

FAA ACCIDENT / INCIDENT REPORT

[illegible]

29. GENERAL AVIATION ACCIDENTS ONLY

DID PILOT ATTEND SAFETY SEMINAR OR CLINIC WITHIN PAST 3 YEARS?

YES ☐ NO ☐ UNKNOWN ☒

DID PILOT PARTICIPATE IN WINGS PROGRAM WITHIN PAST 3 YEARS?

YES ☐ NO ☐ UNKNOWN ☒

DID PILOT ATTEND ANY OTHER RECURRENT TRAINING WITHIN THE PAST 3 YEARS?

YES ☐ NO ☐ UNKNOWN ☒

EVACUATION OVERVIEW

30 (AIR CARRIER ONLY)

EVACUATION
INITIATEDEVACUATION
INJURIES☐
YES☐
NO☐
YES☐
NO31. PILOT INFORMATION NOT APPLICABLE ☐

CERTIFICATE TYPE

SECOND PILOT

NAME **OLGA MORALES**DATE OF BIRTH **64**

DATE HIRED (AIR CARRIER ONLY)

DOMICILE ZIP CODE

HOURS MAKE AND MODEL **93**HOURS LAST 90 DAYS **8**TOTAL HOURS **94**

CERTIFICATE NO.

REGULATORY CHECK RIDE

RECREATIONAL

STUDENT

PRIVATE

COMMERCIAL

FLIGHT INST.

ATP

NON-PILOT

32. CORRECTIVE ACTION(S) PLANNED OR INITIATED

NONE ☒44709 REXAM ☐EIR ☐SDR ☐COUNSELING ☐M or D ☐OTHER ☐

33. NARRATIVE (ATTACH ADDITIONAL SHEETS AS NECESSARY)

(ONLY STATE THE FACTS THAT ARE CAUSAL TO THE ACCIDENT/INCIDENT)

SEE ATTACHED PTRS NARRATIVE.

CONDUCT OF INVESTIGATION

34. NTSB PARTICIPATION

ON-SCENE ☐LIMITED ☒

35. FAA PARTICIPATION

ON-SCENE ☒NOT ON-SCENE ☐SCENE NOT ACCESSIBLE ☐

36. FAA INITIAL NOTIFICATION

DATE AND LOCAL TIME

09 06 02

MO DA YR

1650

24-HOUR CLOCK

39. **40** FAA HOURS USED FOR TOTAL INVESTIGATION

37. FSDO NOTIFICATION

DATE AND LOCAL TIME

09 06 02

MO DA YR

1650

24-HOUR CLOCK

40. **40** FAA HOURS USED FOR TOTAL INVESTIGATION

38. FAA IIC ARRIVAL ON SCENE

DATE AND LOCAL TIME

09 09 02

MO DA YR

0800

24-HR CLOCK

41. **0800** FAA HOURS USED FOR TOTAL INVESTIGATION

FAA NINE RESPONSIBILITIES

IDENTIFICATION OF RESPONSIBILITIES IS THE INVESTIGATOR'S OPINION BASED ON HIS/HER INVESTIGATION

1. FAA FACILITIES

YES ☐ NO ☒

4. AIRMAN/AIR AGENCY COMPETENCE

YES ☒ NO ☐

7. SECURITY

YES ☐ NO ☒

2. NON FAA FACILITIES

YES ☐ NO ☒

5. FAR CHANGE NEEDED

YES ☐ NO ☒

8. AIRMAN MEDICAL QUALIF.

YES ☐ NO ☒

3. AIRWORTHINESS

YES ☐ NO ☒

6. AIRPORT CERTIFICATION

YES ☐ NO ☒

9. FAR VIOLATIONS

YES ☐ NO ☒

42. BRIEF EXPLANATION OF ISSUES INVOLVED

SEE ATTACHED NARRATIVE.44. FAA IIC NAME **RONALD W. BIRD**DATE **9-23-02** REGION **50**DISTRICT OFFICE **19**

FAA Form 020-23 (08-10)

SUPERSEDES FAA FORMS 8020-5 and 8020-16

INFORMATION IS PRELIMINARY AND SUBJECT TO CHANGE
AFS Electronic Forms System - JetForm FormFlow - 11/2000

NSN: 0052-00-923-1000

PROGRAM TRACKING AND REPORTING SUBSYSTEM DATA SHEET
(One PTRS Record Required for Each Unit of Work as defined in the PPM)

SECTION I. Transmittal

Inspector Name Code: RWB

Record ID: SO19200211984		Activity Number: 1702		FAR: 91	
NPG:		Status (POC): C		Callup Date:	
Start Date: 09/09/2002		Results (ACEFISTX): C		Closed Date: 09/23/2002	
Designator:		Affiliated Designator:		OTNA:	
Aircraft Reg #: N827SP		Loc/Departure Point: APF		Loc/Arrival Point#: IMM	
Flight #:		Complaint #:		Occurrence #:	
Make-Model-Series: CE-172				Incident #:	
Simulator/Device ID:				EIR #:	
Non-Cert Activity Name/Company:				Accident #: ASO19202014	
Airman Cert #: FF1220145			Name: MORLES, OLGA		
Examiner Cert #:			Name:		
Applicant Cert #:			Name:		
Rec Instructor Cert #:			Name:		
Pass/Fail:		Exam Kind:		B430-13 #:	
Tracking:		Miscellaneous:		Numeric Misc.: 0	
Local Use:		Regional Use:		National Use:	
Activity Time:		Travel Time:		Travel Cost:	
Triggers	Activity Number:	Repeat Number:	Geographic? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>		Foreign? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/>

SECTION II - Personnel (unlimited)

Personnel Name	Position	Base	Remarks (23 Characters)

SECTION III - Equipment (unlimited)

Manufacturer	Model	Serial #	Remarks (23 Characters)

SECTION IV - COMMENT (unlimited)

Primary Area	Key Word	Opinion Code	Comment Text (unlimited length)
I	749	U	STUDENT PLT DEPARTED NAPLES, FL (APF) ON A VFR STUDENT XC TRNG FLT DESTINED FOR IMMOKOLEE, FL (IMM) FOR THE PURPOSE OF TO & LDG PRACTICE. NEARING IMM, STUDENT OBSERVED RAIN IN THE AREA AND ELECTED TO PERFORM A FULL STOP LDG AND WAIT FOR THE WX TO IMPROVE. WHILE AT IMM, SHE CHKED WX FOR IMM AND APF. AFTER ABOUT A 10 MINUTE DOWN TIME ON THE GRND AT IMM, SHE DECIDED THE WX WAS CONDUCTIVE FOR A SAFE RETURN FLT TO APF.
			AFTER BECOMING AIRBORNE, THE PLT OBSERVED MORE WX IN THE DIRECTION OF HER

C. ite:

Originator;

Office:

Inspector Signature: _____

Supervisor Initials:

Inspector Name: Code: RWB

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Section IV - Comment (cont'd)

Primary Action	Key Word	Opinion Code	Comment Text
B	749	U	<p>INTENDED ROUTE OF FLT TOWARD APF. THE PLT ELECTED TO RETURN TO IMM FOR A LDG IN ORDER TO WAIT FOR WX IMPROVMNT. AFTER AGAIN CHKING WX, SHE DECIDED TO DEPART ONCE AGAIN FOR APF. DURING HER PREFLT CHK OF THE ACFT, THE PLT FOUND THE PLT'S SEAT BELT WAS JAMMED, AND ASKED FBO PERSNL TO FIX HER SEAT BELT. AFTER THIS WAS COMPLETED, SHE TOOK OFF AGAIN FOR THE RETURN TRIP TO APF. THE PLT STATED THE SURFACE WINDS AT THE TIME OF TAKE OFF WAS 100 DEGS AT 10 KNTS, THEREFORE SHE TOOK OFF FROM RWY 9. SHE SAID THAT WXD WAS NOT A FACTOR IN THIS ACCIDENT, AND THAT THE AIR WAS SMOOTH.</p> <p>AS SHE PASSED THROUGH APPROX 300 FT, SHE NOTICED THAT SHE WAS PULLING BACK AGAINST THE CONTROL YOKE WHICH WAS ATTEMPTING TO PULL FORWARD, CONTRARY TO HER CONTROL INPUT. SHE SAID THAT AT NO TIME WAS THE ACFT ATTEMPTING TO ROLL, OR CHG DIRECTION, ONLY THAT THE ACFT WAS DESCENDING STRAIGHT AHEAD. AT APPROX 500 FEET, THIS ANOMALY WITH THE YOKE CONTINUED AND THE ACFT WAS DECENDING, SO THE PLT DECARED AN EMERG ON THE TXPR AND RADIO. SHE STATED THAT SHE FINALLY "QUIT FIGHTING, BECAUSE SHE KNEW SHE WAS GOING DOWN." SHE SAID SHE CLOSED THE THROTTLE AND PERFORMED A FORCED LDG IN A MARSHY AREA. DURING THE FORCED LDG SEQUENCE IN THE MUCK, THE NOSE LDG GEAR COLLAPSED. AFTER THE ACFT CAME TO REST IN A NOSE DOWN ATTITUDE, THE PLT CONTINUED HER ATTEMPTS TO ESTABLISH RADIO CONTACT MIAMI CENTER ON 121.5 TO ADVISE THAT SHE HAD CRASHED OFF THE RWY AT IMM.</p> <p>THE PLT CLAIMED THAT SHE HAD OBSERVED THE A/P RUN THROUGH THE PREFLT CHKS WHEN ELECTRICAL POWER WAS APPLIED TO THE ACFT PREPATORY TO FLT, EVEN THOUGH THE CURCUIT BREAKER (C/B) HAD BEEN PULLED.</p> <p>AN INSP OF THE ACFT AT IMM BY FAA PERSNL, INCLUDING AN FAA AVIONICS INSP, MEMBERS OF THE ACFT AND ENG MFGR, REVEALED NO EVIDENCE OF ANY PREIMPACT FAILURE OR MALFUNCTION OF THE ACFT OR ANY OF ITS COMPONENTS. THE CURCUIT BREAKER FOR THE A/P WAS FOUND IN THE "IN" POSITION, THEREBY ALLOWING POWER TO THE A/P. ALTHOUGH THE PROP WAS BENT ON IMPACT, A TEST RUN OF THE ENGINE WAS PERFORMED ON THE ACFT AND 2125 STATIC RPM WAS DEVELOPED WHILE THE ACFT WAS STATIONERY, IN SPITE OF THE BENT PROPELLER. THE FUEL SYSTEM WAS CHECKED FOR QUANTITY, AND THE TANKS WERE DETERMINED TO BE NEARLY FULL. THE FUEL WAS EXAMINED FOR COMTAINATES AND NONE WAS FOUND. FLIGHT CONTROL AND TRIM TAB FUNCTIONS WERE CHECKED, AND WERE OBSERVED TO OPERATE NORMALLY. THE ACFT RECOVERY TEAM HAD DISCONNECTED THE AILERON FLT CONTROL CABLES AND ELECTRICAL WIRING IN THE WINGS IN PREPARATION FOR THE ACFT TO BE TRANSPORTED BACK TO APF, THEREBY RENDERING THE AILERON SERVOS INOPERATIVE. THE A/P WAS OTHERWISE TEST FUNCTIONED AND IT WAS DETERMINED TO BE OPERATING NORMALLY. THE A/P C/B WAS PULLED, POWER WAS INTERRUPTED TO THE A/P. WHEN THE C/B WAS PUSHED IN, OR RESET, POWER WAS RESTORED TO THE A/P AND A/P OPERATION WAS OBSERVED. THE OPERATION OF THE C/B AND A/P WAS REPEATEDLY CHECKED IN EXCESS OF 10 TIMES, AND NO EVIDENCE OF ANY MALFUNCTION OF THE C/B OR THE A/P WAS DISCERNED.</p> <p>THE PLT'S CFI STATED THAT THIS STUDENT HAD REQUIRED APPROX 50 HOURS OF TRNG BEFORE HE WAS ABLE TO SOLO HER. THE PLT STATED THAT HER CFI HAD CAUTIONED HER NOT TO USE THE AUTO PLT (A/P) AT HER STAGE OF TRNG, THAT SHE HAD ENOUGH TO DO WITHOUT THE ADDTNL BURDEN OF OPERATING THE A/P. SHE STATED THAT HER CFI HAD TOLD HER TO KEEP THE A/P CURCUIT BREAKER PULLED SO THE A/P WOULD NOT OPERATE.</p> <p>BASED ON THE PLT'S STMTS, THE EVIDENCE, THE STMTS OF THE OWNER OF THE ACFT AND THE PLT'S CFI, AND THE POST CRASH TESTING OF THE VARIOUS COMPONENTS, IT</p>

Inspector Name Code: RWB		Transmittal ID: SO19200211984		Page 3
Section IV - Comment (cont'd)				
Priority Are	Key Word	Opinion Code	Comment Text	
B	749	U	<p>IS THE CONCLUSION THAT THE PILOT UNKNOWINGLY ENGAGED THE A/P, AND FAILED TO NOTICE THE C/B WAS ENGAGED ON THE A/P PRIOR TO TAKE OFF. THE UNCOMMANDED OPERATION OF THE A/P PRODUCED COUNTER CONTROL INPUT BY THE PLT THAT LEAD TO BE WILDERMENT IN THE COCKPIT AT A CRITICAL PHASE OF FLT, IMMEDIATELY AFTER TAKE OFF.</p> <p>OPERATOR HAS REVISED TRNG TO INCLUDE MORE INSTRUCTION ON A/P, ESPECIALLY PROCEDURES TO COPE WITH INADVERTANT A/P ENGAGEMENT.</p> <p>ADDNTL INFO MAY BE OBTAINED FROM NTSB ACC REPT #A TL02LA166.</p>	