



# Interagency Aviation Lessons Learned



No. IA LL 25-01

April 16, 2025

Page 1 of 1

**Subject: Flight Line Operations**

**Area of Focus: Flight Line Safety**

**Distribution: All Aviation Operations**

**Discussion:** One of the primary purposes of the SAFECOM system is to share lessons learned and provide recommendations to improve aviation safety. The following event, taken from [SAFECOM 25-0319](#), was shared by the pilot.

Here's the story: Upon completion of a pilot training flight, the pilot landed and taxied to the local Fixed Base Operator (FBO). They were marshaled into the parking area by line personnel and shutdown. The aircraft was "chocked" on the left main tire, the parking brake released, and the nose wheel linkage pin removed in the event the aircraft needed to be repositioned later by line personnel. A short time later, a cold front passed through the area resulting in strong winds and other inclement weather. While debriefing the flight inside the FBO, the pilot was informed that the wind rotated the aircraft approximately 120 degrees. Additionally, the Cessna Caravan that was parked next to the aircraft, rotated 75-80 degrees. Fortunately, the aircraft did not collide with each other.

The aircrew ran out to the aircraft to ensure the ramp personnel chocked all three wheels. They also conducted a thorough external inspection to confirm there was no damage. The reported peak wind speed reported to the control tower was 51 kts (58 mph).

This event is an important lesson learned by both the FBO line personnel and the aircrew. The lack of expected or forecast winds does not guarantee it won't happen. The pilot said that the SOP to ensure all three tires are chocked and have the aircraft tied down whenever possible when operating from a FBO will be incorporated into their Flight Operations Guide.

Thanks to the pilot for sharing his experience and providing the lessons he learned so that others will benefit!

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