

SAFETY GRAM 4.0

August 2019





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Case:

Reference NTSB Aviation Accident Factual Report (3 Pages)

Questions (No right or wrong):

- What does AFI 34-117 say about flying at night?
- What are your local procedures for night flying?
- How can you recognize an airfield at night (military and civilian)?
- What are some tools to maintain situational awareness at night?
- What should you do if you become lost?

Discussion:

For many people, flying at night is a wonderful experience. The air is often calm and cool, the radios are frequently quiet and the view can be amazing. Night flying carries some risks, however, that day flying doesn't. Navigational reference points look different or may be completely invisible and terrain clearance needs to be thoroughly planned.

Navigating at night requires vigilance in maintaining your SA. Once you lose your position it is more difficult to visually reacquire your location than it is during the day. Fortunately there are modern tools to help maintain and, if needed, regain navigational SA. Things like ForeFlight, on board GPS and even smart phones can help. If you remain lost or uncertain remember the old adage; Climb, Conserve, Confess!

CONTINUE TO FLY SAFE!

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National Transportation Safety Board Aviation Accident Data Summary

Location:	Nampa, ID	Accident Number:	GAA18CA095
Date & Time:	01/01/2018, 1930 MST	Registration:	N3229V
Aircraft:	CESSNA 150	Injuries:	1 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

The pilot reported that, after departure in dark night conditions, he became disoriented about two-thirds of the way to his destination airport. He added that he circled over a nearby town for about an hour but was unable to find any visual references to aid in navigation. The pilot then called a family member on the ground, who provided guidance to the destination airport via a phone tracking application. He added that he spotted what appeared to be the destination airport, maneuvered for approach, and during the landing flare, he realized he was not at the airport. The pilot landed on a roadway that was about 6 miles from his intended destination. During landing, the airplane struck trees, landed on a road, veered left, and impacted a light pole.

The airplane sustained substantial damage to the fuselage and left wing.

The pilot reported that there were no preaccident mechanical failures or malfunctions with the airplane that would have precluded normal operation.

Flight Events

Enroute-cruise - Loss of visual reference
Enroute-cruise - Miscellaneous/other
Landing - Off-field or emergency landing
Landing-flare/touchdown - Collision with terr/obj (non-CFIT)

Probable Cause

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

The pilot's geographic disorientation during a night flight, which resulted in an off-airport landing.

Findings

Personnel issues-Psychological-Perception/orientation/illusion-Geographic disorient (lost)-Pilot - C
Environmental issues-Conditions/weather/phenomena-Light condition-Dark-Effect on personnel

Environmental issues-Physical environment-Object/animal/substance-Tree(s)-Contributed to outcome

Environmental issues-Physical environment-Object/animal/substance-Pole-Contributed to outcome

Pilot Information

Certificate:	Private	Age:	28
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	None
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	(Estimated) 73.3 hours (Total, all aircraft), 12 hours (Total, this make and model), 33.5 hours (Pilot In Command, all aircraft), 3.4 hours (Last 90 days, all aircraft), 2.7 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N3229V
Model/Series:	150 M	Engines:	1 Reciprocating
Operator:	On file	Engine Manufacturer:	CONT MOTOR
Operating Certificate(s) Held:	None	Engine Model/Series:	O-200-A
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Night
Observation Facility, Elevation:	KMAN, 2537 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	None	Wind Speed/Gusts, Direction:	Calm / ,
Temperature:	-3° C	Visibility	10 Miles
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	BURLEY, ID (BYI)	Destination:	CALDWELL, ID (EUL)

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Latitude, Longitude:	43.611944, -116.504722 (est)		

Administrative Information

Investigator In Charge (IIC):	Kathryn R Benhoff	Adopted Date:	03/14/2018
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
Investigation Docket:	http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=96556		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report.