

Time / Day

Date : 201302

Local Time Of Day : 1801-2400

Place

Locale Reference.ATC Facility : ZZZ.ARTCC

State Reference : US

Altitude.MSL.Single Value : 8000

Environment

Flight Conditions : IMC

Weather Elements / Visibility : Icing

Light : Night

Aircraft

Reference : X

ATC / Advisory.Center : ZZZ

Aircraft Operator : Air Taxi

Make Model Name : PA-31 Navajo/Chieftan/Mojave/T1040

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 135

Flight Phase : Cruise

Airspace.Class E : ZZZ

Person

Reference : 1

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Air Carrier

Function.Flight Crew : Pilot Flying

Qualification.Flight Crew : Air Transport Pilot (ATP)

ASRS Report Number.Accession Number : 1068516

Human Factors : Situational Awareness

Events

Anomaly.Deviation - Speed : All Types

Anomaly.Inflight Event / Encounter : Weather / Turbulence

Detector.Person : Flight Crew

Result.Flight Crew : Took Evasive Action

Assessments

Contributing Factors / Situations : Aircraft

Contributing Factors / Situations : Human Factors

Contributing Factors / Situations : Weather

Primary Problem : Ambiguous

Narrative: 1

In cruise, I began accumulating ice. I activated all anti and de-icing systems and monitored the situation by watching the wing leading edge via the wing ice light. Additionally, I was monitoring the OAT probe for accumulation. What I failed to notice initially was the ice building aft of the boot. Once I noticed, I requested an immediate climb, thinking that perhaps I was encountering freezing precipitation and/or SLD. In the climb, the airspeed decayed to the point where I determined that my only option was to level off and build up some speed for the wing deice boots (and for minimum icing speed considerations) and failing that, I would have to descend and potentially divert. I leveled at an intermediate altitude for several minutes while I activated the deice boots. The

airframe cleared of much of the ice and I was able to climb to my assigned altitude. I informed ATC of the reason for stopping my climb and that I was continuing to climb to 8,000 FT. The Controller seemed disinterested, so I felt that there was no potential loss of separation. I continued and landed at the destination. On the approach, the stall warning device activated at approximately 125 KTS, though physical cues (I was hand-flying) of an impending stall were absent. I was able to land without incident. When I inspected the aircraft after landing there was as much as 1-1/2" of ice on certain unprotected parts and approximately 3/4" on the stall warning device. I should have monitored the area aft of the boots when I began accumulating ice. I believe that the ice accumulating on unprotected surfaces caused my climb airspeed to be too low and that caused the intermediate level-off. From now on, I will monitor unprotected surfaces.

Synopsis

A PA31 encountered icing conditions that the aircraft deice systems initially were unable to handle. After leveling off, much of the ice successfully shed and a climb to 8,000 FT and slower ice accumulation was made.

ACN: 995449 (29 of 418)

Time / Day

Date : 201202

Local Time Of Day : 0601-1200

Place

Locale Reference.Airport : ZZZ.Airport

State Reference : US

Environment

Flight Conditions : IMC

Weather Elements / Visibility : Snow

Weather Elements / Visibility : Icing

Light : Dawn

Ceiling.Single Value : 400

Aircraft

Reference : X

ATC / Advisory.Center : ZZZ

Aircraft Operator : Air Taxi

Make Model Name : PA-31 Navajo/Chieftan/Mojave/T1040

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 135

Flight Plan : IFR

Mission : Cargo / Freight

Flight Phase : Descent

Route In Use : Direct

Airspace.Class E : ZZZ

Person

Reference : 1

Location Of Person.Aircraft : X

Location In Aircraft : Flight Deck

Reporter Organization : Air Taxi

Function.Flight Crew : Single Pilot

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Private

Qualification.Flight Crew : Flight Instructor
Qualification.Flight Crew : Multiengine
Experience.Flight Crew.Total : 5200
Experience.Flight Crew.Last 90 Days : 120
Experience.Flight Crew.Type : 2000
ASRS Report Number.Accession Number : 995449
Human Factors : Situational Awareness

Events

Anomaly.Inflight Event / Encounter : Weather / Turbulence
Detector.Person : Flight Crew
When Detected : In-flight

Assessments

Contributing Factors / Situations : Human Factors
Contributing Factors / Situations : Weather
Primary Problem : Ambiguous

Narrative: 1

I was flying on a scheduled freight route. A snow storm had entered the area and was across the entire route. Upon leaving, I entered IMC almost immediately and was IMC during the entire flight. The temperatures were -1 C entering IMC and -10 C at 8,000 FT. I immediately started to pick up ice after leaving. About 30 miles into the flight I entered an area of moderate ice and went up to 8,000 to try and slow the progression. It helped but I still continued to get light ice with small pockets of moderate. All the deice equipment on the airplane was operational but the ice continued to form on the parts of the airplane not equipped with deice equipment. As a rule of thumb, if the airplane airspeed falls below 150, the pilot needs to take evasive action to get out of it. I was actually down to 140 KTS in level flight but I was close enough to destination that I needed to start a descent to get set up for the approach. I was 40 miles out when I got the weather and it was 1 1/4 miles and 600 FT overcast; shortly after that Center advised me that the weather was going down. At this point, I had already started my descent and was maintaining 140 KTS. I had started to run out of options at this point because the airplane had picked up enough ice I did not think I would be able to climb back up. I was maintaining airspeed only because I was descending. The visibility had dropped to 1/4. I elected to do the ILS approach rather than hold due to the ice the airplane had already encountered. I landed without incident with the actual visibility almost one mile. The trucks were plowing the runway and the wind was blowing in the right direction so that the snow off the runway was moving over the sensor. The snowstorm was the actual cause of the problem and the inaccurate TAF. While the weather was supposed to come down it was not supposed to drop below 1 1/2 according to the TAF. I was fully aware of the snowstorm and possible icing condition but also had many options for most of the flight.

Synopsis

A PA31 pilot departed on a one hour flight into icing conditions with forecast snow and low visibilities at destination. Ice formed on areas of the aircraft that are not deiced and airspeed dropped. Descent was required to maintain airspeed and an ILS approach and landing was made with visibility reported as one quarter mile.

ACN: 883248 (55 of 418)

Time / Day

Date : 201004
Local Time Of Day : 0601-1200

Place

Locale Reference.ATC Facility : ZZZ.ARTCC
State Reference : US
Relative Position.Angle.Radial : 310
Altitude.MSL.Single Value : 7000

Environment

Flight Conditions : IMC
Weather Elements / Visibility : Turbulence
Light : Daylight
Ceiling.Single Value : 1200

Aircraft

Reference : X
ATC / Advisory.Center : ZZZ
Aircraft Operator : Corporate
Make Model Name : PA-31 Navajo/Chieftan/Mojave/T1040
Crew Size.Number Of Crew : 1
Operating Under FAR Part : Part 91
Flight Plan : IFR
Mission : Passenger
Flight Phase : Climb
Route In Use : Direct
Airspace.Class G : ZZZ

Component : 1

Aircraft Component : Autopilot
Aircraft Reference : X
Problem : Malfunctioning

Component : 2

Aircraft Component : Headset
Aircraft Reference : X
Problem : Design

Person

Reference : 1
Location Of Person.Aircraft : X
Location In Aircraft : Flight Deck
Reporter Organization : Corporate
Function.Flight Crew : Captain
Function.Flight Crew : Single Pilot
Qualification.Flight Crew : Flight Engineer
Qualification.Flight Crew : Air Transport Pilot (ATP)
Qualification.Flight Crew : Flight Instructor
Qualification.Flight Crew : Multiengine
Qualification.Flight Crew : Instrument
Experience.Flight Crew.Total : 17000
Experience.Flight Crew.Last 90 Days : 35
Experience.Flight Crew.Type : 100
ASRS Report Number.Accession Number : 883248
Human Factors : Human-Machine Interface

Events

Anomaly.Aircraft Equipment Problem : Less Severe
Anomaly.Deviation - Altitude : Excursion From Assigned Altitude
Anomaly.Deviation - Track / Heading : All Types

Anomaly.Deviation - Procedural : Clearance
Anomaly.Inflight Event / Encounter : Loss Of Aircraft Control
Detector.Person : Flight Crew
Detector.Person : Air Traffic Control
Were Passengers Involved In Event : N
When Detected : In-flight
Result.Flight Crew : Returned To Clearance
Result.Flight Crew : Regained Aircraft Control
Result.Air Traffic Control : Issued Advisory / Alert

Assessments

Contributing Factors / Situations : Environment - Non Weather Related
Contributing Factors / Situations : Human Factors
Contributing Factors / Situations : Weather
Contributing Factors / Situations : Aircraft
Primary Problem : Weather

Narrative: 1

ATC cleared us on course and to climb to 10000 FT. Light to moderate turbulence caused the autopilot to disconnect. Aircraft turned right about 60 degrees and descended 300-500 FT before I could recover. ATC advised we need to turn back to the the northwest. Correction made no conflict noted.

Contributing factor: Noise canceling headset blocked the autopilot disconnect alarm.

Synopsis

A PA31 pilot temporarily lost control when the autopilot disconnected in turbulence and his noise canceling headset obscured the disconnect warning.

ACN: 683957 *(120 of 418)*

Time / Day

Date : 200601
Local Time Of Day : 0601-1200

Place

Locale Reference.Navaid : ZZZ.VOR
State Reference : US
Relative Position.Angle.Radial : 274
Relative Position.Distance.Nautical Miles : 30
Altitude.MSL.Single Value : 6000

Environment

Flight Conditions : IMC
Weather Elements / Visibility : Turbulence
Weather Elements / Visibility : Icing
Light : Dawn
Ceiling.Single Value : 2000

Aircraft

Reference : X
ATC / Advisory.TRACON : ZZZ.TRACON
Aircraft Operator : Air Taxi
Make Model Name : PA-31 Navajo/Chieftan/Mojave/T1040
Crew Size.Number Of Crew : 1
Operating Under FAR Part : Part 135

Flight Plan : IFR
Mission : Cargo / Freight
Flight Phase : Cruise
Route In Use.Airway : ZZZ.Airway
Airspace.Class E : ZZZ.E

Component

Aircraft Component : Pitot/Static Ice System
Aircraft Reference : X
Problem : Improperly Operated

Person : 1

Reference : 1
Location Of Person.Aircraft : X
Reporter Organization : Air Taxi
Function.Flight Crew : Single Pilot
Function.Flight Crew : Pilot Flying
Qualification.Flight Crew : Commercial
Qualification.Flight Crew : Multiengine
Qualification.Flight Crew : Instrument
Qualification.Flight Crew : Flight Instructor
Experience.Flight Crew.Total : 1900
Experience.Flight Crew.Last 90 Days : 130
Experience.Flight Crew.Type : 130
ASRS Report Number.Accession Number : 683957

Person : 2

Reference : 2
Location Of Person.Facility : ZZZ.TRACON
Reporter Organization : Government
Function.Air Traffic Control : Departure

Events

Anomaly.Aircraft Equipment Problem : Less Severe
Anomaly.Inflight Event / Encounter : Weather / Turbulence
Detector.Person : Flight Crew
Detector.Person : Air Traffic Control
Result.Flight Crew : Overcame Equipment Problem
Result.Air Traffic Control : Issued Advisory / Alert

Assessments

Contributing Factors / Situations : Aircraft
Contributing Factors / Situations : Weather
Contributing Factors / Situations : Human Factors
Primary Problem : Human Factors

Narrative: 1

I LEVELED ACFT OFF AT 6000 FT AND SET CRUISE PWR. NOTED LOWER THAN NORMAL AIRSPD. CHKED GEAR AND FLAPS AND FOUND THEM TO BE RETRACTED. AIRSPD DROPPED FURTHER (SLOWLY). I ADDED PWR AND CHKED FOR ICE, SUSPECTING PITOT ICE. NOTED OUTSIDE AIR TEMP WAS -2 DEGS C AND ONLY A TRACE OF ICE ON THE WINGS. ON THIS PARTICULAR ACFT, THE ANTI-ICE SWITCHES ARE ON THE L SIDEWALL NEAR THE CAPT'S KNEES, AND ARE HARD TO SEE IN DIM LIGHTING. I LOOKED AND THOUGHT I SAW PITOT HEAT ON. DURING THIS TIME, EVIDENTLY THE ALTIMETER AND VSI FROZE SOMEHOW. ATC CUED ME IN TO THIS AS THEY SAID FIRST I WAS AT APPROX 7800 FT MSL, THEN A FEW MOMENTS LATER, AT 10700 FT MSL. ALTIMETER READ APPROX 5950 FT, VSI INDICATED ZERO FPM, AND AIRSPD INDICATOR READ ZERO. I WAS ABLE TO LEVEL THE ACFT OFF BRIEFLY AND THEN TURNED ON ALL SWITCHES ON

THE L SIDEWALL IN THE ROW WITH THE DEICE EQUIP. A FEW MOMENTS LATER, ALL INDICATIONS CAME BACK TO NORMAL. ALT WOUND UP TO 10300 FT MSL, AIRSPD READ 160 KTS, AND VSI APPROX ZERO. I THINK I MIGHT HAVE FAILED TO TURN ON PITOT HEAT IN THE DIM LIGHT AS THE SWITCHES ARE HARD TO READ. THE EMER WAS DECLARED WHEN ATC INDICATED I WAS AT 10700 FT. AFTER EVERYTHING CAME BACK TO LIFE, THE FLT WAS UNEVENTFUL.

Synopsis

PA31 PLT DECLARES EMER WHEN HE EXPERIENCED ERRONEOUS PITOT STATIC INDICATIONS BECAUSE PITOT HEAT SWITCHES WERE OFF.

ACN: 533885 (204 of 418)

Time / Day

Date : 200112

Local Time Of Day : 1201-1800

Place

Locale Reference.Navaid : HTO.VORTAC

State Reference : NY

Altitude.MSL.Single Value : 5000

Environment

Weather Elements / Visibility : Snow

Weather Elements / Visibility : Icing

Weather Elements / Visibility.Other

Aircraft

Reference : X

ATC / Advisory.TRACON : N90.TRACON

Aircraft Operator : Personal

Make Model Name : PA-31 Navajo/Chieftan/Mojave/T1040

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : IFR

Mission : Personal

Flight Phase : Descent

Airspace.Class E : N90.E

Component

Aircraft Component : Attitude Indicator(Gyro/Horizon/ADI)

Aircraft Reference : X

Problem : Malfunctioning

Person : 1

Reference : 1

Location Of Person.Aircraft : X

Reporter Organization : Personal

Function.Flight Crew : Single Pilot

Function.Flight Crew : Pilot Flying

Qualification.Flight Crew : Instrument

Qualification.Flight Crew : Multiengine

Experience.Flight Crew.Total : 668

Experience.Flight Crew.Last 90 Days : 26

Experience.Flight Crew.Type : 34

ASRS Report Number.Accession Number : 533885

Person : 2

Reference : 2

Location Of Person.Facility : PVD.Tower

Reporter Organization : Government

Function.Air Traffic Control : Local

Person : 3

Reference : 3

Reporter Organization : Contracted Service

Events

Anomaly.Aircraft Equipment Problem : Critical

Anomaly.Deviation - Altitude : Overshoot

Anomaly.Deviation - Altitude : Excursion From Assigned Altitude

Anomaly.Deviation - Procedural : Published Material / Policy

Anomaly.Deviation - Procedural : FAR

Anomaly.Inflight Event / Encounter : Other / Unknown

Anomaly.Inflight Event / Encounter : Weather / Turbulence

Detector.Person : Flight Crew

Detector.Person : Air Traffic Control

Result.General : Maintenance Action

Result.General : Declared Emergency

Result.Flight Crew : Returned To Clearance

Result.Flight Crew : Landed In Emergency Condition

Result.Air Traffic Control : Provided Assistance

Result.Air Traffic Control : Issued New Clearance

Assessments

Contributing Factors / Situations : Aircraft

Contributing Factors / Situations : Weather

Contributing Factors / Situations : Human Factors

Primary Problem : Human Factors

Narrative: 1

I WAS ON AN IFR FLT PLAN FROM TTN TO OWD. DURING THE FLT ON V139 FROM MANTA INTXN TO THE HTO VOR, I ENCOUNTERED ICING AT 7000 FT. I CALLED ATC TO RPT THE ICING AND HE ASKED FOR THE TYPE AND TEMP. IT WAS LIGHT RIME ICE AND IT WAS - 12 DEGS C. HE CAME BACK AND SAID THAT WE WERE CLRED TO DSND TO 5000 FT. I BEGAN TO DSND TO 5000 FT AND WE WERE NOW IN SNOW CONDITIONS. I WAS KEEPING A CHK ON THE LEADING EDGE OF MY WING AND ATC INFORMED ME THAT I WAS AT 4000 FT. I CONFIRMED THAT I WAS AT 4000 FT AND TOLD HIM THAT WE WOULD CLB TO 5000 FT AND IMMEDIATELY DID SO. DURING THIS TIME, MY ATTITUDE INDICATOR WAS SHOWING ME IN A R TURN. HOWEVER, THE OTHER INSTS SHOWED THAT I WAS STRAIGHT AND LEVEL AT 5000 FT. ZNY ASKED THAT I CONTACT PROVIDENCE ATC AND AFTER CALLING PROVIDENCE ATC I RPTED THAT I WAS HAVING TROUBLE WITH AN INST, I WOULD LIKE TO DECLARE AN EMER AND HAVE A HEADING TO THE NEAREST ARPT. SHE GAVE ME A HEADING AND PERMISSION TO DSND. UPON REACHING 3500 FT, WE HAD VISUAL CONDITIONS AND LANDED AT GROTON NEW LONDON ARPT. AFTER LNDG IN GROTON, CT, I WAS MET BY A FIREMAN TO FILL OUT A RPT. I GAVE HIM MY PLT'S LICENSE TO COPY, BUT DID NOT HAVE MY MEDICAL CERTIFICATE WITH ME. THE NEXT DAY, I MET WITH A MECH AND WE WENT OVER THE PROBABLE CAUSES. I WAS ABLE TO CONTINUE MY FLT VFR AND NO PROBS OCCURRED.

Synopsis

PA31 PLT WAS OPERATING IN ICING CONDITIONS AND HAD ATTITUDE INST PROBS. HE DID NOT HAVE A MEDICAL CERTIFICATE IN HIS POSSESSION.

Time / Day

Date : 199409

Local Time Of Day : 1801-2400

Place

Locale Reference.Airport : 36K

State Reference : KS

Relative Position.Distance.Nautical Miles : 15

Altitude.MSL.Single Value : 15500

Environment

Flight Conditions : IMC

Light : Dusk

Aircraft

ATC / Advisory.Center : ZKC

Aircraft Operator : Government

Make Model Name : PA-31 Navajo/Chieftan/Mojave/T1040

Crew Size.Number Of Crew : 1

Operating Under FAR Part : Part 91

Flight Plan : IFR

Mission : Tactical

Flight Phase : Cruise

Flight Phase.Other

Airspace.Class E : ZKC

Person : 1

Reference : 1

Reporter Organization : Government

Function.Flight Crew : Pilot Flying

Function.Flight Crew : Single Pilot

Qualification.Flight Crew : Air Transport Pilot (ATP)

Experience.Flight Crew.Total : 2729

Experience.Flight Crew.Last 90 Days : 88

Experience.Flight Crew.Type : 1200

ASRS Report Number.Accession Number : 282746

Person : 2

Reference : 2

Reporter Organization : Government

Function.Air Traffic Control : Enroute

Qualification.Air Traffic Control : Fully Certified

Events

Anomaly.Deviation - Altitude : Excursion From Assigned Altitude

Anomaly.Deviation - Procedural : Clearance

Anomaly.Inflight Event / Encounter : Loss Of Aircraft Control

Anomaly.Inflight Event / Encounter : Weather / Turbulence

Detector.Person : Flight Crew

Result.General : None Reported / Taken

Assessments

Primary Problem : Weather

Narrative: 1

THE DESCRIPTION OF EVENTS THAT WILL FOLLOW ARE NOT UNUSUAL EVENTS IN THE NORMAL OPS OF MAKING CLOUD PENETRATIONS FOR THE PURPOSES OF WX MODIFICATION. HOWEVER, IN THIS PARTICULAR CASE THE CTR CTRLR ADMONISHED ME FOR NOT INFORMING HIM OF THE ALTDEV SOONER. WHILE MAKING A CLOUD PENETRATION ON AN EMBEDDED CELL, I FIRST ENCOUNTERED 4500 FPM UPDRAFTS FOLLOWED BY A SHEAR ZONE THEN A SUSTAINED 4000-5000 FPM DOWNDRAFT. I WAS ASSIGNED A BLOCK ALT OF 18000-22000 FT. I WAS AT ABOUT 19000 WHEN I FIRST ENCOUNTERED THE UPDRAFT AND ABOUT 21800 FT WHEN THE SHEAR AND DOWNDRAFT STARTED. THE TURB AND DOWN AIR FROM THE SHEAR CAUSED A RAPID DETERIORATION OF AIRSPD, AND MOMENTARY PWR LOSS OF BOTH ENGS DUE TO FUEL FLOW INTERRUPTION. IN ORDER TO AVOID A STALL IT REQUIRED A PRETTY EXTREME NOSE DOWN ATTITUDE, WHICH PROLONGED THE FUEL INTERRUPTION. HOWEVER THE R ENG RETURNED TO MAKING PWR AFTER ESTIMATED 10 SECONDS, BUT THE L ENG DID NOT RESPOND FOR APPROX ANOTHER 1 MIN AND 30 SECONDS, AT THE SAME TIME I WAS RAPIDLY APCHING THE BOTTOM OF THE BLOCK ALT, 18000 FT. ZKC WAS TALKING TO ANOTHER ACFT BUT AT ABOUT 18300 FT I TRIED TO SQUEEZE MY CALL IN BTWN THE CTR'S XMISSION AND ANOTHER ACFT'S RESPONSE. MY XMISSION WAS, 'ZKC NAVAJO IS GOING TO BE FORCED OUT OF THE BOTTOM OF THE BLOCK,' BUT I BELIEVE MY XMISSION WAS PROBABLY STEPPED ON, UNDERSTANDABLY, BY THE OTHER ACFT. WITH THE STRONG DOWNDRAFT, PROLONGED PWR LOSS ON THE L ENG AND THE AMOUNT OF ACCUMULATED AIRFRAME ICE FROM PREVIOUS 1 HR'S WORTH OF PENETRATIONS, BY THE TIME I GOT ANOTHER CALL INTO CTR I WAS GOING THROUGH 16000 FT. THE DOWNDRAFT WAS STARTING TO SUBSIDE AND THE L ENG WAS SLOWLY STARTING TO REGAIN PWR AND I WAS ABLE TO HOLD ALT AT ABOUT 15500 FT. ZKC'S RESPONSE WAS THAT I SHOULD HAVE NOTIFIED HIM SOONER. I HAVE NOTHING BUT PRAISE FOR ZKC AS I HAVE BEEN FLYING THESE FLTS FOR 5 SUMMER SEASONS, AND THEY ARE GENERALLY VERY HELPFUL AND UNDERSTANDING OF THE CONDITIONS THAT ARE BEING FLOWN IN AND HOW RAPIDLY THINGS CAN OCCUR. ALTDEVS LIKE THIS OCCUR ON OUR FLTS SEVERAL TIMES A SEASON, BUT IN THE 5 YRS OF DOING THIS THEY HAVE NEVER CAUSED A TFC SEPARATION PROB FOR CTR, NOR DID IT THIS TIME, THAT I HAVE BEEN MADE AWARE OF. IT IS AN EXTREMELY RARE CASE, THAT ONCE I HAVE GOTTEN TO THE STORM AREA TO BE WORKED, THAT THERE IS ANOTHER ACFT WITHIN MANY MI OF MY POS. AS TO HOW TO CORRECT THE PROB, MAYBE I SHOULD HAVE TRIED TO NOTIFY THEM SOONER, BUT THE FREQ WAS BUSY BEFORE MY FIRST CALL, AS WAS I. I WAS PROBABLY SATURATED AT LEAST INITIALLY WITH MY SIT. I ALSO KNOW FROM PAST EXPERIENCE CTR DOES NOT LIKE TO BE BOTHERED TOO FAR IN ADVANCE OF A POSSIBLE DEV OR ONE OF LESS THAN 300 FT. IT CAN BE VERY DIFFICULT TRYING TO GUESS IF AN UPDRAFT OR DOWNDRAFT IS GOING TO SUBSIDE IN TIME TO MAINTAIN THE BLOCK ALT OR TO CALL THEM IN ADVANCE OF EVERY TIME WE MIGHT DEV FROM THE BLOCK ALT WOULD FOR SURE ANNOY THEM.

Synopsis

CLOUD SEEDING ACFT DSNDS BELOW FLOOR OF BLOCK ALT DUE TO SEVERE DOWNDRAFT.