

COMPREHENSIVE PILOT DEVIATION QUESTIONS

Cedar: N90-M-2019/09/08-0002 -

ATQA: PEA...

Weather:

ATQA REPORT (BLOCK 18) PLUS 1712/17XX

1.

DESCRIPTION OF DEVIATION: **Block 18**

WHAT HAPPENED: **1712**

DESCRIPTION OF THE PROBLEM: WHO, WHAT, WHEN, WHERE, WHY,
[CITE 91.123 ROOT CAUSE(S)]: **(17XX)**

VMC flight into inadvertent IMC. ASEL pilot Chris White flew a Cessna 150 N6714S, at 6:53 pm on November 14, 2021, enroute from KAVP to KMPO, at 2653' encountered snow blindness from the landing lights due to a sudden snow squall. I turned off the landing lights and focused on the attitude indicator. The aircraft remained level but descended approximately 550' and crashed between two trees, which protected the fuselage from front impact. Myself and my 13 year old daughter were injured from the stoppage of the aircraft. We were miraculously rescued 5 ½ hours later.

2.

WHAT POSSIBLE OUTCOME(S) COULD HAVE RESULTED: **1712**

To. Death due to spatial disorientation in the inadvertent IMC and major loss of control.

3.

WHY WAS THE COURSE OF ACTION SELECTED: **1712**

The flight was planned to fly from KMPO in the early evening to KAVP for night currency extension, and then return to KMPO.

4.

WHAT WAS THE OPERATION BEING DONE/ATTEMPTED: **1712**

The return flight from KAVP back to KMPO.

5.

WHAT WAS THE EXPECTED PROCESS/PROCEDURE: **1712**

The expected process was to fly in VFR conditions from KAVP to KMPO.

6.

WHAT INFORMATION WAS AVAILABLE FOR THE OPERATION: **1712**

METARS, ASOS, ATIS, MOS

7.

WHAT WERE THE CONDITIONS: **1712**

The flight was conducted at night beginning around 6pm from KMPO. Conditions at KMPO were marginal VFR with ceilings of 3800' MSL, field elevation 1915' MSL. KAVP was overcast 3800' with field elevation 962' MSL. The weather was forecasted to begin deteriorating by 8pm.

8.

CONTROLS IN PLACE THAT WOULD HAVE PREVENTED THE ERROR/FAILURE: **1712**

Greater attention to the overall weather conditions especially for the Pocono Plateau and the implementation of the basic 9 hours of underhood training.

9.

WERE CONTROLS THAT FAILED INEFFECTIVE: **1712**

Inability to properly use instrument flying skills

10.

CAUSAL AND/OR CONTRIBUTING FACTORS NOT ALREADY ADDRESSED IN BLOCKS 13-16, IF ANY: **Block 18**

NO

11.

ATC ACTIONS OR PROCESSES THAT CONTRIBUTED TO THE EVENT:
Block 18

ATC's performance was based on VFR conditions.

12.

ROOT CAUSE (5 WHYS): 1712

ROOT CAUSE(S): (17XX)

Marginal VFR flight into inadvertent IMC

13.

IMMEDIATE CORRECTIVE ACTIONS (FAA OR SELF) - COUNSELING, WRITTEN OR ORAL; CLARIFY UNDERSTANDING; CONVEY REGULATORY INFORMATION; BEST PRACTICES; SAFETY CONCERNS OR ISSUES; RECOMMEND ADDITIONAL TRAINING/EDUCATION: (17XX)

Immediate corrective actions for me are to review weather pre flight briefing knowledge and increase personal minimums related to marginal VFR night conditions.

14.

ADDITIONAL TRAINING: REQUIRED/NOT REQUIRED. IF RT, B 1749 I, INCLUDING DETAILS OF THE RT OFFER, ACCEPTANCE BY THE AIRMAN AND FAAST FPM, AND RECORD ID NUMBER OF *950 PTRS. (17XX)

15.

RECOMMENDATIONS FOR SYSTEMIC CORRECTIVE ACTION TO REDUCE RISK OF FUTURE OCCURRENCE: Block 18

16.

LONG TERM CORRECTIVE ACTIONS: (17XX)

B 911 I - NON-REGULATORY CONCERNS, RECOMMENDATIONS AND IMPROVEMENTS TO PROCEDURES (17XX)

B 752 I - MITIGATING OR CORRECTIVE ACTIONS TAKEN BY THE AIRMAN: THE PILOT, XXXX. FOLLOWUP DATE ANNOTATED ON OUTLOOK CALENDAR. (17XX)

17.

COMMENTS (IF NONE, SO STATE): Block 18

I appologize for the long delay in submitting my report. Due to the concussion from the plane crash it has been difficult to think and process the needed information.

18.

**PTRS RECORD IDS ASSOCIATED WITH THE EVENT: Block 18
B-907-I**

19.

PILOTS EXPLAINATION: ATQA

20.

PILOTS CORRECTIVE ACTION: ATQA

What was your suggestion to prevent reoccurrence?

21.

Cedar Report: Closed

22.

Logbook: Annotated

Pilot Comments/Recommendations

CAUSAL AND/OR CONTRIBUTING FACTORS (WEATHER, MALFUNCTIONS, KNOWLEDGE/EXPERIENCE, AND PILOT INDICATIONS), IF ANY:

DID ATC ACTIONS, PROCESSES OR PROCEDURES CONTRIBUTE TO THE EVENT?

RECOMMENDATIONS FOR INTERRELATED METHODS OR PROCEDURES (SYSTEMIC) FOR CORRECTIVE ACTION TO REDUCE RISK OF FUTURE OCCURRENCE:

COMMENTS:

Additional Questions for Pilot Deviations

- A. What is your Home Base?
KMPO
- B. What is the best daytime phone number to contact you about this event?
Cell phone [REDACTED]
- C. What was your departure airport and arrival airport for this event?
KMPO - KAVP - KMPO
- D. What was your method and equipment/device used for navigation?
VFR flight controls, VOR, secondary source IPAD foreflight
- E. Did you have current maps/charts available in the aircraft (electronic or hard copy)?
Which maps/charts were you using at the time of the event? What is the effective date of those items?
I had Foreflight active on my iPad mounted on the yoke which was to expire on December 30, 2021. Therefore I had electronic maps/charts, weather, and a magenta course activated in flight planner.
- F. What was the method or source for your pre-flight briefing?
I used Foreflight for the pre-flight briefing.
- G. Were you intercepted as a result of this event? What did you do when intercepted?
No.
- H. Was ATC contacted prior to the violation?
Not sure if this was a violation, but I was in full contact with the ATC from KAVP.
- I. Was there contact with ATC after the violation and before landing?
N/A
- J. Was fatigue a factor?

- Not necessarily, but perhaps accumulative fatigue from working a long day on Saturday.
- K. How much rest did you have in the 24 hours prior to the event
9 hours
- L. How many hours passed from the time you work up until the time the event occurred?
10 hours
- M. Were you feeling rushed at the time?
I believe in retrospect that there was an indirect rushing affect due to the marginal VFR conditions and the impending IFR weather forecasted that caused me to want to get to KAVP and back to KMPO before the weather deteriorated.

Pilot Training

- A. Have you attended a safety seminar/clinic? Mm/dd/yr
Yes, Aviation Weather Hazards WP01106145. 8/17/21
- B. Have you participated in the Wings Program? Mm/dd/yr
Yes
- C. Any other training? Mm/dd/yr
Began IFR training, 9 hrs under the hood

Pilot: Christopher C White

Name: Christopher C White

License Number: [REDACTED]

Hours

A Total, All Aircraft (hours)

195.9

B.Total, Make & Model in (hours)

194.9 Cessna 150

C.Last 90 Days, All Aircraft (hours)

16.2

D Last 60 Days, Make & Model in Aircraft (hours)

13.7

E.Duty Time, Last 24 Hours *includes item F* (hours)

F. Flight Time, Last 24 Hours (hours)

zero

G Flight Time, Leg At Time of Deviation

30 minutes

Pilot Checks and Tests

A. Flight Review

MMDDYYYY

B. Proficiency

MMDDYYYY

C. Competency Flight

MMDDYYYY

D. Simulator

MMDDYYYY

E. Route Check

MMDDYYYY

F. Instrument Currency or Instrument Rating Flight Test

MMDDYYYY

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G. Airline Transport Pilot Flight Test

MM DD YYYY

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H. Flight Test (private, commercial, or flight instruction)

MM DD YYYY

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I. 10 31 2020

I. Other, Specify

MM DD YYYY

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