

American Flyers

September 3, 2008

Mr. Wayne Pollack
National Transportation Safety Board
1515 W. 190th Street
Suite 555
Gardena, CA 90248

Reference: LAX08LA221

Mr. Pollack,

Below is a summary of American Flyers' actions in response to the accident involving Cessna 172RG N9627B on July 9th, 2008.

- 1) On July 10th Louis Blankenship completed an American Flyers' Incident Report and forwarded it to the American Flyers' Safety Board for review. (See Attachment 1a and 1b)
- 2) On July 11th an internal Maintenance Directive was sent to all American Flyers' mechanics (Cc to the local school managers) to perform an immediate inspection on the jam nuts on the throttle cables as they attach to the carburetor. (See Attachment 2) No other location found a loose jam nut.
- 3) The American Flyers' Santa Monica operations staff conducted an instructors meeting on July 17th for the purpose of conveying to all instructors the importance of reporting all aircraft squawks immediately via the American Flyers squawk system.
- 4) On July 21-24 Rick Freidinger, head of maintenance for American Flyers, traveled to Santa Monica to work with Rick Farmer and to receive the results of the Fleet Examination Report and to meet with Mr. Pollack of the NTSB. All discrepancies noted in the Fleet Exam Report had already been addressed and repaired by the time the report was received.
- 5) Several followup maintenance inspections have been conducted at the Santa Monica location by the FAA to date without further discrepancies being noted.
- 6) On July 23rd Mike Bliss, chairman of the American Flyers Safety Board contacted Mr. Pollack to make sure that all areas of concern were understood and were being addressed.
- 7) On July 29-30 the American Flyers' Safety Board assembled a team of senior American Flyers' personnel in Santa Monica to further look into the initial findings of the NTSB and to make sure the items of concern were understood and were being properly addressed. Mr. Pollack was invited and met with this commission.

- 8) The commission made the decision to transfer the mechanic who had signed off the aircraft with the loose jam nuts to our Florida location where he would work in the American Flyers' interior refurbishing shop.
- 9) The commission reviewed the American Flyers' Squawk system and found it to be an effective way of reporting aircraft squawks as long as it was followed.
- 10) On July 31, 2008 an American Flyers' Maintenance Directive was sent to all mechanics asking them to work with instructors and students to make sure that the American Flyers' squawk system was being followed. (See Attachment 3)
- 11) On July 31, 2008 an American Flyers' Educational Directive was sent to all local assistant chief flight instructors for discussion at the next instructor meeting, emphasizing the importance of all instructors and students using the American Flyers Squawk system. (See Attachment 4)
- 12) On August 12th, an American Flyers' Educational Directive was sent to all local assistant chief flight instructors for discussion at the next instructor meeting, emphasizing the importance of performing the required low altitude flight maneuvers only in areas which provide a safe landing area should an engine failure occur. (See Attachment 5)
- 13) The maintenance staff placed an Aircraft Condition Form on our internal web site requiring each mechanic and school director to monthly review the interior and exterior cosmetic condition of each aircraft in the fleet and to submit that report to the head of maintenance. (See Attachment 6)
- 14) The American Flyers' Safety Board placed an Anonymous Reporting Form on our internal web site and informed instructors of its' available. It's purpose is to allow an instructor to report any unsafe situation or any other item of concern directly to the American Flyers' Safety Board. (See Attachment 7)
- 15) The American Flyers' Safety Board updated our internal incident reporting form on our internal web site to allow for a more complete reporting of any incident and have encouraged all instructors to use this form to submit any and all unusual or unsafe incidents of which they are aware. (See Attachment 8)

We continue to evaluate and make revisions to our maintenance and operations procedures as needed.

Sincerely,


Michael Bliss
Chairman, American Flyers' Safety Board

AMERICAN FLYERS INCIDENT REPORT

NOTIFY ONE OF THE FOLLOWING PERSONS IMMEDIATELY BY PHONE

RICK FREIDINGER 1-630-750-1404 cell E-MAIL rick@af.tv
 HUGH LAWRENCE 1-817-946-1970 cell E-MAIL hugh@af.tv

PLEASE COMPLETE ALL IN DETAIL. PRINT OR TYPE LEGIBLY

Aircraft Registration # N9627B Model 172RG Original School Location SmoDoes This Incident Require FAA or NTSB Notification ☒ YES ☐ NO When Was Notification Made? _____PIC Name Lewis Blankenship Cert. # [REDACTED] Cert. Type & Ratings com PIC Hrs In Type Last 90 Days _____

*note- If this was a solo flight, the PIC will be the student. If this was a dual flight, the PIC will be the instructor.

Total PIC Hours in type 3000+ Total PIC Hours in All Types 4000 PIC IFR Hrs Last 90 Days _____ Total PIC IFR Hrs _____Total PIC Night Hrs Last 90 Days _____ Total PIC Night Hrs _____ PIC Medical Cert Class 2nd Date Issued 7/7/08PIC Medical Limitations None

Student Name Charles Johnson Cert. # [REDACTED] Cert. Type & Ratings Pvt ASE 12A Student Total Hours 230
 Student Hrs Last 90 Days 130 Hours in type 17.8 Student Medical Cert Class 3rd Date Issued 08/31/2006

Student Medical Limitations glasses for near visionType of Operation (CHECK ONE EACH) VFR ☒ or IFR _____ DUAL ☒ or SOLO _____Weather Conditions VFR Ceiling 0 Visibility 5+ Wind Direction LV Runway Conditions fieldDate and Time of Incident: Date 7/9/2006 Hour 5:pm City moorpark State CAExact Location of Incident (Airport, runway etc...) 15633 La Payne st.Description of Damage total loss.Student Statement: (Describe incident in detail-Attach additional sheets as necessary) See attachedInstructor Statement: (Describe incident in detail-Attach additional sheets as necessary) See attached

Assistant Chief Instructor Comments: _____

Student Sign _____ Instructor or School Director Sign [REDACTED]

*Note-If Solo Flight a School Director Must Sign and Date. If Dual flight, the instructor must sign and date.

rev: 12/30/03



American Flyers

www.AmericanFlyers.NET

July 9, 2008

Re: N9627B Incident

Description: While performing commercial maneuvers in the Simi Valley practice area on a dual lesson, we descended from 3500 ft. MSL to approximately 1000 ft. AGL to perform eights on pylons. When student applied power to level off we had no response from the engine. Realizing this, I noted previously that we were over a small field and decided to execute an emergency landing on the field. I set the transponder to 7700 and broadcast a mayday call on 134.20. Due to the low altitude the transmission was not heard by ATC, however an aircraft in the area did hear the mayday and relayed it to ATC. I executed a 180° turn with full flaps and gear down in a full slip to slow down. The aircraft landed at the end of the field and up a hill. The nose gear hit an embankment on the hill, bounced up and nosed over, striking the propeller, and flipped over. We evacuated the aircraft and climbed up the hill as the aircraft was leaking fuel.

Lewis Blankenship [REDACTED] CFI Exp. 05/10

CALIFORNIA
Santa Monica

TEXAS
Dallas Houston Ft. Worth

ILLINOIS
DuPage

NEW JERSEY
Morristown

GEORGIA
Atlanta

FLORIDA
Ft. Lauderdale

Attachment 2

MD 08-02

July 11, 2008

MAINTENANCE DIRECTIVE

SUBJECT: Inspection of Jam Nuts

Purpose: Immediate and recurring inspection of jam nuts

Procedure:

It was recently found that a loose jam nut may have lead to the separation of the throttle cable from the rod end that attaches to the carburetor on a 172RG. To prevent the possibility of this happening again please perform the following on all American Flyers aircraft:

Within the next 48 hours - Use a wrench to check the security of the jam nuts on all engine and prop controls.

At every 100 Hour inspection - Use a wrench to check the security of the jam nuts on all engine, prop and flight controls.

After completing the initial inspection please send a list of the aircraft that you have inspected to rickf@af.tv

Attachment 3

MD 08-03

July 31, 2008

MAINTENANCE DIRECTIVE

SUBJECT: Aircraft Condition Notices

Purpose: Emphasize that Aircraft Condition Notices need to be in writing.

Procedure: In an effort to assure that all American Flyers aircraft are maintained to the highest possible standards the maintenance staff needs the assistance of the instructors and students. Please encourage them to write out aircraft condition notices when they find issues that need attention.

Attachment 4

ED 08-04

July 31, 2008

EDUCATIONAL DIRECTIVE

SUBJECT: Aircraft Condition Notices

Purpose: Emphasis the importance of writing Aircraft Condition Notices.

Procedure: Effectively communicating the condition our airplanes to maintenance and operations personnel cannot be overemphasized. If history has taught us anything, it has taught us that this kind of communication must be in writing. Any other method frequently results in miscommunication or a complete lack of communication. For this reason, it is very important that all instructors and students use American Flyer's Aircraft Condition Notice when reporting anything to operations or the maintenance department.

The condition notice reporting system can be found in the SRS computer at the operations counter. Instructors and Students are expected to use this system, as outlined in our standardization videos, to document anything that needs the attention of operations or maintenance. Be it a torn seat cover or a rough engine, each condition must be corrected properly. In order to maintain our high standard of safety each employee and student must recognize the importance of the Aircraft Condition Notice System.

National Safety Board

ED 08-05

August 12, 2008

EDUCATIONAL DIRECTIVE

SUBJECT: Low altitude maneuvering

Background: American Flyers has established safety procedures that ensure a safe training environment. These procedures are required to be followed by instructor and student alike and can be found in every flight manual published by American Flyers. They are also included in our FAA approved training course outline. This ED is to highlight and put special emphasis on those safety practices that need to be applied when operating close to the ground.

Purpose: To review procedures and safety practices that American Flyers has established to minimize risk and ensure a safe training environment when conducting low altitude training maneuvers.

Procedures:

1. Ground reference maneuvers, except for eights-on-pylons, will be conducted at an altitude not less than 1,000 feet AGL. Eights-on-pylons will not be demonstrated or practiced in wind conditions which dictate a minimum altitude for proper performance that is less than 500 feet AGL.
2. When conducting ground reference maneuvers, special emphasis will be made on site selection to include obstruction avoidance, availability of forced landing areas, and airspace restrictions.
3. Before any ground reference maneuver is begun, suitable forced landing areas will be selected on the basis of sufficient surface area, surface type, vegetation, obstructions on the approach, and wind.
4. All simulated emergency practice shall be conducted by the flight instructor on dual flights. Engine failure in single-engine airplanes will be simulated only by closing the throttle. The mixture control or fuel selector valve will NEVER be used to "simulate" an engine failure in a single-engine airplane. Below 3,000 feet AGL, engine failure in a multi-engine airplane will be simulated only by reducing power on the selected engine to a zero thrust setting.

Practice emergency landings shall be not be carried to a height of less than 500 feet AGL, except at an airport where, in the judgment of the flight instructor, the procedure can be carried to a safe landing without disruption to other airport traffic.

Pilots on solo practice flights **will not** practice simulated emergencies.

National Safety Board

Aircraft Condition Form

N _____

Location _____

Date _____

Exterior**Condition**

Rate condition on a scale of 1 to 10

Cleanliness.....

1 = needs attention

Belly.....

10 = very good

Corrosion.....

Paint.....

Decals.....

N Numbers.....

Plastic fairings.....

Windshield.....

Windows.....

Antennas.....

Cowling.....

Brakes.....

Tires.....

Static wicks.....

Lights.....

This report to be completed by the School
Director and Intern Mechanic during the
second week of each month.

Interior

Cleanliness.....

Registration.....

Airworthiness Cert.....

P.O.H.....

Door stops.....

Seats.....

Carpet.....

Headliner.....

Side panels.....

Plastic moldings.....

Glareshield.....

False panel.....

Lights.....

C.B. panel.....

Baggage net

(RG only).....

Avionics

Faceplates.....

Lights.....

Check seat pockets & baggage compartment for trash

Additional Comments:

The purpose of this form is to give you an opportunity to report to the American Flyers' National Safety Board, anything you believe may be an unsafe or unfair situation, without fear of retaliation. Please provide as complete a description as possible of the situation that you want the NSB to be aware of.

Description of situation: _____

This image shows a single sheet of white paper with horizontal ruling lines. The lines are evenly spaced and run across the width of the page. There are no margins, text, or other markings on the paper.

AMERICAN FLYERS INCIDENT REPORTNOTIFY ONE OF THE FOLLOWING PERSONS **IMMEDIATELY** BY PHONE**RICK FREIDINGER** 1-630- cell**DAVE MENCONI** 1-630- cell**Fill in the form & click on the *Submit By Email* button**

Aircraft Registration # _____ Model _____ Original School Location _____

Does This Incident Require FAA or NTSB Notification ☐ YES ☐ NO When Was Notification Made? _____

PIC Name _____ Cert. # _____ Cert. Type & Ratings _____ PIC Hrs In Type Last 90 Days _____

*note- If this was a solo flight, the PIC will be the student. If this was a dual flight, the PIC will be the instructor.

Total PIC Hours in type _____ Total PIC Hours in All Types _____ PIC IFR Hrs Last 90 Days _____ Total PIC IFR Hrs _____

Total PIC Night Hrs Last 90 Days _____ Total PIC Night Hrs _____ PIC Medical Cert Class _____ Date Issued _____

PIC Medical Limitations _____

Student Name _____ Cert # _____ Cert. Type & Ratings _____ Student Total Hours _____

Student Hrs Last 90 Days _____ Hours in type _____ Student Medical Cert Class _____ Date Issued _____

Student Medical Limitations _____

Type of Operation (CHECK ONE EACH) VFR ☐ or IFR ☐ DUAL ☐ or SOLO ☐

Weather Conditions _____ Ceiling _____ Visibility _____ Wind Direction _____ Runway Conditions _____

Date and Time of Incident: Date _____ Hour _____ City _____ State _____

Exact Location of Incident (Airport, runway etc...) _____

Description of Damage _____

Student Statement: (Describe incident in detail-Attach additional sheets as necessary) _____

Instructor Statement: (Describe incident in detail-Attach additional sheets as necessary) _____

Assistant Chief Instructor Comments: _____

Student Sign _____ Instructor or School Director Sign _____

*Note-If Solo Flight a School Director Must Sign and Date. If Dual flight, the instructor must sign and date.

rev: 12/30/03