from hitting us. The aircraft who nearly hit us was a tail-wheel airplane. I have several witnesses who say they saw the event happen right in front of them. 2 charter pilots, the ZZZ fire marshal, and several Company 1 employees.

Synopsis

Air Carrier Captain reported a Critical Ground Conflict with an opposite direction landing aircraft at this non-towered airport. The Captain took evasive action to avoid a collision by turning onto a nearby closed runway.

Time / Day

Date : 202110

Local Time Of Day : 0601-1200

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Relative Position.Angle.Radial : 280

Relative Position.Distance.Nautical Miles : 5

Altitude.MSL.Single Value : 5000

Environment

Flight Conditions : VMC

Light : Daylight

Aircraft : 1

Reference : X

ATC / Advisory.CTAF : ZZZ

Aircraft Operator : Corporate

Make Model Name : Eclipse 500

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 91

Flight Plan : IFR

Mission : Personal

Flight Phase : Descent

Route In Use : Visual Approach

Airspace.Class E : ZZZ

Aircraft : 2

Reference : Y

ATC / Advisory.CTAF : ZZZ

Aircraft Operator : Personal

Make Model Name : Cessna Aircraft Undifferentiated or Other Model

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : None

Mission : Personal

Airspace.Class E : ZZZ

Person

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Corporate

Function.Flight Crew : Single Pilot

Function.Flight Crew : Pilot Flying

Qualification.Flight Crew : Flight Instructor

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Multiengine

Qualification.Flight Crew : Air Transport Pilot (ATP)

Experience.Flight Crew.Total : 25000
Experience.Flight Crew.Last 90 Days : 49
Experience.Flight Crew.Type : 720
ASRS Report Number.Accession Number : 1846327
Human Factors : Communication Breakdown
Human Factors : Situational Awareness
Communication Breakdown.Party1 : Flight Crew
Communication Breakdown.Party2 : Flight Crew

Events

Anomaly.Conflict : NMAC
Detector.Automation : Aircraft TA
Detector.Person : Flight Crew
Miss Distance.Horizontal : 20
Miss Distance.Vertical : 10
Were Passengers Involved In Event : N
When Detected : In-flight
Result.Flight Crew : Took Evasive Action

Assessments

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

Narrative: 1

Approximately 25 miles west of destination (ZZZ), I cancelled IFR with ZZZ Approach. The controller told me to squawk VFR and to switch to CTAF, On CTAF, I called 20 miles west of the field, then 10 miles west. In both calls I said I would fly over the field for a left downwind to Runway XX. About 5 miles west and descending through about 6,000-6,500 ft., I was about to call 5 miles. when the the aircraft traffic advisory system announced traffic. The display indicated the traffic was at our position and altitude. I saw the Cessna when it was about 200 ft. directly in front of me traveling in the opposite direction. I pulled up abruptly and avoided a collision. I did not see the Cessna maneuver in any way to avoid the collision. I flew the rest of the pattern as planned.

Synopsis

Pilot reported taking evasive action to avoid a mid air collision with another aircraft.

Time / Day

Date : 202110

Local Time Of Day : 0601-1200

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Relative Position.Angle.Radial : 310

Relative Position.Distance.Nautical Miles : 2

Altitude.MSL.Single Value : 1600

Environment

Flight Conditions : VMC

Light : Daylight

Aircraft : 1

Reference : X

ATC / Advisory.CTAF : ZZZ

Aircraft Operator : Personal

Make Model Name : Cessna 152

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : VFR

Mission : Personal

Flight Phase : Descent

Route In Use : Direct

Airspace.Class E : ZZZ

Aircraft : 2

Reference : Y

ATC / Advisory.CTAF : ZZZ

Aircraft Operator : Personal

Make Model Name : Skylane 182/RG Turbo Skylane/RG

Crew Size.Number Of Crew : 1

Flight Plan : VFR

Mission : Personal

Flight Phase : Cruise

Airspace.Class E : ZZZ

Person

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Personal

Function.Flight Crew : Single Pilot

Qualification.Flight Crew : Private

Experience.Flight Crew.Total : 81.3

Experience.Flight Crew.Last 90 Days : 36.6

Experience.Flight Crew.Type : 81.3

ASRS Report Number.Accession Number : 1846316

Human Factors : Communication Breakdown
Human Factors : Situational Awareness
Communication Breakdown.Party1 : Flight Crew
Communication Breakdown.Party2 : Flight Crew

Events

Anomaly.Conflict : NMAC
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy
Anomaly.Deviation / Discrepancy - Procedural : FAR
Detector.Automation : Aircraft Other Automation
Detector.Person : Flight Crew
Miss Distance.Horizontal : 0
Miss Distance.Vertical : 500
Were Passengers Involved In Event : N
When Detected : In-flight
Result.Flight Crew : Took Evasive Action

Assessments

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

Narrative: 1

I was descending down to pattern altitude of 1,600 feet to enter the pattern at ZZZ. I saw an aircraft on Foreflight via my ADS-B receiver that was northeast of ZZZ at 1,600 feet. I initially thought that the aircraft was probably inbound to ZZZ. I made my announcements on CTAF, but never heard the other aircraft make any announcements. Once I was at 1,600 feet, my IPAD showed that the other aircraft was at the same altitude (pattern altitude) and basically on a collision course with me. I went full throttle and started an aggressive climb. By the time the aircraft passed directly underneath of me I was only 500 above it. We were only 2 miles from ZZZ airport, well within the class E surface area. (Other aircraft tail number was Aircraft Y.)

Synopsis

Pilot reported taking evasive action to avoid a collision with an aircraft operating without communications within the Class E Airspace.

Time / Day

Date : 202110

Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Light : Daylight

Aircraft : 1

Reference : X

ATC / Advisory.CTAF : ZZZ

Aircraft Operator : FBO

Make Model Name : SR20

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 91

Flight Plan : None

Mission : Training

Flight Phase : Landing

Route In Use : Visual Approach

Airspace.Class G : 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 : Takeoff / Launch

Airspace.Class G : ZZZ

Person

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Personal

Function.Flight Crew : Instructor

Function.Flight Crew : Pilot Not Flying

Qualification.Flight Crew : Flight Instructor

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Multiengine

Qualification.Flight Crew : Air Transport Pilot (ATP)

Experience.Flight Crew.Total : 6941

Experience.Flight Crew.Last 90 Days : 22

Experience.Flight Crew.Type : 62

ASRS Report Number.Accession Number : 1845595

Human Factors : Communication Breakdown
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
Anomaly.Ground Incursion : Runway
Detector.Person : Flight Crew
Miss Distance.Horizontal : 3000
When Detected : In-flight
Result.Flight Crew : Took Evasive Action

Assessments

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

Narrative: 1

This event was during VFR day flight training with an experienced but non-current pilot getting checked out in a Cirrus SR20. Within the prior week, the student had done his Biannual Flight Review (BFR) & Instrument Proficiency Check (IPC) within this type of plane. I was assigned to evaluate and instruct the student on partial panel approaches, various emergencies and simulated power off landings as part of his final checkout to rent the Cirrus SR20. Due to the COVID-19 pandemic, I am a former airline pilot working as a Certified Flight Instructor (CFI). At the time of this incident, I had about 60 hrs in the Cirrus and about 40 teaching in it. I previously had over 1,000 hrs of experience working as an active CFI about XX years prior. This was a factor, because I previously taught in State which had significantly less air traffic than the east coast. I planned to do a simulated engine failure over ZZZ as part of our training. Prior to pulling back the power, I set up the AWOS and Unicom Frequencies for ZZZ. I also used the ADS-B and visual scanning of the field to verify no aircraft were in the pattern. I did visually see two aircraft taxiing out toward the runway. My student monitored the AWOS at ZZZ in preparation for an anticipated practice instrument approach. I pulled the power back about 3,500 ft. AGL and just past the field, simulating an engine failure. I began broadcasting my intentions about a simulated engine failure into what I thought was the ZZZ CTAF. I heard weather from the AWOS, but assumed my student had not turned off the AWOS in the other COMM radio due to handling the emergency so we heard the weather in our headsets during the entire maneuver. I was ACTUALLY broadcasting about the simulated engine failure maneuver on the AWOS frequency. What added to my certainty I was on CTAF was that another aircraft actually responded to us inquiring about the simulated emergency maneuver using the AWOS. The winds were fairly light, and ZZZ has a very long runway, so my student opted to set up the simulated emergency approach with a light tailwind rather than using the active runway of XX. Because I was in a checking, rather than teaching role, I allowed the maneuver to continue assuming that other traffic was advised and no one was currently in the pattern, plus I was making numerous advisories of our intentions on the incorrect AWOS frequency. Due to the incorrect frequency, I heard no further responses. When we were on very short final to Runway XY, another aircraft lined up opposite on Runway XX (having not heard me due to the frequency issue). When we touched down, I immediately took the controls to stop and get it off the runway ASAP because I began to notice the opposite direction C-172 beginning to move. The other aircraft apparently aborted their take-off after seeing us and got off at the first taxi-way.

We were about 3,000 ft. apart on the runway before both exiting. In retrospect in the future, I will always pre-brief the "High Key/ Low Key" approach to engine failures and emphasize the importance of aligning our engine failure landings with the wind not only due to aircraft stopping advantages, but due to the huge threat of traffic when lining up on the wrong direction runway at these busy [area] fields. I will also use greater care to verify that I am broadcasting on the proper frequency when doing non-standard airwork into an uncontrolled airport. I will not hesitate to take the controls or reset the maneuver if my student is setting me up in a way that creates additional hazards.

Synopsis

SR20 flight Instructor reported a ground conflict when the student landed on a runway with opposite direction departing traffic. Reporter realized afterward they had been broadcasting landing intentions on the AWOS weather frequency instead of CTAF, which resulted in other aircraft not hearing them.

Time / Day

Date : 202110

Local Time Of Day : 0601-1200

Place

Locale Reference.Airport : DLZ.Airport

State Reference : OH

Relative Position.Distance.Nautical Miles : 5

Altitude.AGL.Single Value : 2000

Environment

Flight Conditions : VMC

Weather Elements / Visibility.Visibility : 10

Light : Daylight

Ceiling.Single Value : 10000

Aircraft

Reference : X

ATC / Advisory.UNICOM : DLZ

Aircraft Operator : Personal

Make Model Name : Small Aircraft, Low Wing, 2 Eng, Retractable Gear

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : None

Mission : Training

Flight Phase : Initial Approach

Route In Use : Visual Approach

Person

Location Of Person.Aircraft : X

Reporter Organization : Personal

Function.Flight Crew : Pilot Flying

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Flight Instructor

Qualification.Flight Crew : Multiengine

Experience.Flight Crew.Total : 3400

Experience.Flight Crew.Last 90 Days : 25

Experience.Flight Crew.Type : 1250

ASRS Report Number.Accession Number : 1845573

Human Factors : Situational Awareness

Human Factors : Confusion

Events

Anomaly.Airspace Violation : All Types

Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy

Anomaly.Deviation / Discrepancy - Procedural : FAR

Detector.Person : Flight Crew

When Detected : Taxi

Result.General : None Reported / Taken

Assessments

Contributing Factors / Situations : Human Factors

Contributing Factors / Situations : Procedure

Primary Problem : Procedure

Narrative: 1

I was arriving into the airport area to practice landings at approximately XA: 45. I had checked weather/NOTAMS prior to leaving home and did check AWOS which actually stated NOTAMS in effect in addition to weather. Upon entering the pattern at a 45 degree angle, I announced myself and continued as I continued through downwind, base to final, no response from the Unicom Operator. As I was taxiing back another pilot was in the pattern and turning base. The Unicom at this point did speak up and stated the airport was closed due to a drone NOTAM. I did not see this NOTAM nor did the other pilot. I found out that about an hour 15 minutes earlier the airport sent out a NOTAM stating UAS activity from surface to 300 ft. around the airport (actually, west of the airport and traffic was landing west, away from this activity), valid from XA:00 - XA:45. The NOTAM did not state anything about the airport being closed due to drone activity. I landed at about the same time of the NOTAM was expiring so it didn't affect me anyway. To address this situation in the future, the operating should publish the NOTAM close to 24 hours prior to the NOTAM being effective, otherwise, how are pilots to find out about them when they are released about an hour before they are effective? The Airport Operator needs to learn what NOTAM's mean, given this NOTAM did NOT close the airport, thus, he should not have stated that it did. In any event, in the future I will double check NOTAM's prior to immediate departure, however, as stated above, people releasing NOTAM should assume pilots get their briefing often up to a couple of hours prior to leaving for the airport to preflight, etc.

Synopsis

Pilot reported they were made aware of a UAS NOTAM after arriving to a non towered airport.

Time / Day

Date : 202110

Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Relative Position.Angle.Radial : 340

Relative Position.Distance.Nautical Miles : 1

Altitude.MSL.Single Value : 5200

Environment

Flight Conditions : VMC

Weather Elements / Visibility.Visibility : 10

Light : Daylight

Ceiling.Single Value : 8000

Aircraft : 1

Reference : X

ATC / Advisory.CTAF : ZZZ

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 Plan : None

Mission : Personal

Flight Phase : Landing

Route In Use : Visual Approach

Airspace.Class G : ZZZ

Aircraft : 2

Reference : Y

ATC / Advisory.CTAF : ZZZ

Aircraft Operator : Personal

Make Model Name : Lancair Undifferentiated

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Phase : Takeoff / Launch

Airspace.Class G : ZZZ

Person

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Personal

Function.Flight Crew : Single Pilot

Function.Flight Crew : Pilot Flying

Qualification.Flight Crew : Private

Experience.Flight Crew.Total : 297

Experience.Flight Crew.Last 90 Days : 43.6

Experience.Flight Crew.Type : 213
ASRS Report Number.Accession Number : 1845513
Human Factors : Communication Breakdown
Human Factors : Situational Awareness
Communication Breakdown.Party1 : Flight Crew
Communication Breakdown.Party2 : Flight Crew

Events

Anomaly.Conflict : NMAC
Miss Distance.Horizontal : 120
Miss Distance.Vertical : 0
Result.Flight Crew : Took Evasive Action

Assessments

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

Narrative: 1

I was the pilot of Aircraft X. I was conducting a return flight to ZZZ from ZZZ1. I did the ILS XX Practice Approach at ZZZ2 during my return to ZZZ. After my practice approach, I was approaching ZZZ from the south under visual flight rules. The wind at ZZZ was reported as calm. I intended to make a straight in approach to Runway XY. As I tuned CTAF, there was another plane in the pattern that was landing [Runway] XZ [opposite end]. I adjusted my path to go west of the field and prepared to do a 45 degree entry to the right downwind for Runway XZ (XZ is RP). As I approached the field, I made an initial call at 6 miles south, 5,900 ft, just below the Bravo airspace. I made an additional call as I was established on the 45 for right downwind XZ. After I made the 45 degree call, another plane on the field, a twin-engine Piper, announced they were taxiing bravo to hold short XZ, keeping with the flow of traffic. I made another call once established right downwind XZ. As I turned base, another plane, Aircraft Y, made a call that they were taking off XY. I assumed they announced the wrong runway, but a quick glance at the hold short line XY confirmed they were indeed intending to take XY. The pilot of the other aircraft took off against the flow of traffic. When I announced I was on the base leg of the opposite direction runway, he continued to take off, and did not communicate until he was 100 feet from my plane at the same altitude.

Synopsis

PA-28 pilot reported an NMAC occurred on final approach when another aircraft took off from the opposite end runway against the traffic flow.

Time / Day

Date : 202110

Local Time Of Day : 0601-1200

Place

Locale Reference.Airport : SOP.Airport

State Reference : NC

Altitude.AGL.Single Value : 500

Environment

Flight Conditions : VMC

Weather Elements / Visibility.Visibility : 10

Light : Daylight

Aircraft : 1

Reference : X

ATC / Advisory.UNICOM : SOP

Aircraft Operator : Personal

Make Model Name : Small Aircraft

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : None

Mission : Personal

Nav In Use : GPS

Flight Phase : Final Approach

Route In Use : Visual Approach

Airspace.Class G : SOP

Aircraft : 2

Reference : Y

ATC / Advisory.UNICOM : SOP

Make Model Name : Light Transport

Crew Size.Number Of Crew : 2

Airspace.Class G : SOP

Aircraft : 3

Reference : Z

Make Model Name : Light Transport

Crew Size.Number Of Crew : 2

Airspace.Class G : SOP

Person

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Personal

Function.Flight Crew : Single Pilot

Function.Flight Crew : Pilot Flying

Qualification.Flight Crew : Flight Instructor

Qualification.Flight Crew : Instrument
Qualification.Flight Crew : Multiengine
Qualification.Flight Crew : Air Transport Pilot (ATP)
Experience.Flight Crew.Total : 4900
Experience.Flight Crew.Last 90 Days : 30
Experience.Flight Crew.Type : 2000
ASRS Report Number.Accession Number : 1845496
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.Horizontal : 200
Miss Distance.Vertical : 200
When Detected : In-flight
Result.General : None Reported / Taken

Assessments

Contributing Factors / Situations : Airport
Contributing Factors / Situations : Human Factors
Contributing Factors / Situations : Procedure
Primary Problem : Ambiguous

Narrative: 1

Incident #1: I was flying the RNAV 5 approach into SOP for practice. I called an 8 mile final on UNICOM when established, then again at 6, 4 and 2. Shortly thereafter Aircraft Y crossed from left to right maybe 500 feet in front of me and 200 feet below according to my ADS-B display which I had been monitoring. Aircraft Y had called that he was 10 [miles] out heading for an extended left base for [Runway] 5 after I reported a 4 mile final for [Runway] 5 and I assumed that was what he intended to do. Instead when he crossed in front of me he was less than 2 miles out from 5 on a heading of roughly 100 degrees. I came up on UNICOM and told him that he had crossed the final in front of me. His response was "Sorry, I missed your call"? I wonder how he could miss all four calls? Aircraft Y then announced he was entering a left base for 23. I landed uneventfully. If I could see him on my ADS-B he could certainly see me! Incident #2: I was flying the RNAV 5 approach into SOP for practice. I called when established about 8 miles out. At about 4 miles Aircraft Z called "GPS 5 inbound to Moore County, any traffic in the area please advise". I advised "Aircraft X inbound GPS 5, 3 and 1/2 out, full stop". No response. I was monitoring his position on ADS-B and the interval was closing rapidly to less than 2 miles. Again since I could see him he could see me. I repeated that I was on a less than one mile final. No response. I kept speed up until I hit minimums, 200 feet, then dropped full flaps, chopped power and with hard brakes made the first turn off rather than touching down at the usual GPS/ILS touchdown zone. As I was completing the 90 degree turn but had not yet cleared the runway I saw Aircraft Z touch down about at about the midpoint of the runway. If I had had a mechanical issue and been unable to expedite my exit from the runway there would have been a collision. This behavior is unsafe but typical of the Part 135 & 91 charter/fractional turbine traffic around SOP, particularly on weekends. Most of these guys are cowboys, have little if any understanding of uncontrolled (excuse me, "untowered") airport operations and seem to think they have right of way and priority at

all times. Unless something is done it is only a matter of time before a serious accident happens and our airport management could not possibly care less, their sole interest is increasing the traffic count and selling more Jet A.

Synopsis

GA pilot reported two incidents involving near misses in the traffic pattern at SOP non-towered airport. In the first incident, the reporter was on final approach when a light transport flew in front of them for another runway. In the second incident, the reporter had not yet cleared the runway after landing when a light transport landed on the same runway.

Time / Day

Date : 202110

Local Time Of Day : 0601-1200

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Relative Position.Angle.Radial : 270

Relative Position.Distance.Nautical Miles : 5

Altitude.MSL.Single Value : 10500

Environment

Flight Conditions : VMC

Weather Elements / Visibility : Turbulence

Weather Elements / Visibility.Visibility : 10

Light : Daylight

Ceiling.Single Value : 10000

Aircraft

Reference : X

ATC / Advisory.UNICOM : ZZZ

Aircraft Operator : Personal

Make Model Name : Bonanza 35

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : None

Mission : Personal

Flight Phase : Climb

Route In Use : None

Airspace.Class E : ZZZ1

Airspace.Class G : ZZZ1

Component

Aircraft Component : Fuel Selector

Aircraft Reference : X

Problem : Improperly Operated

Problem : Design

Person

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Personal

Function.Flight Crew : Single Pilot

Function.Flight Crew : Pilot Flying

Qualification.Flight Crew : Air Transport Pilot (ATP)

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Multiengine

Qualification.Flight Crew : Flight Instructor

Experience.Flight Crew.Total : 11498

Experience.Flight Crew.Last 90 Days : 240
Experience.Flight Crew.Type : 35
ASRS Report Number.Accession Number : 1845466
Human Factors : Training / Qualification
Human Factors : Confusion

Events

Anomaly.Aircraft Equipment Problem : Critical
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy
Anomaly.Inflight Event / Encounter : Fuel Issue
Anomaly.Inflight Event / Encounter : Weather / Turbulence
Detector.Person : Flight Crew
When Detected : In-flight
Result.Flight Crew : Diverted
Result.Flight Crew : Landed As Precaution
Result.Flight Crew : Took Evasive Action
Result.Flight Crew : Landed in Emergency Condition

Assessments

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

Narrative: 1

On a pleasure flight around the area. I flew from my home base ZZZ1 to the area of ZZZ. During the flight I was burning fuel from the LEFT main tank per the normal fuel management procedure. As all fuel is returned to the LEFT tank on my airplane. As the flight progressed, I burned fuel first from the LEFT tank, then from the RIGHT tank back to the left tank then to the AUX tank. At this point I had encounter some pretty heavy moderate turbulence and as I was attempting to select the fuel selector back to the LEFT tank I inadvertently selected the RIGHT tank from the AUX position. On my aircraft the location of the fuel selector is below my left leg making it very difficult to see. My aircraft also is equipped with only one fuel gauge and a switch to toggle between left and right tank. As I made my way around ZZZ airport and was turning to return to ZZZ1, the engine quit. At this point I turned to return to ZZZ airport and ran through the engine failure procedure. I verified the fuel in the left tank and thinking I had the left tank selected from before, I did not reach down to verify it by hand. Had I done that I would have caught my error. I was near the airport at this point, so I devoted my attention to safely returning to the airport, rather than further troubleshoot my failure. I made a radio broadcast on the UNICOM frequency and landed on Runway XX. The landing was uneventful and I was able to rollout and clear the runway. Ground support personnel met the aircraft and towed me to a parking area by the FBO. As I climbed out of the aircraft I looked down and the Fuel selector and realized my error. A visual inspection of the right fuel tank confirmed it, I had run the tank dry. After refilling the right tank and selecting the left tank the engine fired right up. The cause of the incident was not verifying the correct fuel tank per the fuel management schedule. Contributing factors: Pilot proficiency in aircraft type. Although I fly a lot it is not in this specific aircraft. More proficiency would have made me more mindful of the unique fuel management schedule of this aircraft, and made me more familiar with the fuel selector by feel rather than visually. Which is more difficult based on its location. Another contributing factor is the fuel gauge design of the aircraft. Having two gauges installed would draw attention to an empty tank and trigger a verification of the fuel selector. Environmental factors, bouncing around in the turbulence made the error

easier by causing the distraction during the fuel selection process. This incident has driven home the importance of staying proficient in the different aircraft that I intend to fly regularly. It has also driven a commitment to upgrade some systems and displays in my aircraft.

Synopsis

BE-35 pilot reported the engine quit after having selected the wrong fuel tank during scheduled fuel management procedure. The pilot decided to successfully divert and land at the nearest airport rather than troubleshoot in the air.

Time / Day

Date : 202110

Local Time Of Day : 1201-1800

Place

Locale Reference.ATC Facility : ZZZ.Tower

State Reference : US

Altitude.MSL.Single Value : 500

Environment

Flight Conditions : VMC

Weather Elements / Visibility.Visibility : 10

Light : Dusk

Aircraft : 1

Reference : X

ATC / Advisory.CTAF : ZZZ

Aircraft Operator : FBO

Make Model Name : DA40 Diamond Star

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 91

Mission : Training

Flight Phase : Initial Climb

Airspace.Class G : ZZZ

Aircraft : 2

Reference : Y

ATC / Advisory.CTAF : ZZZ

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

Crew Size.Number Of Crew : 1

Flight Phase : Final Approach

Airspace.Class G : ZZZ

Person

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : FBO

Function.Flight Crew : Instructor

Qualification.Flight Crew : Multiengine

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Air Transport Pilot (ATP)

Qualification.Flight Crew : Flight Instructor

Experience.Flight Crew.Total : 3400

Experience.Flight Crew.Last 90 Days : 100

Experience.Flight Crew.Type : 800

ASRS Report Number.Accession Number : 1844666

Human Factors : Situational Awareness

Human Factors : Communication Breakdown

Communication Breakdown.Party1 : Flight Crew

Communication Breakdown.Party2 : Flight Crew

Events

Anomaly.Conflict : NMAC

Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy

Detector.Person : Flight Crew

When Detected : In-flight

Result.Flight Crew : Executed Go Around / Missed Approach

Result.Flight Crew : Took Evasive Action

Assessments

Contributing Factors / Situations : Human Factors

Primary Problem : Human Factors

Narrative: 1

I was CFI in Aircraft X, DA40. Aircraft Y was a Cherokee (I think). My student and I had been flying VFR patterns at ZZZ for approximately 30 minutes, making all our normal calls on CTAF even though we were the only aircraft in the pattern the entire time. Due to winds and sun angle we were utilizing Runway XX. Upon our missed approach from the fifth pattern, while on the upwind still climbing out, we observed Aircraft Y on a collision course with us. That aircraft was approaching the airport straight-in to Runway YY. There had been NO position calls from that aircraft up to that point. I immediately initiated evasive action and passed approximately 1,000 feet to the right (due to the angles at the time) and nearly co-altitude with the aircraft. Only after I queried the aircraft did he respond and confirm his tail number. He maintained a too-close position to us even though we were reporting our position to him relative to his airplane as well as our position in the pattern. This individual maintained that he had made requisite position calls, but he had clearly not and likely not even been on the frequency. He apparently did not understand/hear that we were working the opposing runway...or he didn't care. We departed the pattern after the pattern following the conflict. Aircraft Y landed full stop.

Synopsis

DA-40 flight instructor reported an NMAC during climbout with another aircraft approaching the opposite end of the same runway, requiring evasive action. Reportedly, the pilot of the other aircraft had not made any position announcements.

Time / Day

Date : 202109

Local Time Of Day : 0601-1200

Place

Locale Reference.Airport : AUN.Airport

State Reference : CA

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Weather Elements / Visibility : Haze / Smoke

Weather Elements / Visibility.Visibility : 10

Light : Daylight

Aircraft : 1

Reference : X

ATC / Advisory.CTAF : AUN

Aircraft Operator : Personal

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

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Mission : Personal

Flight Phase : Takeoff / Launch

Airspace.Class G : AUN

Aircraft : 2

Reference : Y

Make Model Name : Helicopter

Crew Size.Number Of Crew : 1

Flight Phase : Landing

Airspace.Class G : AUN

Person

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Personal

Function.Flight Crew : Single Pilot

Function.Flight Crew : Pilot Flying

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Commercial

Experience.Flight Crew.Total : 5400

Experience.Flight Crew.Last 90 Days : 30

Experience.Flight Crew.Type : 4000

ASRS Report Number.Accession Number : 1844662

Human Factors : Situational Awareness

Human Factors : Communication Breakdown

Communication Breakdown.Party1 : Flight Crew

Communication Breakdown.Party2 : Flight Crew

Events

Anomaly.Conflict : NMAC
Anomaly.Ground Incursion : Runway
Detector.Person : Flight Crew
When Detected : In-flight
Result.General : None Reported / Taken

Assessments

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

Narrative: 1

Incident site is AUN. Two aircraft in pattern making extensive position reports, speaking in a fast clipped manner. Three other aircraft approaching airport making short, to the point initial reports. I am on run up pad for [Runway] 25 monitoring radio report. Hear someone say "base". I continue with my pre-takeoff check. Checklist completed, I check for traffic on base and final (base leg is partially obscured by a hill) and runway traffic. None. I broadcast my intentions and taxi from run up pad to limit lines at taxi way/runway junction heading easterly to check for traffic on base or final. None. Pull out onto and line up on runway; check for aircraft, animals etc., on runway. With a clear runway, I apply power and make a normal takeoff. Two thirds down and about 300 feet above the runway I start a left noise abatement turn and spot a helicopter perpendicular to the runway centerline exiting from the runway to the taxiway. I never saw the helicopter until then!

Synopsis

GA pilot reported an NMAC with a helicopter during initial climb from AUN airport. Pilot stated they checked for traffic before departing but did not see the helicopter.

Time / Day

Date : 202110

Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.MSL.Single Value : 2000

Environment

Flight Conditions : VMC

Weather Elements / Visibility.Visibility : 10

Light : Daylight

Ceiling.Single Value : 6000

Aircraft : 1

Reference : X

ATC / Advisory.CTAF : ZZZ

Aircraft Operator : Personal

Make Model Name : Bonanza 33

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : VFR

Mission : Personal

Flight Phase : Initial Approach

Airspace.Class G : ZZZ

Aircraft : 2

Reference : Y

ATC / Advisory.CTAF : ZZZ

Aircraft Operator : Personal

Make Model Name : Skyhawk 172/Cutlass 172

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Phase : Initial Approach

Airspace.Class G : ZZZ

Person

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Personal

Function.Flight Crew : Single Pilot

Function.Flight Crew : Pilot Flying

Qualification.Flight Crew : Instrument

Experience.Flight Crew.Total : 501

Experience.Flight Crew.Last 90 Days : 12

Experience.Flight Crew.Type : 98

ASRS Report Number.Accession Number : 1844394

Human Factors : Situational Awareness

Events

Anomaly.Conflict : NMAC
Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy
Detector.Person : Flight Crew
Miss Distance.Horizontal : 400
Miss Distance.Vertical : 200
When Detected : In-flight
Result.Flight Crew : Took Evasive Action

Assessments

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

Narrative: 1

There were 5 planes in the traffic pattern and 1 on the departing runway. I approached Runway XX (the favoring runway) from the east, at 4 miles out I announced my location and that I would break off the long final approach and join the traffic pattern on the upwind leg. Once in the traffic pattern I announced I was on the upwind leg for XX, full stop. As I turned crosswind a plane on the runway announced its departure. Not being sure about maintaining separation with the departing aircraft, I announced I would do a right-hand loop giving the departing aircraft time and distance from my aircraft. At the same time a C-172 announced a 45 to down wind and gave me some room. Completing the loop, I turned crosswind, announced, and then turned downwind and announced. On the downwind leg I came up quickly on a C-172. It is unclear where the plane came from, but it was the C-172 on the 45 downwind earlier. Fortunately, he was lower than me (which was odd because I was at pattern altitude), and he appeared to take action to stay clear of me coming up behind by descending even further and veering to the right. I passed the C-172 above and to the left, but it seems we both got a little closer than we should have. The C-172 asked if I saw him, and I acknowledged I did, under the belief he was taking evasive action to keep us separated. I continued on to turn base and then final for a full stop on XX. Though separation existed, it was closer than needed be. I thought by performing a loop, I provided adequate time and distance for all in the pattern, but in hindsight, given the pattern was busy I should have left the pattern entirely and rejoined when spacing was favorable. I also should not have assumed the C-172 had remained clear of my flight path.

Synopsis

BE-33 pilot reported an NMAC occurred as they entered the traffic pattern and performed a non-standard maneuver to provide spacing from other aircraft. The maneuver placed the pilot in the flight path of another aircraft joining the pattern, requiring them to take evasive action.

Time / Day

Date : 202110

Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Relative Position.Distance.Nautical Miles : 1

Altitude.AGL.Single Value : 700

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 : Personal

Make Model Name : Skyhawk 172/Cutlass 172

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : None

Mission : Training

Flight Phase : Initial Climb

Airspace.Class E : ZZZ1

Aircraft : 2

Reference : Y

Aircraft Operator : Personal

Make Model Name : Cessna 152

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : None

Mission : Training

Flight Phase : Initial Climb

Aircraft : 3

Reference : Z

ATC / Advisory.CTAF : ZZZ

Make Model Name : Any Unknown or Unlisted Aircraft Manufacturer

Crew Size.Number Of Crew : 1

Flight Phase : Final Approach

Airspace.Class E : ZZZ1

Person

Location Of Person.Aircraft : X
Reporter Organization : Personal
Function.Flight Crew : Single Pilot
Function.Flight Crew : Pilot Flying
Qualification.Flight Crew : Private
Qualification.Flight Crew : Instrument
Experience.Flight Crew.Total : 168
Experience.Flight Crew.Last 90 Days : 71
Experience.Flight Crew.Type : 110
ASRS Report Number.Accession Number : 1844113
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.Horizontal : 200
Miss Distance.Vertical : 0
When Detected : In-flight
Result.Flight Crew : Took Evasive Action

Assessments

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

Narrative: 1

I was one of three aircraft conducting pattern work for training at the uncontrolled airport. I was not keeping close track of where the other planes were (Problem 1), only that they were in the pattern ahead of me. After one of my touch-and-go's I climbed to 700 ft (Traffic pattern altitude - 300 ft) and started my crosswind turn. During that climb, I did not have the C152 in sight and was not paying attention to its specific position in the pattern (Problem 1). Because of my speed and climb advantage over the C152 I turned left crosswind for Runway XX inside of the C152. The C152 saw me cutting in front of them at nearly the same altitude as we were both about to turn left downwind, and took evasive action to create vertical separation by descending to 600 ft. At this time the instructor contacted me on the radio and asked if I could see him visually. I asked where he was. He responded that he was in a left downwind for XX. At this point, I saw the C152 below and in front of me. I slowed down, but continued to fly downwind (Problem 2). I intended to extend my downwind until after the C152 turned left base for XX. I did not see it turn base, and instead of contacting it to see what their intentions were, I turned base and started a descent thinking that they were leaving the pattern (Problem 3). At this time, the instructor in the C152 once again asked if I still held him visually, at this point the C152 came into view below and right of me flying in the same direction (left base for XX). I then maintained my altitude at 800 ft, turned and over flew the runway at that altitude. The C152 made a full stop landing. I completed another pattern and made a full stop landing to discuss the incident with the instructor in the C152. He help provide the details for this incident. The third plane in the traffic pattern was not a factor during this incident. What should have happened Problem 1. I should have maintained a near exact position of the other aircraft in the pattern, especially the one right in front of me. On takeoff, I was dwelling on my last landing instead of putting my full attention on flying and collision

avoidance. I should have waited to turn left crosswind until after I had seen the C152 turn left crosswind and ensured proper separation. Problem 2. At this point, I should have made a right turn out of the pattern and climbed to create both vertical and horizontal separation and to give the lower critical aircraft room to maneuver at a safe altitude. Problem 3. I should have communicated with the C152 instead of making assumptions. I should NOT have turned base and should NOT have descended without knowing exactly where the C152 was and ensuring there was not collision factor.

Synopsis

Pilot reported a NMAC at a non-towered airport.

Time / Day

Date : 202110

Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Relative Position.Distance.Nautical Miles : 0

Altitude.AGL.Single Value : 900

Environment

Weather Elements / Visibility.Visibility : 10

Ceiling.Single Value : 12000

Aircraft

Reference : X

ATC / Advisory.CTAF : ZZZ

Aircraft Operator : Personal

Make Model Name : Skyhawk 172/Cutlass 172

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : None

Mission : Personal

Flight Phase : Landing

Route In Use : Visual Approach

Airspace.Class G : ZZZ

Person

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Personal

Function.Flight Crew : Single Pilot

Qualification.Flight Crew : Private

Experience.Flight Crew.Total : 155

Experience.Flight Crew.Last 90 Days : 16

Experience.Flight Crew.Type : 16

ASRS Report Number.Accession Number : 1843897

Human Factors : Workload

Events

Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy

Anomaly.Ground Event / Encounter : Loss Of Aircraft Control

Detector.Person : Flight Crew

When Detected : In-flight

Result.Flight Crew : Executed Go Around / Missed Approach

Assessments

Contributing Factors / Situations : Human Factors

Contributing Factors / Situations : Weather

Primary Problem : Weather

Narrative: 1

After a personal training flight to practice landings at a nearby airstrip where a straight headwind was from 180 degrees, I returned to finish my flight at ZZZ. I was about 1 hour into the flight. Winds at 8 kts. gusting to 17 were being reported at ZZZ, so I made a plan to use Runway XX, a turf strip with favorable winds. As I neared ZZZ at about 10 miles out I noticed traffic was using Runway XY at ZZZ. I listened again to weather and the winds had calmed and no gusts were being reported. I decided to change my plan and set up to land on Runway XX. My approach was normal and everything was smooth until the last instant, just after touchdown, my plane lurched to my left. I pushed in throttle to get airborne. I had 40 degrees of flaps in at this time. The plane lifted free of the ground and stayed there, climbing only a slow rate and now at a 30 degree angle corresponding to direction the plane was facing as it left the runway. I now found myself heading toward the airport hangers and climbing slowly with little airspeed. I knew I was now straight into the wind and at this slow an airspeed a turn seemed not a good choice. I cleared the hangars and slowly let out some flap angle to gain some speed. I climbed slowly, reducing flaps a bit and keeping the nose and climb angle slight. After the plane was cleaned and climbing I flew straight at 2,000 ft. to calm down. This had all happened very fast and I took a few minutes to go through a cruise checklist. I now resolved to indeed land on Runway XX and set up a pattern for that strip. This landing went very smoothly and I taxied in and tied down the plane. As I thought about this it is my thought that I may very well have hit the left brake upon touchdown.

Synopsis

Single Pilot reported a temporary loss of directional control on landing and immediately executing a go around. On subsequent landing Pilot selected a runway more suitable for wind conditions and landed safely.

Time / Day

Date : 202109

Local Time Of Day : 1801-2400

Place

Locale Reference.Airport : SQL.Airport

State Reference : CA

Relative Position.Distance.Nautical Miles : 3

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Weather Elements / Visibility.Visibility : 10

Light : Night

Ceiling.Single Value : 20000

Aircraft

Reference : X

ATC / Advisory.CTAF : SQL

Aircraft Operator : Personal

Make Model Name : Skyhawk 172/Cutlass 172

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : VFR

Mission : Personal

Flight Phase : Final Approach

Route In Use : Visual Approach

Airspace.Class E : ZOA

Person

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 : Private

Experience.Flight Crew.Total : 140

Experience.Flight Crew.Last 90 Days : 20

Experience.Flight Crew.Type : 120

ASRS Report Number.Accession Number : 1843025

Human Factors : Confusion

Human Factors : Human-Machine Interface

Human Factors : Troubleshooting

Human Factors : Distraction

Events

Anomaly.Ground Event / Encounter : Ground Equipment Issue

Detector.Person : Flight Crew

Result.Flight Crew : Overcame Equipment Problem

Result.Flight Crew : Executed Go Around / Missed Approach

Assessments

Contributing Factors / Situations : Airport

Contributing Factors / Situations : ATC Equipment / Nav Facility / Buildings

Primary Problem : ATC Equipment / Nav Facility / Buildings

Narrative: 1

When arriving at SQL after the Tower had just closed I attempted to turn on the Runway Illumination Lights. At first the lights turned on and the approach was normal. On short final the lights turned off and could not be turned back on by my aircraft. I initiated a go around to re-evaluate the situation and try again. Our aircraft was not able to turn the lights on after multiple attempts. Another C172 entered the pattern shortly after initiating the go-around. That aircraft was able to get the lights to come on. I am uncertain why they were able to turn them on and we could not. Our radio had no issues communicating with ATC on the flight over to SQL. We landed immediately after the second aircraft and never determined whether or not our aircraft could cycle the Runway Illumination Lights. Considering this issue has been documented at SQL before and has since been considered resolved, perhaps the intermittent lighting issue still exists.

Synopsis

A pilot arriving SQL after the Tower closed reported the runway lights turned off when they were on short final. The reporter states this is a recurring issue at SQL.

Time / Day

Date : 202109

Local Time Of Day : 0601-1200

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Environment

Flight Conditions : VMC

Weather Elements / Visibility.Visibility : 6

Light : Daylight

Ceiling : CLR

Aircraft : 1

Reference : X

ATC / Advisory.CTAF : ZZZ

Aircraft Operator : Personal

Make Model Name : Skyhawk 172/Cutlass 172

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : VFR

Mission : Training

Flight Phase : Takeoff / Launch

Route In Use : Visual Approach

Airspace.Class G : ZZZ

Aircraft : 2

Reference : Y

Make Model Name : Any Unknown or Unlisted Aircraft Manufacturer

Flight Phase : Taxi

Person

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : FBO

Function.Flight Crew : Single Pilot

Function.Flight Crew : Pilot Flying

Qualification.Flight Crew : Student

Experience.Flight Crew.Total : 53.1

Experience.Flight Crew.Last 90 Days : 10.3

ASRS Report Number.Accession Number : 1841921

Human Factors : Communication Breakdown

Human Factors : Situational Awareness

Human Factors : Confusion

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 : Flight Crew
Miss Distance.Horizontal : 1200
Miss Distance.Vertical : 750
When Detected : In-flight
Result.Flight Crew : Took Evasive Action

Assessments

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

Narrative: 1

I am a student pilot who had an incident this morning at ZZZ. I was flying solo and preparing to takeoff. I taxied behind the hold-short line while two aircraft landed in succession. After watching the second aircraft land and move down the runway (approximately three minutes), I radioed my takeoff intentions, rolled into position on the Runway (XX) and scanned for the aircraft that had just landed. I watched it in distance continue to move down to the end of the runway. I was unaware the aircraft had to taxi-back and began my takeoff. When I spotted the aircraft taxiing back (approximately 1,200 feet horizontal) I began lift off and maneuvered to the right of the runway. As I passed by the aircraft from the air, it was not on the runway, but crossing from the runway to the taxiway. I was approximately 750 feet above the runway. I should have waited longer but it was difficult to see the aircraft at the other end of the runway and I assumed they had exited the runway, but hadn't radioed their new position. I also should have known they had to taxi back and the time I waited for them to clear probably did more harm than good.

Synopsis

C172 student pilot reported taking off while an aircraft was back taxiing on the same runway at a non-towered airport. The pilot continued the takeoff and took evasive action by maneuvering to the right of the runway.

Time / Day

Date : 202109

Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Weather Elements / Visibility.Visibility : 10

Light : Daylight

Aircraft

Reference : X

ATC / Advisory.CTAF : ZZZ

Aircraft Operator : Personal

Make Model Name : Cessna 150

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 91

Flight Plan : None

Mission : Training

Flight Phase : Landing

Route In Use : Visual Approach

Component

Aircraft Component : Nosewheel Steering

Aircraft Reference : X

Problem : Malfunctioning

Person

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Personal

Function.Flight Crew : Instructor

Qualification.Flight Crew : Flight Instructor

Qualification.Flight Crew : Commercial

Experience.Flight Crew.Total : 357

Experience.Flight Crew.Last 90 Days : 72

Experience.Flight Crew.Type : 70

ASRS Report Number.Accession Number : 1841904

Human Factors : Troubleshooting

Events

Anomaly.Aircraft Equipment Problem : Critical

Anomaly.Ground Excursion : Runway

Anomaly.Ground Event / Encounter : Loss Of Aircraft Control

Detector.Person : Flight Crew
Were Passengers Involved In Event : N
When Detected : In-flight
Result.General : Flight Cancelled / Delayed
Result.General : Maintenance Action
Result.Flight Crew : Regained Aircraft Control

Assessments

Contributing Factors / Situations : Aircraft
Primary Problem : Aircraft

Narrative: 1

On landing, nose gear steering became ineffective in the right direction resulting in plane sliding off Runway XX to the left. No damage to aircraft, persons, or property.

Synopsis

C150 instructor pilot reported an inoperative nose wheel steering led to a runway excursion at a non-towered airport with no damage or injuries.

Time / Day

Date : 202109

Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.AGL.Single Value : 200

Environment

Flight Conditions : VMC

Weather Elements / Visibility.Visibility : 20

Light : Daylight

Aircraft : 1

Reference : X

ATC / Advisory.CTAF : ZZZ

Aircraft Operator : FBO

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

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 91

Flight Plan : None

Mission : Training

Flight Phase : Landing

Airspace.Class G : ZZZ

Aircraft : 2

Reference : Y

ATC / Advisory.CTAF : ZZZ

Aircraft Operator : Personal

Make Model Name : Skyhawk 172/Cutlass 172

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : None

Mission : Personal

Flight Phase : Landing

Route In Use : None

Airspace.Class G : ZZZ

Aircraft : 3

Reference : Z

ATC / Advisory.CTAF : ZZZ

Aircraft Operator : Personal

Make Model Name : Skyhawk 172/Cutlass 172

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : None

Mission : Personal

Flight Phase : Landing

Route In Use : None
Airspace.Class G : ZZZ

Aircraft : 4

Reference : A
ATC / Advisory.CTAF : ZZZ
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 Plan : None
Mission : Personal
Flight Phase : Landing
Route In Use : None
Airspace.Class G : ZZZ

Person

Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Personal
Function.Flight Crew : Instructor
Qualification.Flight Crew : Multiengine
Qualification.Flight Crew : Commercial
Qualification.Flight Crew : Flight Instructor
Qualification.Flight Crew : Instrument
Experience.Flight Crew.Total : 1920
Experience.Flight Crew.Last 90 Days : 200
Experience.Flight Crew.Type : 1600
ASRS Report Number.Accession Number : 1841888
Human Factors : Communication Breakdown
Human Factors : Distraction
Human Factors : Workload
Human Factors : Other / Unknown
Human Factors : Confusion
Communication Breakdown.Party1 : Flight Crew
Communication Breakdown.Party2 : Flight Crew

Events

Anomaly.Conflict : NMAC
Detector.Person : Flight Crew
Miss Distance.Horizontal : 400
When Detected : In-flight
Result.Flight Crew : Took Evasive Action

Assessments

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

Narrative: 1

My student and I flew to ZZZ1 to work on takeoffs and landings. Our intention was touch and go's remaining in left closed traffic. We entered the pattern at ZZZ1 on the 45 deg left traffic Runway XX. We chose this runway as another Aircraft Y reported a 7 mile straight in

approach to Runway XX. Winds at the time were reported as calm. Once we were established and reported on the left downwind Runway XX, the straight in airplane reported 3 mile final. We planned to follow this airplane on a straight in. I noticed another aircraft [Z] on our ADS-B display on the opposite downwind Runway XY. We did not hear [Aircraft A] intentions on downwind. At this point we reported turning left base Runway XX. The straight in airplane landed Runway XX. There was another Aircraft A reporting and entering the pattern, left downwind Runway XX behind our airplane. At this time we were on final approach for Runway XX. As we crossed the threshold stripes we heard a radio call from Aircraft Z on the opposite Runway XY asking, "Aircraft X are you a full stop?" The Aircraft A behind us announced, "yes". Even though the radio call was intended for us. At this time the Aircraft Z was on left base Runway XY. My student and I were in a critical phase of flight and did not have a chance to call out on the radio to announce we were a touch and go. We had been making radio calls on each leg announcing position and intentions. As we completed our touch and go we were on the upwind Runway XX and saw Aircraft Z continuing on final approach to land Runway XY. At 200-300 feet above the ground I took controls and banked the airplane right to avoid the Aircraft Z. At no time did I notice the opposing Aircraft Z make any attempts to avoid our airplane. Or to avoid the Aircraft Y landing behind us. They seemed to continue with their touch and go without regard to other traffic. We called up the Aircraft Z by radio and let them know we were on the upwind and asked if they did see us. We continued left closed traffic at ZZZ Runway XX. The Aircraft Z replied, "we thought you were a full stop." When in error the Aircraft Z behind us landing Runway XX was the one who thought they were being queried. Aircraft Z continued in left closed traffic Runway XY and while we were in left closed traffic Runway XX. At this point other traffic joined in left traffic Runway XX. We were number two on the left downwind Runway XX behind Aircraft A. As we completed our second touch and go we had to avoid Aircraft Z on the upwind. This time Aircraft Z was on base Runway XY, and I took controls and made an early turn to left crosswind Runway XX turn to maintain distance from Aircraft Z. After a brief conversation with the Aircraft Z by radio...their reason for using Runway XY, while clearly other traffic and us were established in the pattern Runway XX was the wind was favoring Runway XY. Winds did change from calm to 290 at 04 kts. They couldn't understand why we wanted to land with a tailwind. The winds being calm, and other traffic already established in the pattern Runway XX is our reasoning for remaining in this pattern. After the second exchange I elected to depart the pattern and return to ZZZ1. There was a lot of confusion on the radio at this point as one airplane was trying to land Runway XY and others landing Runway XX. The pilots worked to resolve which runway they were going to all use. While we departed the area to the NW.

Synopsis

PA-28 instructor pilot reported an NMAC event during landing pattern training at a non-towered airport. After two incidents with same aircraft which required evasive maneuvers flight Instructor elected to depart the landing pattern.

Time / Day

Date : 202109

Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.MSL.Single Value : 1100

Environment

Flight Conditions : VMC

Weather Elements / Visibility : Haze / Smoke

Weather Elements / Visibility.Visibility : 10

Light : Daylight

Aircraft : 1

Reference : X

ATC / Advisory.CTAF : ZZZ

Aircraft Operator : Personal

Make Model Name : Skyhawk 172/Cutlass 172

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 91

Flight Plan : None

Mission : Training

Flight Phase : Initial Climb

Route In Use : None

Aircraft : 2

Reference : Y

ATC / Advisory.CTAF : ZZZ

Aircraft Operator : Personal

Make Model Name : Any Unknown or Unlisted Aircraft Manufacturer

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : None

Mission : Personal

Person

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Personal

Function.Flight Crew : Instructor

Function.Flight Crew : Pilot Flying

Qualification.Flight Crew : Flight Instructor

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Multiengine

Qualification.Flight Crew : Commercial

Experience.Flight Crew.Total : 518

Experience.Flight Crew.Last 90 Days : 85

Experience.Flight Crew.Type : 148
ASRS Report Number.Accession Number : 1841851
Human Factors : Communication Breakdown
Human Factors : Other / Unknown
Communication Breakdown.Party1 : Flight Crew
Communication Breakdown.Party2 : Other

Events

Anomaly.Conflict : NMAC
Detector.Automation : Aircraft TA
Detector.Person : Flight Crew
Miss Distance.Horizontal : 500
Miss Distance.Vertical : 200
When Detected : In-flight
Result.Flight Crew : Took Evasive Action

Assessments

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

Narrative: 1

On Date at approximately XA40 local time while conducting flight instruction at ZZZ I had a near miss with Aircraft Y while in the traffic I was conducting a flight lesson in Aircraft X, we were conducting touch and goes at ZZZ on Runway XX. We had already been established in the pattern for several laps and had announced on the downwind that we would be performing a touch and go. While on the roll off of Runway XX I heard Aircraft Y give a position report of "3 miles out for the downwind". I continued my upwind leg, at this time I observed an ADS-B target on our Garmin 750 tracking toward us indicating that they were between the approach end of Runway XY and the left downwind of Runway XX. I heard Aircraft Y give a report of "on the downwind" at this point my ADS-B system gave a collision alert, I immediately altered course to the right of the upwind leg while visually scanning for the aircraft. I was able to make visual contact and gave a position report of "Aircraft X on the upwind Runway XX, I have the passing traffic in sight" Aircraft Y reported back with "yup". From my position it was clear that the other aircraft had entered straight into the downwind and looked to be below TPA of 1,700 feet. Had my student conducted a turn for the left crosswind a collision is likely to have happened. The rest of the flight continued without incident. I heard no position reports from Aircraft Y prior to their entry into the left downwind for Runway XX. In my opinion position reports prior to entering the airspace as well as entering the downwind at the recommended entry of 45 to the downwind would have allowed for better spacing and visual contact prior to having a near miss. In addition, I should have announced that my aircraft was "On the roll, XX" to alert the aircraft that was new to the pattern that there were touch and go operations in place.

Synopsis

C172 instructor pilot reported an NMAC event during Touch and Go landing training. Flight Instructor executed an evasive maneuver to avoid a collision.

Time / Day

Date : 202109

Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : S72.Airport

State Reference : ID

Altitude.AGL.Single Value : 150

Environment

Flight Conditions : VMC

Light : Daylight

Aircraft : 1

Reference : X

ATC / Advisory.UNICOM : S72

Aircraft Operator : Personal

Make Model Name : Small Aircraft

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : None

Mission : Personal

Flight Phase : Landing

Route In Use : Visual Approach

Airspace.Class G : S72

Aircraft : 2

Reference : Y

Make Model Name : Any Unknown or Unlisted Aircraft Manufacturer

Airspace.Class G : S72

Person

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Personal

Function.Flight Crew : Single Pilot

Function.Flight Crew : Pilot Flying

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Multiengine

Qualification.Flight Crew : Flight Engineer

Qualification.Flight Crew : Air Transport Pilot (ATP)

ASRS Report Number.Accession Number : 1841832

Events

Anomaly.Conflict : NMAC

Detector.Person : Flight Crew

Miss Distance.Horizontal : 300

Miss Distance.Vertical : 200

When Detected : In-flight

Result.General : None Reported / Taken

Assessments

Contributing Factors / Situations : Human Factors

Primary Problem : Human Factors

Narrative: 1

Calm clear no wind day. Lots of calls from Coeur D'Alene. Conflicting traffic on climbout.

Synopsis

GA pilot reported an NMAC at S72 non-towered airport.

Time / Day

Date : 202109

Local Time Of Day : 0601-1200

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Environment

Flight Conditions : VMC

Aircraft : 1

Reference : X

ATC / Advisory.CTAF : ZZZ

Aircraft Operator : Air Carrier

Make Model Name : Commercial Fixed Wing

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 121

Flight Plan : IFR

Mission : Passenger

Nav In Use : GPS

Nav In Use : FMS Or FMC

Flight Phase : Initial Approach

Airspace.Class E : ZZZ

Aircraft : 2

Reference : Y

ATC / Advisory.CTAF : ZZZ

Aircraft Operator : Air Carrier

Make Model Name : Commercial Fixed Wing

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 121

Flight Plan : IFR

Mission : Passenger

Flight Phase : Initial Approach

Airspace.Class E : ZZZ

Aircraft : 3

Reference : Z

ATC / Advisory.CTAF : ZZZ

Aircraft Operator : Air Carrier

Make Model Name : Commercial Fixed Wing

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 121

Flight Plan : IFR

Mission : Passenger

Flight Phase : Takeoff / Launch

Flight Phase : Taxi

Airspace.Class E : ZZZ

Person

Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Air Carrier
Function.Flight Crew : First Officer
Qualification.Flight Crew : Instrument
Qualification.Flight Crew : Multiengine
Qualification.Flight Crew : Air Transport Pilot (ATP)
ASRS Report Number.Accession Number : 1841555
Human Factors : Communication Breakdown
Human Factors : Confusion
Human Factors : Situational Awareness
Communication Breakdown.Party1 : Flight Crew
Communication Breakdown.Party2 : Flight Crew

Events

Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy
Anomaly.Inflight Event / Encounter : Weather / Turbulence
Anomaly.Inflight Event / Encounter : Unstabilized Approach
Anomaly.Inflight Event / Encounter : CFTT / CFIT
Result.Flight Crew : Executed Go Around / Missed Approach

Assessments

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

Narrative: 1

During RNAV (RNP) M approach to ZZZ Runway XX, the crew of Aircraft X was made aware of company traffic (Aircraft Y) approaching ZZZ with a similar arrival time, as well as another company aircraft (Aircraft Z) requesting departure clearance. After descending on the approach to an altitude where the crew could remain VMC, the crew cancelled IFR to allow company traffic to obtain a clearance. Aircraft X crew broadcasted their position and FMC predicted landing time, and stated intentions to land Runway XX on CTAF. ZZZ radio advised Aircraft Z that they were released for departure. However, when Aircraft Z did not immediately depart or make a radio call stating intentions, the crew of Aircraft X queried them on the company frequency. Aircraft Z responded that they were not aware of their release, and then again contacted ZZZ radio to confirm. After receiving confirmation of their release, Aircraft Z announced that they were departing Runway YY. At this time there was a lack of clarity where Aircraft Z was on the airfield, and the crew of Aircraft X became uncomfortable with the developing situation. The crew discussed that there may be a need to discontinue the approach, but made one more attempt to communicate with Aircraft Z. Based on the presumed impending missed approach, the PF delayed calling for further configuration, and continued toward Runway XX visually, while the PM broadcasted Aircraft X's position, and attempted to determine Aircraft Y's position on the airfield. Ultimately, the crew initiated a non-standard missed approach with a climbing left turn, and announced on CTAF that they would be holding visually over the water north of ZZZ at 1,500 ft. During the missed approach turn, the crew experienced a GPWS caution for terrain that they visually determined to not be a factor. However, the PF did increase thrust and pitch to clear terrain by a wider margin. During visual holding, the PF maintained aircraft configuration at flaps 5 to allow for lower air speeds and improved maneuvering. While Aircraft X was completing a visual 360 degree turn north of ZZZ,

Aircraft Z departed Runway YY with a left turn to the southeast, and Aircraft X announced their position and intention to land Runway XX on CTAF. At this time additional company traffic Aircraft Y broadcasted their position and estimated landing Runway YY within 1 minute of Aircraft X. Due to weather observed moving in southeast of ZZZ, the crew of Aircraft X determined the prudent action would be to make an additional visual holding pattern north of ZZZ to allow Aircraft Y to land, as opposed to flying a VFR downwind to Runway YY. To ensure Aircraft Y would have enough time to clear and that both aircraft would not be on approach from opposite directions at the same time, the PF of Aircraft X elected to enlarge the visual holding pattern to the north. Again, Aircraft X crew announced their position and intentions on CTAF. During the visual maneuver, the crew received another GPWS caution for terrain north of them and initiated a turn to the west. Visibility and cloud clearances were excellent in the area and the crew had all terrain well in sight. After Aircraft Y landed and while Aircraft X was maneuvering for a visual approach to Runway XX with raw ILS data tuned and monitored in the background, the crew observed that a cloud had blown in from the south across the final approach path to Runway XX, requiring the PF to fly below the glide path to maintain VMC. During this approach on short final, while on visual and ILS centerline but below glide path at approximately 800 feet, the crew received a glide slope alert which was silenced, and a persistent GPWS caution annunciation. Again, the aircraft was observed to be on centerline and well clear of all terrain, but in an attempt mitigate the GPWS alerts, the PF offset slightly left and continued a descent toward the runway. At approximately 600 feet the crew received a GPWS warning and command of pull up. The crew again observed that they were clear of all obstacles and continued to a landing without further incident. After reviewing the event, the crew determined that they should have initiated a missed approach and turn sooner and at the first indication that opposite direction traffic may become an issue. This would have prevented the crew from descending below 1,000 feet without being fully configured, and may have prevented the first GPWS caution. Although the weather supported holding in VMC, the crew could have requested an IFR clearance to climb to a higher holding altitude and follow traffic into Runway YY.

Synopsis

Air carrier First Officer reported confusion regarding the location of other company aircraft arriving and departing a non-towered airport. In addition, the reporter stated that a GPWS warning occurred during approach and the flight crew continued to landing after observing they were clear of obstacles.

Time / Day

Date : 202106

Local Time Of Day : 1801-2400

Place

Locale Reference.Airport : LCI.Airport

State Reference : NH

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Aircraft

Reference : X

ATC / Advisory.CTAF : ZZZ

Aircraft Operator : Air Taxi

Make Model Name : Light Transport, Low Wing, 2 Turbojet Eng

Crew Size.Number Of Crew : 2

Operating Under FAR Part : Part 135

Flight Plan : IFR

Mission : Passenger

Nav In Use : FMS Or FMC

Flight Phase : Initial Approach

Route In Use : Direct

Airspace.Class G : ZBW

Person

Location Of Person.Aircraft : X

Function.Flight Crew : Captain

Qualification.Flight Crew : Air Transport Pilot (ATP)

Qualification.Flight Crew : Multiengine

Qualification.Flight Crew : Instrument

ASRS Report Number.Accession Number : 1841333

Human Factors : Troubleshooting

Human Factors : Situational Awareness

Events

Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy

Anomaly.Deviation / Discrepancy - Procedural : FAR

Detector.Person : Flight Crew

Were Passengers Involved In Event : N

When Detected.Other

Result.General : None Reported / Taken

Assessments

Contributing Factors / Situations : Airport

Contributing Factors / Situations : Chart Or Publication

Contributing Factors / Situations : Procedure
Primary Problem : Chart Or Publication

Narrative: 1

I was assigned this hazard report. This unidentified report brought to light a dangerous change in procedures at the LCI (Laconia, New Hampshire) airport. Pilot report: At LCI, Jeppsen airport diagram stipulates right-hand traffic for Runway 26, while permanent NOTAM for the airport states left-hand traffic for that Runway. The published pattern altitude for turbine aircraft is 2045 [feet] MSL - an unsafe altitude to clear rising terrain south of Runway 26 on a left downwind. 3,000 feet is a much better altitude - but be advised that after clearing the last of the terrain, you must fly a 5-mile final to descend the 2,500 feet to the Runway. The Runway 26 PAPI has a 3.08% inclination. The Jeppsen chart is incorrect. We contacted the FBO over the radio during arrival to ask what the REAL traffic pattern to fly for Runway 26 is, and they confirmed it is left traffic. I called the airport manager and he explained that he inquired with the FAA about changing Runway 26 to left traffic pattern. The FAA took it as a request to change and ended up changing Runway 26 to left traffic. After communicating this with the FAA, they are requesting a different form to be filled out by the manager. In the meantime, a NOTAM has been issued for left traffic for Runway 26. A NOTAM shows until permanent and at a normal traffic pattern altitude of 2,045 feet on a left pattern for Runway 26, you would fly extremely close to a ski hill at 2,382 feet. After noting this, we have put a note into our flight ops manual that will notify any crew that right traffic or a higher traffic pattern altitude for left traffic is authorized by the airport manager. I filed a report on the FAA safety hotline. I believe the traffic pattern should be switched back to right traffic.

Synopsis

Twin Engine Turbojet Captain reported the Jeppsen chart traffic pattern direction for Runway 26 does not agree with the permanent Notam, R vs L. The Captain also states the traffic pattern altitude is too low for a jet aircraft using the NOTAM pattern, Left.

Time / Day

Date : 202109

Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Altitude.AGL.Single Value : 0

Environment

Flight Conditions : VMC

Light : Daylight

Aircraft

Reference : X

ATC / Advisory.CTAF : ZZZ

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 : VFR

Mission : Training

Flight Phase : Landing

Route In Use : Direct

Airspace.Class G : ZZZ

Person

Location Of Person : Hangar / Base

Reporter Organization : FBO

Function.Flight Crew : Other / Unknown

Function.Other.Other

Qualification.Flight Crew : Flight Instructor

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Multiengine

Qualification.Flight Crew : Commercial

ASRS Report Number.Accession Number : 1840712

Human Factors : Other / Unknown

Human Factors : Training / Qualification

Human Factors : Human-Machine Interface

Events

Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy

Anomaly.Ground Excursion : Runway

Anomaly.Ground Event / Encounter : Loss Of Aircraft Control

Detector.Person : Flight Crew

When Detected.Other

Assessments

Contributing Factors / Situations : Human Factors

Primary Problem : Human Factors

Narrative: 1

I was performing the duties of the Supervisor for the afternoon shift (XA:00-XF:00). I reviewed and endorsed a student pilots flight planning to do a solo cross country from ZZZ-ZZZ1-ZZZ. I found the flight planning accurate and correct and so went forward endorsing the student to make the flight. The weather for the day was VFR and well within his PQ card limitations with the only major concern being a crosswind of approximately 6 knots (his max x-wind was 8 kts). Also, prior to letting him make the flight I just expressed to him if the clouds were by chance going to drop to immediately come back to the field because clouds in the local practice areas had been reported at various heights around 4,000 feet MSL. Other than that I saw no issue with the student pilot making the flight to ZZZ1. However, after maybe 45 mins after the students departure I received a call on the cell phone from the student saying that in the process of landing he had gone off the side of the runway and was in the grass. I immediately informed someone up the chain of command who then helped getting the correct people to help and develop a plan of action and try to learn what exactly happened. With the help of the Flight Ops, Chief Pilot, and maintenance personnel, we learned that the student had possibly porpoised upon landing which resulted in the aircraft going off the runway and experiencing damage. A rescue crew including one maintenance pilot and the student pilot's instructor flew down to ZZZ1 to assess the situation and bring the student pilot back to ZZZ.

Synopsis

Supervisor of collegiate flight program reported student on solo cross country experienced a runway excursion. Supervisor dispatched a crew to assess the situation and retrieve the student.

Time / Day

Date : 202109

Local Time Of Day : 1201-1800

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Environment

Flight Conditions : VMC

Light : Daylight

Aircraft

Reference : X

ATC / Advisory.UNICOM : ZZZ

Aircraft Operator : Personal

Make Model Name : Bird Dog 305/321

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : None

Mission : Personal

Flight Phase : Landing

Airspace.Class E : ZZZ

Component

Aircraft Component : Tail Wheel

Aircraft Reference : X

Problem : Failed

Person

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Personal

Function.Flight Crew : Pilot Flying

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Flight Instructor

Qualification.Flight Crew : Air Transport Pilot (ATP)

Experience.Flight Crew.Total : 2800

Experience.Flight Crew.Last 90 Days : 140

Experience.Flight Crew.Type : 15

ASRS Report Number.Accession Number : 1840281

Human Factors : Situational Awareness

Human Factors : Human-Machine Interface

Events

Anomaly.Aircraft Equipment Problem : Critical

Anomaly.Deviation / Discrepancy - Procedural : Published Material / Policy

Anomaly.Ground Event / Encounter : Other / Unknown

Detector.Person : Flight Crew
Were Passengers Involved In Event : N
When Detected : In-flight
Result.General : Maintenance Action
Result.Flight Crew : Became Reoriented
Result.Flight Crew : Took Evasive Action
Result.Aircraft : Aircraft Damaged

Assessments

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

Narrative: 1

Was in the in the flare to landing. Aircraft bounced once, increased angle of attack to arrest oscillation. On second touchdown, tail came down first and a loud snap was heard. Taxied off the runway and saw the damaged tail spring. It broke just at the top of the tail wheel head. Total time in service is 600 hours approximately.

Synopsis

Pilot reported a bounce on landing and on second touchdown, the tail wheel spring head broke and required replacement.