	FAA ACC	7)	141/1	N DEN	VT R	EPORT	2		MENDA.	. DA	î F	3.4	0	7-		-	_
1	ACCIDENT	<u>\</u>	1	NCIDENT	٠ ۲	]	13.			RCR	ent	[V]	O [	_=	DA 📗	YR	
1	(3. 4 mm. –		0	9	T.	<u> </u>	- RE	GISTR	ATION N	O o					14 FAR P.	ARTN	YU!
3	DATE OF EVENT	•	L	19 0	6	02	MA	KEM	ODEL C	يرح	12	P_			91	133	,
1				10 1	A	YR	SER	LAI N	DDEL CE-	172	2-1				103	135	CO
4.	AA OFFICE	2				9	VE	CALL 14	0. 172	87	40	_			121	137	
ı			REGION	0	FFICE N	UMBER	1.5	W OF	MANUFACTU	RE [	. 0	1	> 1	<u> </u>	125	-	
3.	TSB ID A 7	4	M 3		7	T	TOT/	AL AIRI OLE HO	RAME HRS			7	===	={[	5. TYPE (	FAI	RC
,			02	LA		66			CYCLES				3 7		ATRPLA		
	OCATION-CITY/STA	TE/Z	IP				(ALR	CARRI	R ONLY)			T	T	7	HELICO	PTER	
7	PERATOR NAME	<u> </u>	E,	FL			16. P	OWE	R PLANT M	AVEO		<del>_</del> _	<del>-</del>	4_	GLIDER		
ļ '	· CERATOR NAME		_		7	T T -	— (п	F APPL	ICABLE) /	ARE/I	ODEI	/SE	RIES		BALLOO	N	
I.	<b>A IRPORT</b>				DURIFT	TER IDENTIFIER			ICABLE) /						DIRIGIBI	 E	_
	IP PPLICABLE)						(OF	APPLI	CABLE) MC	-EVINIO)	LL/SI	ERIE	'S		GYROPL.		_
9.	1 OCAL TIME		3- OR 4- 1		KI	MM	18. B	IOHA	ZARD ARE						HOMEBUI		- <u>-</u>
			24- HOU	CTOCK	17	48	19, TY	YPF (	OF LANDING	A )	ES [	N	οX		ULTRALIC		
IOA.	ATITUDE					17.8		CONV	ENTIONAL.	GEA	il	_,_					
	1 Over	_					X	TRICY	CLE				S	KIS			
VB	1 ONGITUDE							LOAT					A	МРНП	BIOUS		
11	A (DCD A TOT) -	ı ——					20. [N	JURY	SUMMARY	<del></del> .			_1_				
	A IRCRAFT DAMAGE	12. CC	OLLISIC	N - BETWE	EN TU	VO ALRCRAFT			FLTCREW	·			1	JNK	NOWN [		
	IONE	YE	s		-	MUNCHAFT	NONE		1	TCAB	CREW	PA	SSEN	JERS	OTHER		TO
<	MOR	NO	×		AIR		MINOR			<del> </del> -	·——	<del></del>					7
	UBSTANTIAL	REGIS	TRATION	VIIMENTO	GROUN	D	SERIOU	S		<del> </del> -		<del> </del>					
E/	ESTROYED A TOPS	SECON	D AIRCRA	FT			FATAL			<del> </del> -		-					
C	TORS . IDENTIFY PRIM	MARY	FACTOR	AS A. IDEN	TFY SE	CONDADA	TOTAL	]		<del> </del> -							
ι.	TECHNICAL	PINION	OF THE IN	VESTIGATORAN	SPECTO	RIMSED ON THE INTU	RS, IF AN	Y, AS	Х.	——— <sub>"</sub>		<u></u>					1
1	CAR COLLAPSE	FAL				OPER.	ATION A	AT E	ACTORS				22.	TY	PE OF OP	ERAT	ю
	LAR UP LANDING	<del> </del>	SVCTED	FIER LANDIN	G	FUEL DEPLETA	ON	T L						PERS			
1	RE OR EXPLOSION	_		A FAILURE		PILOT INDUCE	D		SABOTA					COMN	MERCIAL		_
F	EL CONTAMINATION	<del> </del>	LOST PO	NENT FAILUR	Œ	GROUND CREV			PILOT IN	CAPAC	TATED			CARG	0		
B	ADE/ROTOR FAILURE	T	FOD	· WER		OTHER THAN P		_+	PILOT IN				X	NSTR	испои	<u>-</u>	
↓D	SIGN OF AIR(TRAFT			PROPER FUE		PARACHUTE IN	CIDENT	_	DOWNW					ORPO	RATE		
I M	TAL FATIGUE		CORROS	ION	<del>"</del>	OVER GROSS W	EIGHT	-	CARBURE	OR M	E		_   F	ERRY			_
Th	ROPER MAINTENANCE		INFLIGH			CG OUT OF LIM	rrs		HIT KNOW	VN OB	CT		A	ERIAI	APPLICAT		
A	ROPER INSTALLATION		SMOKE/		+	STRUCK ANIMA	L	_}	EMERGEN	CYLA	IDING	$\bot$			ANCE		
Di	NON-COMPLIANCE COMPRESSION		INFLIGH	PREAKUP	+-	BIRD STRIKE		_}_	HARD LAD				_		HTING	<del></del>	
	CODE	<u> </u>	IMPROPE	R PART	+	PAX DISTURBAL	NCE	_}-	OVERSHO	RUNG	AY	丁			R TOW		_
AR	NARAD		OTHER		1-	STOLEN AIRCRA	FT		LOSS OF CO	O RUN	WAY			R SHO			_
			NUFACT	URER	2.1 F.	PART NUMBER		_	STALLSPIN			ᅪ	<del></del>	GHTSE			
Y	X. BRIEFING SOU	RCF				_		-		i		_	_				
				NOT APP	ECH.	PITATION		×	MISMANAC			_}_		YDIVI			
FLI	IONAL WEATHER SERVICE HT SERVICE STATION	E		RAIN	enc/(H)	ENOT AVAILABI	E	] <del>*`</del>	MISMANAC ABORTED 1	EAVE	TROLS		,		PILOT SCHO	OOL	_
A	WAS			HAIL				1	AIRFRAME			+-		JTAR			_
	E RESP. SYSTEM			SLEET				+-	WAKE TURE	(LE 17	ST	-	<del></del>	EIGN			
	PANY MERCIAL WX. SERVICE			FREEZING	Derra	7.5			WEATHER		E	<b> </b> -	1-	LICU	SE		_
V//	ADIO WEATER			FREEZING	RAIN	AL-C		26.			hr- : :	<u>L_</u>	OTH				_
IIL)	ARY			DRIZZLE					GROUND		PHAS		F FL	IGHT			
OV.	UTER BRIEFING			OTHER				<del>  </del>			CRUI	SE			MANE	IVER	
22.5	Wi	EATH	IER FA	CTORC				┝╌┼	TAXI		DESC	ENI		1	HOVER		
ON)	/NOT APPLICABLE			THUNDER:	CTC-				TAKEOFF		APPR	DACE	 ł	+-			
IST				CROSSWIN	DORM			X	CLIMB		LAND			+	OTHER		
ΙΟΙ	<u>\$</u>			TURBULEN		TOPA (		27. A	CTUAL WE	ATHE	R					-	
G				DENSITY A	LTITUE	E		EM		мс ≱	_	TAV.	4II.AB	, <u> </u>			
οu	NG DUST			LIGHTNING	STRIK	E		28 F	UNWAY CO						<u></u>		_
ИC	NG SMOKE		<del></del>	BLOWING S	NOW		<del>[</del>			\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\\	UNS		NOT	APPI	LICABLE	X	
AC .	CONDITIONS			WHITE OUT				1	)RY	i			SNOW			<u></u>	-
	WINDS			WIND SHEA				V	YET				LUSH				_
n d	020-23 (08-00) SUPERS	SEDECE.				· · · · · · · · · · · · · · · · · · ·		T.									J
	OUTERS	, c	'AA FORM	3 8020-C		INFORMATION IS System - JelForm For	!	10	Œ	Į.	1	- (			VATER		

DID PERCY LATERATE IN WINDS PROGRAM WITHEN TAST I YEARS?  DID PERCY LATERATE IN WINDS PROGRAM WITHEN THE TAST I YEARS?  VEE NO CHINNOWN WITH PROGRAM WITHEN THE TAST I YEARS?  VEE NO CHINNEY WITH PROGRAM WITHEN THE TAST I YEARS?  VEE NO CHINNOWN WITH PROGRAM WITHEN THE TAST I YEARS?  VEE NO CHINNOWN WITH PROGRAM WITHEN THE TAST I YEARS?  VEE NO CHINNOWN WITH PROGRAM WITHEN THE TAST I YEARS?  VEE NO CHINNOWN WITH PROGRAM WITHEN THE TAST I YEARS?  VEE NO CHINNOWN WITH PROGRAM WITHEN THE TAST I YEARS?  VEE NO CHINNOWN WITH PROGRAM WITHEN THE TAST I YEARS?  VEE NO CHINNESS AND CONTROL WITH WITH PROGRAM	29. GEN RAL AVIATIO						EVACUATI	ON OVER	/IEV
DEPENDENT JURIS RECURRANT TRANSPORTED WELFART JURIS PATE JURIS PART JURIS NO DIRECT JURIS PART JURIS NO DIRECT		<del></del>	YES	ио []	UNKN	IOWN 🗶	EVACUATION	EVACU	
PRILOTINFORMATION NOT APPLICABLE CERTIFICATE TYPE SECOND PILOT  NAME  OATE OF 1877H  ODE A MOPALES  RECERTIONAL  ARCARI IRRONLY)  MO DA WARRIED  ARCARI IRRONLY)  MO DA WARRIED  OURS M. KE AND MODEL				ио[_]	UNKN	IOWN K		INJUR	TES.
DATE OF JERTH  DATE OF JERT  DATE OF JERTH  DATE OF	DID PILOT \TTEND ANY OTHER R	ECURRENT TRAINING WITHIN THE PAST I YEA	RS? YES	NO [	UNKN	OWN K	YES NO	YES	N
AATE OF LETTH  AATE OF LETTH  ABY CARE OF LETTH  AB	PILCT INFORMA	TION NOT APPLICABLE	CERTIFIC	CATE T	YPE		SECOND E		
ANTER P. RICCHATION  ON SCENE LIMITED  ON SCENE	NAME	OLGA MORALES							
ANTERIOR DATE OF THE ACCORDING TO THE AC		64	- Instan		+				<del></del>
DOMICILE ZIP CODE    DATE   PRIVATE   DATE   DATE			X STU	JDENT		<u>-</u> -	MO DA	YR	
CORRESTOR TO DAYS  PARTIFIC. TE NO.  AIP  CORRESTOR ACTIONS) PLANNED OR INITIATED  NON YA  NOR PLOT  NARRATIVE (ATTACH ADDITIONAL SHEETS AS NICCESSARY)  (OMAY STATE HERACTS THAT ARE CAUGAL TO THE ACCEDENTIMETED TO  ATTACHED PTAS KARRATIVE.  CONDUCT OF INVESTIGATION  NYSSEP: RITICHATION ON-SCENE LIMITED 13. FAAD PARTIFICATION  PAA ROURS INVESTIGATION  PAA ROURS INVE		MO DA YR	PRI	VATE			MO DA	YR	·
CORRECTIVE ACTION(S) PLANNED OR INITIATED  SOME ATP  NARRATIVE (ATTACH ADDITIONAL SHEETS AS NECESSARY)  (OMY STATE THE PACTS THAT AME CAUGAL TO THE ACCESSMENT)  (OMY STATE THE PACTS THAT AME CAUGAL TO THE ACCESSMENT)  (OMY STATE THE PACTS THAT AME CAUGAL TO THE ACCESSMENT)  (OMY STATE THE PACTS THAT AME CAUGAL TO THE ACCESSMENT)  (OMY STATE THE PACTS THAT AME CAUGAL TO THE ACCESSMENT)  (OMY STATE THE PACTS THAT AME CAUGAL TO THE ACCESSMENT)  (OMY STATE THE PACTS THAT AME CAUGAL TO THE ACCESSMENT)  (OMY STATE THE PACTS THAT AME CAUGAL TO THE ACCESSMENT)  (OMY STATE THE PACTS THAT AME CAUGAL TO THE ACCESSMENT)  (OMY STATE THE PACTS THAT AME CAUGAL THE STATE AMENDMENT THE PACTS THAT AMENDMENT AND ACCESSMENT THE PACTS THAT AMENDMENT TH	HOURS M. KE AND MODEL	93	COM	MERCIAY	+}				
ERTIFIC, TE NO.  EQUILATINY CHECK RIDE  NON-PLOT  NON-PL	OURS LAST 90 DAYS			·	<del>                                     </del>		<u>                                     </u>		
ECCURAT RY CHECK RIDE    MO	OTAL HOURS	94	FLIGH	TT INST.					
CORRETIVE ACTIONS PLANNED OR INITIATED  NONE DAY  NOT ON SERVE  SCENE NOT ACCESSIBLE  PARTICIPATION  ON-SCENE  SCENE NOT ACCESSIBLE  TOTAL INVESTIGATION  TOTAL INVESTIGATION  TOTAL INVESTIGATION  NO DAY	ERTIFIC/ TE NO.		A	LTP ,					
NOTE THE ACTION (S) PLANNED OR INITIATED NONE ACTOR READ  NARRATIVE (ATTACH ADDITIONAL SHEETS AS NECESSARY)  (GAL STATE THE FACTS TRAT ARE CAUSAL TO THE ACCESSIBLY (GAL STATE THE FACTS TRAT ARE CAUSAL TO THE ACCESSIBLY (GAL STATE THE FACTS TRAT ARE CAUSAL TO THE ACCESSIBLY (GAL STATE THE FACTS TRAT ARE CAUSAL TO THE ACCESSIBLY (GAL STATE THE FACTS TRAT ARE CAUSAL TO THE ACCESSIBLY (GAL STATE THE FACTS TRAT ARE CAUSAL TO THE ACCESSIBLY (GAL STATE THE FACTS TRAT ARE CAUSAL TO THE ACCESSIBLY (GAL STATE THE FACTS THAT ARE CAUSAL TO THE ACCESSIBLY (GAL STATE THE FACTS THAT ARE CAUSAL TO THE ACCESSIBLY (GAL STATE THE FACTS THAT ARE CAUSAL TO THE ACCESSIBLY (GAL STATE THE FACTS THAT ARE CAUSAL TO THE ACCESSIBLY (GAL STATE THE FACTS THAT ARE CAUSAL TO THE ACCESSIBLY (GAL STATE THE FACTS THAT ARE CAUSAL TO THE ACCESSIBLY (GAL STATE THE FACTS THAT ARE CAUSAL TO THE ACCESSIBLY (GAL STATE THAT ARE CAUSAL TO THE ACCESSIBLY (GAL STATE THAT ARE CAUSAL TO THE ACCESSIBLY (GAL STATE THAT ARE ACC		MO O	NON-	-PILOT	-			<u></u>	_
NARRATIVE (ATTACH ADDITIONAL SHEETS AS NECESSARY)  (ONLY STATE TREJACTS TRAT ARE CAUSAL TO THE ACCIDENTIFICATION  INTSEP. RTICEPATION ON-SCENE LIMITED 35 FAA PARTICIPATION ON-SCENE SCENE NOT ACCESSIBLE  I AN INITIAL NOTIFICATION  PARTICIPATION ON-SCENE LIMITED 35 FAA PARTICIPATION ON-SCENE SCENE NOT ACCESSIBLE  I AN INITIAL NOTIFICATION  PARTICIPATION ON-SCENE LIMITED 37 FAD NOTIFICATION ON-SCENE SCENE NOT ACCESSIBLE  I AN INITIAL NOTIFICATION  PARTICIPATION ON-SCENE SCENE NOT ACCESSIBLE  PARTICIPATION ON-SCENE	CORRE TIVE ACTION(S) PLANT	10		<del></del>	<del>└</del>			YR	
FAA INITIAL NOTIFICATION  DATE AND LOCAL TIME  PAA HOURS USED FOR TOTAL INVESTIGATION  FAA HOURS USED FOR TOTAL INVESTIGATION  FAA NINE RESPONSIBILITIES  DENTIFICATION OF RESPONSIBILITIES IN THE INVESTIGATORS OFFINION BASED ON BUSINER INVESTIGATION  FAA NINE RESPONSIBILITIES  DENTIFICATION OF RESPONSIBILITIES IN THE INVESTIGATORS OFFINION BASED ON BUSINER INVESTIGATION  FAA FACLITIES  YES  NO  4. ARMAN/AIR AGENCY COMPETENCE  YES  NO  5. FAR CHANGE NEEDED  YES  NO  8. ARMAN MEDICAL QUALIF. YES  NO  REWOR! HINESS  YES  NO  6. AIRPORT CERTIFICATION  YES  NO  7. SECURITY  YES  NO  8. ARMAN MEDICAL QUALIF. YES  NO  REWOR! HINESS  YES  NO  8. ARMAN MEDICAL QUALIF. YES  NO  REPROME SALE OF A TOTAL CHARACTURE  CALLIES INVOLVED  SEC A TOTAL CHARACTURE  CALLIES INVOLVED  CALLIES INV		THE PARTY OF THE P	RKATIU	E.					
DATE AND LOCAL TIME  DATE AND		CONDUCT OF	INVESTICATI						
MO DA VR  MA HOUR CLOCK  PAR HOUR CLOCK PAR	NTSB P/ RTICIPATION ON-	CONDUCT OF SCENE LIMITED 35. FAA PARTIC	INVESTIGATI	ION	NOT	DN-3CENE	SCENE NOT	<b>ACCESSIBLE</b>	
TAA HOUR CLOCK    A   HOUR CLOCK   A   HOUR CLOCK   A   HOUR CLOCK   A   HOUR CLOCK   A   HOUR CLOCK   A   HOUR CLOCK   A   HOUR SUSED FOR TOTAL INVESTIGATION	NTSB PARTICIPATION ON-	CONDUCT OF  SCENE LIMITED 35. FAA PARTIC  ATION 37. FSDO NO  BATE AND	INVESTIGATI IPATION ONS	ION	<u></u>	FAA IIC	CARRIVAL ON	SCENE	
FAA HOURS USED FOR TOTAL INVESTIGATION  FAA HO	NTSB P. RTICIPATION ON- FAA INITIAL NOTIFIC DATE AND LOCAL TIE OF OF OF	CONDUCT OF SCENE LIMITED 35. FAA PARTIC ATION 37. FSDO NO  OR DATE AND  YE  YE  O 7 C	INVESTIGATI PATION ON-S TIFICATION LOCAL TIME	ION	<u></u>	FAA IIO	CARRIVAL ON	SCENE E	
FAA NINE RESPONSIBILITIES  DENTIFICATION OF RESPONSIBILITIES IS THE INVESTIGATORS OPENION BASED ON BUSINER INVESTIGATION  AA FAC LITIES  YES NO A ARMAN/AIR AGENCY COMPETENCE  ON FAA FACILITIES  YES NO A S. FAR CHANGE NEEDED  YES NO B S. AIRMAN MEDICAL QUALIF. YES NO REWORD HINESS  YES NO S S. FAR CHANGE NEEDED  TREWORD HINESS  YES NO S S. AIRMAN MEDICAL QUALIF. YES NO REPORT CERTIFICATION  YES NO S S. FAR PROBLATIONS	NTSB PARTICIPATION ON- FAA INITIAL NOTIFIC DATE AND LOCAL TER OF OF O	CONDUCT OF SCENE LIMITED 35. FAA PARTIC ATION 37. FSDO NOT  OR  DATE AND  YR  MO  24 - HOUR CLOCK	INVESTIGATI IPATION ONS TIFICATION LOCAL TIME DA YR	ION SCENE	<u></u>	FAA IIO	C ARRIVAL ON ATE AND LOCAL TIME DA	SCENE E Z YR	
ON FAA FACILITIES  VES NO S. FAR CHANGE NEEDED  VES NO S. FAR WIOALATIONS  VES NO S. FAR WIOAL	NTSB PARTICIPATION ON- FAA INITIAL NOTIFIC DATE AND LOCAL TR OPO 6	CONDUCT OF SCENE LIMITED 35. FAA PARTIC ATION 37. FSDO NO  B DATE AND YR  MO  MA HOUR CLOCK A HOURS USED FOR 40.	INVESTIGATI IPATION ONS ITIFICATION LOCAL TIME DA YR  FAA BOURS U	ION SCENE	<u></u>	FAA IIO	CARRIVAL ON ATTE AND LOCAL TIME DA	SCENE  E  YR  24-HR CLO HOURS USED F6	OR.
CON FAA FACILITIES  YES NO S. FAR CHANGE NEEDED  YES NO S. FAR CHANGE NEEDED  YES NO S. FAR WOALATIONS  YES NO S. FAR WOAL	NTSB FARTICIPATION ON- FAA INITIAL NOTIFIC DATE AND LOCAL TIM DATE AND	CONDUCT OF SCENE LIMITED 35. FAA PARTIC ATION 37. FSDO NOT  OR  DATE AND  YR  MO  MO  MO  FAA NINE RES  CONDUCT OF AA PARTIC AS PAA PAA PAA PAA PAA PAA PAA PAA PAA P	INVESTIGATI IPATION ONS TIFICATION LOCAL TIME DIA VR  A HOURS U FAA HOURS U TOTAL INVES	ION  SCENE	38.	FAA IIC	C ARRIVAL ON ATE AND LOCAL TIME DA COMMENTE OF THE COMMENT OF THE	SCENE  E  YR  24-HR CLO HOURS USED F6	O R
TRWORD HINESS  YES NO 6. AIRPORT CERTIFICATION  YES NO 7. FAR WOALATIONS  YES NO 7. FAR WOALATIO	NTSB PARTICIPATION ON- FAA INITIAL NOTIFIC DATE AND LOCAL TIME MO DA  FAA TOO  TO	CONDUCT OF  SCENE LIMITED 35. FAA PARTIC  ATION 37. FSDO NO  B DATE AND  YR  44. HOUR CLOCK A HOURS USED FOR ALL INVESTIGATION  FAA NINE RESENTIFICATION OF RESPONSIBILITIES IS THE INVESTI	INVESTIGATI IPATION ON-S TIFICATION LOCAL TIME DA YR  SPONSIBILITIES IGATORS OPENION BA	ION SCENE	38.	FAA III	C ARRIVAL ON ATE AND LOCAL TIME DA DA PAA TOTA	YR  24-HR CLO HOURS USED FO	OR TON
TAA II C NAME ROLLAGA LU. RIAD.	NTSB PARTICIPATION ON-  A INITIAL NOTIFIC  DATE AND LOCAL TER  MO DA  TO  TO  AA FAC LITIES YES	CONDUCT OF  SCENE LIMITED 35. FAA PARTIC  ATION 37. FSDO NO  BATE AND  YR  40. MOURS USED FOR FAA NINE RESENTIFICATION OF RESPONSIBILITIES IS THE INVEST  NO 4. AIRMAN/AIR AGENCY COMP	INVESTIGATI IPATION ONS TIFICATION LOCAL TIME DA YR  FAA HOURS U TOTAL INVES FONSIBILITIES IGATORS OPINION BA PETENCE YES	ION  SCENE  SCENE  STECLOCK  ISED POR TIGATION  ASED ON HIS	41	FAA III	C ARRIVAL ON ATE AND LOCAL TIME DA CONTROL OF THE C	YR  24-HR CLO HOURS USED FO	ORTON
AA II C NAME ROMALA LU. RIAD O	AA FAC LITIES YES	CONDUCT OF  SCENE LIMITED 35. FAA PARTIC  ATION 37. FSDO NO  OR DATE AND  OP OF  MO  WA HOUR CLOCK A HOURS USED FOR ALL INVESTIGATION  FAA NINE RESENTIFICATION OF RESPONSIBILITIES IS THE INVEST  NO 4. AIRMAN/AIR AGENCY COMP  NO 5. FAR CHANGE NEEDED	INVESTIGATI IPATION ONS ITIFICATION LOCAL TIME DA YR  FAA HOURS U TOTAL INVES IGATORS OPENION BA PETENCE YES  YES	ICON SCENE CLOCK ISED FOR TIGATION ASED ON HIS	7. SE	FAA III  A  A  T  MO  VE TIGATION CURITY  RM AN MEDIC	CARRIVAL ON ATE AND LOCAL TIME DA DA FAAA TOTA	24-HR CLO HOURS USED FO ALL INVESTIGAT  S NO	OR ION
FORM 020-23 (08-00) SUPERSEDES FAA FORMS 1994 - 13-02 REGION 5 DISTRICT OFFICE (9	NTSB F. RTICIPATION ON- FAA INITIAL NOTIFIC DATE AND LOCAL TIME MO DA  FAA TO  AA FAC LITIES YES  CN FAA FACILITIES YES  IRWORD HINESS YES	CONDUCT OF  SCENE LIMITED 35. FAA PARTIC  ATION 37. FSDO NOT  OR DATE AND  OP OF MO  MO  4. HOUR CLOCK A HOUR SUSED FOR ALL INVESTIGATION  FAA NINE RESENTIFICATION OF RESPONSIBILITIES IS THE INVEST  NO 4. AIRMAN/AIR AGENCY COMP  NO 5. FAR CHANGE NEEDED  NO 6. AIRPORT CERTIFICATION	INVESTIGATI IPATION ON-S ITIFICATION LOCAL TIME DA YR INVESTIGATION LOCAL TIME PAA HOURS U TOTAL INVESTIGATORS OPINION BA PETENCE YES YES YES	ION SCENE  JR CLOCK JSED FOR TIGATION  ASED ON HIS NO NO NO	7. SE 8. AIR 9. FAI	FAA III  A  A  T  MO  VE TIGATION CURITY  RM AN MEDIC	CARRIVAL ON ATE AND LOCAL TIME DA DA FAAA TOTA	24-HR CLO HOURS USED FO ALL INVESTIGAT  S NO	OR TON

		ransmitta	1			SUBSYSTEM DATA SHEET Work as defined in the PPM)
		ne Code:				
		192002119	84	Activity Numbe	er: 1702	FAR: 91
NPG:				Status (POC):	С	Callup Date:
	Oate: (19)	09/2002		Results (ACEF	ISTX): C	Closed Date: 09/23/2002
	nator:			Affiliated Design	nator:	OTNA:
	ift Reg #:	N827SF		Loc/Departure F	Point: APF	Loc/Arrival Point#: IMM
light				Complaint #:		Occurrence #:
/lake	-Model-Se	ries: CE-	72			Incident #:
imul	ator/Devic	e ID:				EIR#:
lon-C	ert Activit	y Name/C	отралу:			
virma:	⊓ Cert #:	FF1220145			Name: MOI	Accident #: ASO19202014
xami	ner Cert #	:			Name: MOR	u.e.s, Uliga
pplic	ant Cert#				Name:	
lec In	structor C	ert#:			Name:	
'ass/F	ail:			Exam Kind:	marile.	
rackir	1g:		<del></del>	Miscellaneous:		8430-13 #:
ocal (	Jse:			Regional Use:		Numeric Mi⊪c.: 0
ctivity	Time:			Travel Time:		National Usib:
rigger	5	Activity I	Number:	Repeat Number:		Travel Cost:
ECTIO	ON II - Pe		Inlimited)	Topodi (damber:	Geographic	Yes 🗌 No 🖄 Foreign? Yes 🗌 No
	nel Name			Position	Base	
				7 03(00)	- Base	Remarks (23 Characters)
				<del>-  </del>		
CTIC	N III - Eq	uipment (	unlimited)			
	durer			Model		
	<del></del>			1010del	Serial #	Remarks (23 Characters)
CTIO	N IV - CO	MMENT (	unlimited)			
mary ree	Key Word	Opinion Code		(unlimited length)		
749 U STUDENT PLT FOR IMMORO			STUDENT PL	L DEPARTED NAPI ES	S ET (ADE) ON A SIE	R STUDENT XC TRING FLT DESTINED
			FOR IMMORO	LEE FL (IMM) FOR T	THE PURPOSE OF TA	D&LDG PRACTICE NEARING
IMM. STUDEN				T OBSERVED RAIN I	N THE AREA AND	LETTER THE TENTO
LDG AND WAI			LDG AND WA	IT FOR THE WX TO U	MPROVE WITTE	ELECTED TO PERFORM A FULL STOP TIMM, SHE CHKEL WX FOR IMM AND
			APF. AFTER	ABOUT A 10 MINITE	DOWN TIME ON THE	T IMM, SHE CHKEL WX FOR IMM AND IE GRND AT IMM, SHE DECIDED THE
			WX WAS CON	IDUCIVE FOR A SAFE	RETURN ELTER	DE UKNU AT IMM, SHE DECIDED THE
					- AUTOMOTEL TURA	EF.
			AFTER BECON	AING AIRHONNE TU	F PI T OBCBURGO	ORE WX IN THE DIRECTION OF HER
					Originator:	
					∽uginawi,	Office:

_		Code: R	····-······························	Page 2
Prim ry	Key	Opinion	Comment Text	
Are i	Word	Code		
В	749	U	INTENDED ROUTE OF FLT TOWARD APF. THE PLT ELECTED TO R	ETURN TO IMM EVOD A
			LDG IN ORDER TO WAIT FOR WX IMPROVMNT, AFTER AGAIN CO	JVINC WV CHE DECEMBE
		1	TO DELAKT ONCE AGAIN FOR APP. DURING HER PREELT CHILLOR	THE ACRE WITH BY M
			FOUND THE PLT'S SEAT BELT WAS JAMMED, AND ASKED FBO PE	PONT TO DIVIEW OF A
			BELT. AFTER THIS WAS COMPLETED, SHE TOOK OFF AGAIN FOR	THE BETT DAY TO BE
			APF. THE PLT STATED THE SURFACE WINDS AT THE TIME OF TAR	THE RETURN TRIP TO
			AT 10 KNTS, THEREFORE SHE TOOK OFF FROM RWY 9. SHE SAID	CE OFF WAS 100 DEGS
		] .	FACTOR IN THIS ACCIDENT, AND THAT THE AIR WAS SMOOTH.	THAT WXD WAS NOT A
		l	AS SHE PASSED THROUGH APPROX 300 FT, SHE NOTICED THAT SH	ID WAS BUT IN THE
			AGAINST THE CONTROL YOKE WHICH WAS ATTEMPTING TO PUI	TE WAS PULLING BACK
	•		HER CONTROL INPUT. SHE SAID THAT AT NO TIME WAS THE ACE	LL FORWARD, CONTRARY
			ROLL, OR CHG DIRECTION, ONLY THAT THE ACFT WAS DESCENDED AT A PROPERTY THIS AND A PROPERTY THIS AND A PROPERTY THE ACFT.	T ATTEMPTING TO
			AT APPROX 500 FEET, THIS ANOMALY WITH THE YOKE CONTINU	ING STRAIGHT AHEAD.
		ľ	DECENDING, SO THE PLT DECARED AN EMERG ON THE TXPIR AN	ED AND THE ACFT WAS
İ			THAT SHE FINALLY "QUIT FIGHTING, BECAUSE SHE KNEW SHE W	NU KADIO. SHE STATED
		1	SAID SHE CLOSED THE THROTTLE AND PERFORMED A FORCED LI	AS GOING DOWN." SHE
i	į	·	DURING THE FORCED LDG SEQUENCE IN THE MUCK, THE NOSE L	DG IN A MARSHY AREA.
ľ			AFTER THE ACFT CAME TO REST IN A NOSE DOWN ATTITUDE, TH	DG GEAR COLLAPSED.
			ATTEMPTS TO ESTABLISH RADIO CONTACT MIAMI CENTER ON 12	E PLT CONTINUED HER
			SHE HAD CRASHED OFF THE RWY AT IMM.	21.5 TO ADVISE THAT
1		-	THE PLT CLAIMED THAT SHE HAD OBSERVED THE A/P RUN THRO	TICITI MITTO DE COMO
	ı	ĺ	WHEN ELECTRICAL POWER WAS APPLIED TO THE ACFT PREPATO	UGH THE PREFLT CHKS
			THE CURCUIT BREAKER (C/B) HAD BEEN PULLED.	RY TO FLT, EVEN THOUG
1			AN INSP OF THE ACFT AT IMM BY FAA PERSNL, INCLUDING AN FA	
	!		MEMBERS OF THE ACFT AND ENG MFGR, REVEALED NO EVIDENCE	A AVIONICS INSP,
		}	FAILURE OR MALFUNCTION OF THE ACFT OR ANY OF ITS COMPONE	E OF ANY PREIMPACT
		1	BREAKER FOR THE A/P WAS FOUND IN THE "IN" POSITION, THERE	NENIS. THE CURCUIT
		ľ	TO THE A/P. ALTHOUGH THE PROP WAS BENT ON IMPACT, A TEST	BY ALLOWING POWER
			WAS PERFORMED ON THE ACFT AND 2125 STATIC RPM WAS DEVE	RUN OF THE ENGINE
			WAS STATIONERY, IN SPITE OF THE BENT PROPELLER. THE FUEL	COPED WHILE THE ACFT
	.	İ	CHECKED FOR QUANTITY, AND THE TANKS WERE DETERMINED T	SYSTEM WAS
			FUEL WAS EXAMINED FOR COMTAINATES AND NONE WAS FOUND	O BE NEARLY FULL. THE
j			TRIM TAB FUNCTIONS WERE CHECKED, AND WERE OBSERVED TO	J. FLIGHT CONTROL AND
	Ì		THE ACFT RECOVERY TEAM HAD DISCONNECTED THE AILERON F	OUPERATE NORMALLY.
Ì	İ		ELECTRICAL WIRING IN THE WINGS IN PREPARATION FOR THE AC	TELECONTROL CABLES AN
	-	1	TRANSPORTED BACK TO APF, THEREBY RENDERING THE AILERON	LI TO BE
- 1			THE A/P WAS OTHERWISE TEST FUNCTIONED AND IT WAS DITTERN	DECLOS INOPERATIVE.
İ		ļ .	NORMALLY. THE A/P C/B WAS PULLED, POWER WAS INTERUPPT	MINED TO BE OPERATING
			WHEN THE C/B WAS PUSHED IN, OR RESET, POWER WAS RESTORED	OTO THE ADAMS A CO
			OPERATION WAS OBSERVED. THE OPERATION OF THE C/B AND A/	DIO THE A/P AND A/P
			CHECKED IN EXCESS OF 10 TIMES, AND NO EVIDENCE OF ANY MAI	P WAS REPEATEDLY
			C/B OR THE A/P WAS DISCERNED.	LEONCTION OF THE
			THE PLT'S CFI STATED THAT THIS STUDENT HAD REQUIRED APPRO	V to Holing on more
		1	BEFORE HE WAS ABLE TO SOLO HER. THE PLT STATED THAT HER (	ON DU HOURS OF TRING
	ł	1	HER NOT TO USE THE AUTO PLT (A/P) AT HER STAGE OF TRNG, TH	AT SUBJECT
		1	ENOUGH TO DO WITHOUT THE ADDTNL BURDEN OF OPERATING TO	ME AM COMPONE
		] :	THAT HER CFI HAD TOLD HER TO KEEP THE A/P CURCUIT BREAKER	TILL A/P. SHE STATED
		1	WOULD NOT OPERATE.	C PULLED SO THE A/P
			BASED ON THE PLT'S STMTS, THE EVIDENCE, THE STMTS OF THE O	Water of men
j			AND THE PLT'S CFI, AND THE POST CRASH TESTING OF THE VARIOUS	WNEK OF THE ACFT
- 1	ľ	I	ATELOGI CRASH IESTING OF THE VARIOR	JS COMPONENTS, IT

Instructor Name Code: RWB			3017400211707	Page 3		
	IV - Cor	nment (co	nt'd)			
Primi γ Are	Key Word	Opinion Code	Comment Text			
			IS THE CONCLUSION THAT THE PILOT UNKNOWINGLY ENGAGE NOTICE THE C/B WAS ENGAGED ON THE A/P PRIOR TO TAKE O OPERATION OF THE A/P PRODUCED COUNTER CONTROL INPUT BEWILDERMENT IN THE COCKPIT AT A CRITICAL PHASE OF FL' TAKE OFF.  OPERATOR HAS REVISED TRNG TO INCLUDE MORE INSTRUCTION PROCEDURES TO COPE WITH INADVERTANT A/P ENGAGEMENT ADDNTL INFO MAY BE OBTAINED FROM NTSB ACC REPT #A'ILO	FF. THE UNCOMMANDED BY THE PLT THAT LEAD TO I, IMMEDIATELY AFTER ON ON A/P, ESPECIALLY		