

Aviation Safety

Pilot #1 Pilot #2 (if applicable) Aircraft

Name: Taylor Alania

Name: Jensen Masaki

N#: N172CN

Phone: [REDACTED]

Phone: [REDACTED]

Make: Cessna

Email: [REDACTED]

Model: 172S

Series: _____

Please provide your description of the event

On December 11th, 2023, a pilot friend and I took a time building flight around the island of Oahu. We are both certified flight instructors and we intended to fly and practice our skills. We first flew around the island and then decided to go to PHJR for pattern work. When we were entering the pattern, we were assigned 4L. The winds were at 110 and there was a heavy military aircraft, a KC-135, also doing work in the pattern on 4R. After a couple normal, successful touch-n-gos, we decided to practice Power Off 180s next. I was at the controls for the first Power Off 180. We were cleared for 4L. As I was on short final, the plane felt as if it was plummeting to the ground in a very rapid sink. I feel it was the wake turbulence from the heavy aircraft on 4R because everything was completely normal until then. We initiated a go-around (full power, full rich, runway heading) in an attempt to save the approach, but we were unable to establish a positive rate of climb and the plane touched down hard. On the go around, we inspected the left and right main gear from our seat and it seemed to be fine. We planned to touch down and make sure the aircraft was alright on our next pattern. When we touched down, the left main and the nose wheel tires popped, and the aircraft veered to the left side of the runway. We immediately shut down the fuel and electrical. We then advised tower that our maintenance would be on the way.

1

Was this the first flight of the day?

☐ Yes ☒ No ☐ Not applicable / Not available / Unknown

Did this event happen at your home base?

☐ Yes

☒ No (If no, how many times have you operated out of the airport prior to this event?)

☐ Never

☐ 1-5 times

☒ More than 5 times

☐ Not applicable / Not available / Unknown

Did an aircraft equipment malfunction contribute to the event?

☐ Yes (If so, how?) ☒ No ☐ Not applicable / Not available / Unknown

Did weather contribute to the event?

☐ Yes (If so, how?) ☐ No ☐ Not applicable / Not available / Unknown

Direct right crosswind.

Do you believe fatigue was a factor?

☐ Yes (If so, how?) ☒ No ☐ Not applicable / Not available / Unknown

Were you feeling rushed at the time?

☐ Yes (describe) ☒ No ☐ Not applicable / Not available / Unknown

2

Were there any distractions in the cockpit when the event occurred?

☐ Yes (describe) ☒ No ☐ Not applicable / Not available / Unknown

Please explain any other causal and/or contributing factors.

The heavy military aircraft doing pattern work on 4R, combined with the right crosswind, are contributing factors.

Pilot's suggestion to prevent reoccurrence.

To prevent a recurrence, pilots should be well educated on the effects of wake turbulence and crosswinds, and both combined. We should be able to assess when and how to initiate go-arounds, and know that wake turbulence is real and should be avoided all around by waiting.

Flight Times					
	Hours	N/A		Hours	N/A
Total Flight Time	1005.1	☐	Last 12 Months, All Aircraft	825.7	☐
Total, Make & Model	884.1	☐	Duty Time, Last 24 Hrs.		☐
Last 90 Days, Make & Model	341.2	☐	Flight Time, Last 24 Hrs.		☐
Last 90 Days, All Aircraft	424.3	☐	Flight Time, Leg at Time of Event		☐

Recency & Miscellaneous Info.					
	Date	N/A		Date	N/A
Flight Review		☐	ATP Flight Test		☐
Proficiency Check		☐	Medical Exam		☐
Competency Check		☐	Class of Medical	☐ First ☐ Second ☐ Third ☐ Basic Med	
Simulator Check		☐	Departure Airport		
Route Check		☐	Destination Airport		

Instrument Currency or IPC Flight		☐	Home Base Airport	
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4

Complete the following pages if the result of the occurrence may be defined as an Incident or Accident per 49 CFR §830.2

Aircraft			
	Make	Model	Series
Powerplant			
Propeller			
Total Airframe Hours			
Total Airframe Cycles		cycles	

Type of Landing Gear				
	Select			Select
Conventional	☐		Amphibious Floats	☐
Tricycle	☐		Amphibious Hull	☐
Floats	☐		Other	☐
Skis	☐		Explain Other:	
Skids	☐			

Weather Briefing Source (Select all that apply) ☐ Not Applicable / Not Available				
	Select			Select
National Weather Service	☐		PATWAS	☐
Flight Service Station	☐		Company	☐
Commercial Weather Service	☐		Military	☐
TV/Radio Weather	☐		Other	☐

Computer Briefing	☐		Explain Other:
PIREP	☐		

Precipitation (Select all that apply) ☐ Not Applicable / Not Available			
Rain	☐		Freezing Rain ☐
Hail	☐		Drizzle ☐
Sleet	☐		Other ☐
Snow	☐		Explain Other:
Freezing Drizzle	☐		

5

Weather Factors (Select all that apply) ☐ Not Applicable / Not Available			
Haze	☐		Density Altitude ☐
Dust	☐		Lightning Strike ☐
Smoke	☐		Blowing Snow ☐
Fog	☐		White Out ☐
Blowing Dust	☐		Windshear ☐
Blowing Smoke	☐		Smog ☐
Icing Conditions	☐		Sandstorm ☐
Gusty Winds	☐		Other ☐
Thunderstorm	☐		Explain Other:
Crosswind	☐		
Turbulence/Windstorm	☐		

Pilot Training (Check all that apply, Record the two most recent training events, if applicable)											
	YES	NO	N/A	(MM/DD/YYYY)	(MM/DD/YYYY)		YES	NO	N/A	(MM/DD/YYYY)	(MM/DD/YYYY)

Safety Seminar/Clinic	☐	☐	☐				Air Carrier Transition	☐	☐	☐		
Wings Program	☐	☐	☐				Simulator	☐	☐	☐		
Air Carrier Initial	☐	☐	☐				Comm./Third Party (Contract Training)	☐	☐	☐		
Air Carrier Recurrent	☐	☐	☐				Other	☐	☐	☐		
Air Carrier Requalification	☐	☐	☐									

For Air Carrier (121/135) Only ☐ Not Applicable / Not Available				
First Pilot			Second Pilot	
Date of Hire			Date of Hire	
Date of Regulatory Check Ride			Date of Regulatory Check Ride	
Domicile Zip Code			Domicile Zip Code	



U.S. Department
of Transportation
**Federal Aviation
Administration**

Flight Standards Service
General Aviation Safety Assurance

Aviation Safety

<u>Pilot #1</u>	<u>Pilot #2 (if applicable)</u>	<u>Aircraft</u>
Name: <u>Jensen Masaki</u>	Name: <u>Taylor Alania</u>	N#: <u>172CN</u>
<u>[REDACTED]</u>	<u>[REDACTED]</u>	Make: <u>Skyhawk</u>
<u>[REDACTED]</u>	Email: _____	Model: <u>172</u>
		Series: <u>S</u>

Please provide your description of the event

During a time building flight, Taylor and I departed PHNL for a flight around the island. Around 30-45 minutes after takeoff, it was decided to head to PHJR to remain proficient in landings. As we arrived to PHJR, there was a military aircraft doing landings on the parallel runway 4R, with the winds 110 degrees at 10 gusting 17 kts. Kalaeloa Tower assigned us 4L for touch and goes. The two touch and goes were successful, I was on the controls for the first, and Taylor was on the controls for the second touch and go. On the third landing it was decided that Taylor will demonstrate a power off 180. The traffic pattern went as normal until we were on about a .1nm final for 4L. As I glanced at our airspeed and saw that we were around 60 kts, Taylor decided to lower to nose in attempt to gain airspeed and enter ground effect. About 50-75 feet off of the runway, the aircraft encountered an unusual sink and I reacted by immediately pulling back on the controls and saying "flare." The aircraft then hit the ground and bounced, and initiated a go around. In the air, I visually inspected the right side of the landing gear and it looked normal to me. Taylor seemed flustered and told me to take the next landing. The fourth traffic pattern went as normal. It was decided that we are going to check the landing gear on the next touch and go, and depart back to PHNL. Upon a soft fourth landing, the nose wheel and left main tire made a slapping noise, almost like the rubber hitting the pavement and it the tires seemed to be flat. I brought the plane to a stop about 10 feet to the left of the centerline on 4L and cut the mixture and electrical.

Was this the first flight of the day?

☒ Yes ☐ No ☐ Not applicable / Not available / Unknown

Did this event happen at your home base?

☐ Yes

☒ No (If no, how many times have you operated out of the airport prior to this event?)

☐ Never

☐ 1-5 times

☒ More than 5 times

☐ Not applicable / Not available / Unknown

Did an aircraft equipment malfunction contribute to the event?

☐ Yes (If so, how?) ☒ No ☐ Not applicable / Not available / Unknown

Did weather contribute to the event?

☒ Yes (If so, how?) ☐ No ☐ Not applicable / Not available / Unknown

The wind were at 110 degrees at 10 gusting 17 knots. With the right quartering head wind, the wake turbulence from 4R would have blown onto 4L.

Do you believe fatigue was a factor?

☐ Yes (If so, how?) ☒ No ☐ Not applicable / Not available / Unknown

Were you feeling rushed at the time?

☐ Yes (describe) ☒ No ☐ Not applicable / Not available / Unknown

Were there any distractions in the cockpit when the event occurred?

☐ Yes (describe) ☒ No ☐ Not applicable / Not available / Unknown

Please explain any other causal and/or contributing factors.

During the time, heavy military aircraft were also landing on 4R. We were using 4L and the winds coming from 110 degrees could have blown the wake turbulence from the heavier military aircraft over to our runway/ approach path.

Pilot's suggestion to prevent reoccurrence.

To prevent reoccurrence, pilots shall have a stabilized approach even while performing power off 180's. At any point in the landing phase, the pilot will initiate a go around, if the approach becomes unstable. Another suggestion would be to wait for wake turbulence to subside or make the decision to do landings at another airport while other heavier aircraft are operating in the pattern.

Is there anything else that you would like to add?

Flight Times					
	Hours	N/A		Hours	N/A
Total Flight Time	540	☐	Last 12 Months, All Aircraft	273.6	☐
Total, Make & Model	462.3	☐	Duty Time, Last 24 Hrs.	0	☐
Last 90 Days, Make & Model	74.1	☐	Flight Time, Last 24 Hrs.	0	☐
Last 90 Days, All Aircraft	83.6	☐	Flight Time, Leg at Time of Event	1.0	☐

Recency & Miscellaneous Info.					
	Date	N/A		Date	N/A
Flight Review		☒	ATP Flight Test		☒
Proficiency Check		☒	Medical Exam	8/9/2023	☐
Competency Check		☒	Class of Medical	☒ First ☐ Second ☐ Third ☐ Basic Med	
Simulator Check		☒	Departure Airport	PHNL	
Route Check		☒	Destination Airport	PHNL	
Instrument Currency or IPC Flight		☒	Home Base Airport	KIWA	

**Complete the following pages if the result of the occurrence may be defined as an
Incident or Accident per 49 CFR §830.2**

Aircraft			
	Make	Model	Series
Powerplant	Lycoming	IO360	L2A
Propeller	McCauley		
Total Airframe Hours			
Total Airframe Cycles	cycles		

Type of Landing Gear			
	Select		Select
Conventional	☐		Amphibious Floats
Tricycle	☒		Amphibious Hull
Floats	☐		Other
Skis	☐		Explain Other:
Skids	☐		

Weather Briefing Source (Select all that apply)		☐ Not Applicable / Not Available	
	Select		Select
National Weather Service	☐		PATWAS
Flight Service Station	☐		Company
Commercial Weather Service	☐		Military
TV/Radio Weather	☐		Other
Computer Briefing	☒		Explain Other:
PIREP	☐		

Precipitation (Select all that apply)		☐ Not Applicable / Not Available	
	Select		Select
Rain	☐		Freezing Rain
Hail	☐		Drizzle
Sleet	☐		Other
Snow	☐		Explain Other:
Freezing Drizzle	☐		

Weather Factors (Select all that apply)			☐ Not Applicable / Not Available	
Haze	☐		Density Altitude	☐
Dust	☐		Lightning Strike	☐
Smoke	☐		Blowing Snow	☐
Fog	☐		White Out	☐
Blowing Dust	☐		Windshear	☐
Blowing Smoke	☐		Smog	☐
Icing Conditions	☐		Sandstorm	☐
Gusty Winds	☒		Other	☐
Thunderstorm	☐		Explain Other:	
Crosswind	☒			
Turbulence/Windstorm	☐			

Pilot Training (Check all that apply. Record the two most recent training events, if applicable)											
	YES	NO	N/A	(MM/DD/YYYY)	(MM/DD/YYYY)		YES	NO	N/A	(MM/DD/YYYY)	(MM/DD/YYYY)
Safety Seminar/Clinic	☐	☐	☒			Air Carrier Transition	☐	☐	☒		
Wings Program	☐	☐	☒			Simulator	☐	☐	☒		
Air Carrier Initial	☐	☐	☒			Comm./Third Party (Contract Training)	☐	☐	☒		
Air Carrier Recurrent	☐	☐	☒			Other	☒	☐	☒	06/23/2023	05/23/2023
Air Carrier Requalification	☐	☐	☒								

For Air Carrier (121/135) Only				☐ Not Applicable / Not Available	
First Pilot			Second Pilot		
Date of Hire			Date of Hire		
Date of Regulatory Check Ride			Date of Regulatory Check Ride		
Domicile Zip Code			Domicile Zip Code		