

# SAFETY GRAM 4.0

April 2019





## **SAFETY GRAM**

April 2019

### Case:

Reference NTSB Aviation Accident Factual Report (3 Pages)

### Questions (No right or wrong):

- Is it ever appropriate to intentionally land long?
- Do you calculate the landing over a 50' obstacle for every flight?
- How do you determine the runway remaining during landing/take-off?
- Where is the danger zone for wake turbulence from landing aircraft?
- Where is the danger zone for wake turbulence from aircraft taking-off?
- When you make a mistake how do you keep your composure and continue to operate the aircraft safely and prudently?

### Discussion:

Wake turbulence from heavy aircraft is definitely not something to be ignored or taken lightly. The forces that are present in heavy aircraft wake turbulence can cause loss of control for light aircraft so the mishap pilot was right to consider the wake turbulence of the preceding heavy jet. Landing so far down the runway as to run out of landing distance obviously wasn't the right solution.

Every airport is different in terms of size, common aircraft in operation, flow patterns, etc. Even considering this it is possible to establish a few principles to guide us. First, know the landing distance for your aircraft based on weight and environmental conditions as well as know how to determine the runway remaining DURING the landing maneuver. Second, know where wake turbulence is most powerful and how long it will last. Third, if you make a mistake take a deep breath, keep your composure and work each new instruction, problem or

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development as they come up. Remember there is no problem that cannot be made worse by panicking and rushing.

**CONTINUE TO FLY SAFE!**



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# National Transportation Safety Board Aviation Accident Data Summary

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<b>Location:</b>	Santa Ana, CA	<b>Accident Number:</b>	WPR18CA059
<b>Date &amp; Time:</b>	12/26/2017, 1330 PST	<b>Registration:</b>	N698MC
<b>Aircraft:</b>	CESSNA 182	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## Analysis

The pilot reported that he was high on the approach for landing and partially focused on the tower controller's warning about heavy wake turbulence from landing jet traffic on the parallel runway. The airplane touched down about 1,800 ft or longer down the runway and subsequently ran off the end. The controller instructed him to turn around and exit the runway at taxiway Hotel; however, in confusion, the pilot turned toward the main terminal. The controller then instructed the pilot to make a 180° turn; however, he was now in the way of a taxiing incoming jet airplane. He moved the airplane to the left and subsequently struck an unmanned guard shack.

Postaccident examination revealed substantial damage to the left wing.

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

## Flight Events

Landing - Runway excursion  
Taxi - Ground collision

## Probable Cause

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

The pilot's failure to follow ground control instructions and to see and avoid ground obstacles while taxiing.

## Findings

Personnel issues-Task performance-Communication (personnel)-Following instructions-Pilot - C  
Personnel issues-Psychological-Attention/monitoring-Monitoring environment-Pilot - C  
Environmental issues-Physical environment-Object/animal/substance-Residence/building-Effect on operation - C

## Pilot Information

Certificate:	Private	Age:	73
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	None
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	(Estimated) 630 hours (Total, all aircraft), 182 hours (Total, this make and model), 25 hours (Last 90 days, all aircraft), 25 hours (Last 30 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

Aircraft Make:	CESSNA	Registration:	N698MC
Model/Series:	182 S	Engines:	1 Reciprocating
Operator:	HAC PROPERTIES LLC	Engine Manufacturer:	Lycoming
Operating Certificate(s) Held:	None	Engine Model/Series:	IO540-AB1
Flight Conducted Under:	Part 91: General Aviation - Personal		

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	KSNA, 55 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	Broken / 20000 ft agl	Wind Speed/Gusts, Direction:	Calm / ,
Temperature:	17° C	Visibility	5 Miles
Precipitation and Obscuration:	Moderate - Haze		
Departure Point:	TUCSON, AZ (TUS)	Destination:	Santa Ana, CA (SNA)

## Airport Information

Airport:	JOHN WAYNE AIRPORT-ORANGE COUN (SNA)	Runway Surface Type:	Asphalt
Runway Used:	20L	Runway Surface Condition:	Dry
Runway Length/Width:	2887 ft / 75 ft		

## 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:	33.673056, -117.866667 (est)		

## Administrative Information

Investigator In Charge (IIC):	Jackie L Vanover	Adopted Date:	05/14/2018
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
Investigation Docket:	<a href="http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=96555">http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=96555</a>		

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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.