

SAFETY GRAM 4.0

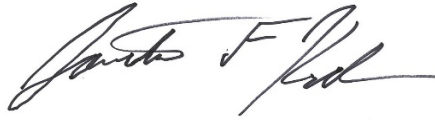
July 2022



Air Force Aero Clubs,

Review and discuss the recent Aero Club mishap attached below.

Fly Safely,

A handwritten signature in black ink, appearing to read 'Jonathan F. Koch', written in a cursive style.

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Air Force Services Center



Aero Club Mishap Summary



Overview



- **General Information**
- **Summary**
- **Analysis**
- **Conclusions**
- **Recommendations**
- **Discussion**

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General Information

- **Aircraft: Cessna**
- **Single Solo Student Pilot**
- **Injuries: None**
- **Damage: Prop Strike**
- **Cost: \$12,913 and loss of aircraft availability to Aero club**



Summary



Takeoff, departure, and arrival portions of the Mishap Flight (MF) were uneventful. At approximately 15:50Z the Mishap Student Pilot (MSP) contacted the Mishap Tower (MT) and received arrival instructions. At approximately 16:00Z the MT gave the MP clearance to land on Runway 31. On touchdown the aircraft began to steer hard right to the edge of the runway. The MSP attempted to use ailerons and brakes to steer back to centerline. When the MSP used brakes to stop, the aircraft was tilted forward and to the right followed by the propeller contacting the runway surface. The aircraft then returned to a normal position and the MSP taxied clear of the runway. Taxi, parking, and shutdown occurred without further incident.

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Analysis



- **ATIS was reporting winds of 310 at 13 kts (no crosswind)**
- **MT reported winds with landing clearance of 340 21 kts gusting to 22 kts (11 kts of crosswind)**
- **MSP used ATIS winds not MT reported winds.**
- **Student Pilot crosswind limits are 10 kts.**
- **MSP landed outside of solo student crosswind limits resulting in inability to maintain directional control during landing.**
- **MSP used excessive braking which exacerbated the situation allowing the left wing and left main to rise and cause the nose of aircraft to drop resulting in a propeller strike.**

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Conclusion

- **Due to task saturation from unexpected wind gusts, the MSP did not maintain adequate crosswind controls causing the propeller of the MA to strike the runway surface.**



Recommendations

- **Ensure solo student pilots know their operating limits and have a plan of action if those limits are exceeded unexpectedly while airborne**
- **Ensure tower knows limits for solo students**
- **Instructor should closely monitor conditions while solo student is airborne**
- **Brief student on how to make conservative decisions and practice good risk management while solo.**



Discussion

- **Crosswind Controls**
 - Are students getting practice dual?
 - Are they confident?
 - Are they capable?
- **Risk management and Decision Making**
 - Should have student pilot gone around?
 - ATIS called winds in limits but landing winds were called out of limits
 - How are your instructors actively monitoring solo students?
 - How is your manned tower personnel briefed on solo student limits?
 - Could the tower have sent the solo student around knowing crosswinds were out of limits
 - How do instructors and solo student pilots plan to handle unexpected situations to reduce risk.

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QUESTIONS?

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