No. 3915 P. 5

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This form to b	ILOT/OPER								
EASIGNEER MEG				vii and pu		_			and modella
Accident/Incident Location	1		25, 5,0		Date/Time		3. 2. 4. 20.2		
Nesrost City/Place: Roc Kawu To	son Mall.	Rockawa	4 St	IE: NT		25/	2009 1	ocal T	ime: 1272 PM
21P 07 866 Country	united 5	tates			mm/di	dyyyy			na Eastern
Nearost City/Place: <u>Rockawy To</u> 21P: <u>07 866</u> Country Latitude: <u>46°, 54°, 30</u> (00:00:	00 N/S) Longfrude:	74-30	:00 to	00:00:00 E/W)			Ι	mê Z	one: Castern
Phase of Operation					Collision wit	b Oth	er Aireraft		itude of In-Flight
	initial climb)	Truise	. F	Hover	Midnir On-ground			1	currence
Descent Landing		Approach		Other Unknown	None			_0	27 <u>00</u> ft MSL
MESTHER SERVICE	19(6)(19/203193)		5 2	THE ST	L KET THE THE		1		
Weather Observation Facility	У		Ponto	SE OX MERIOCE	aformation			1	Method of Briefing (Check all that apply)
Facility ID.		-		k <i>all that apply)</i> Hon et Weather Sc	ervice		Company		In Person
Observation Time:			🗍 Fil	ght Service Static	in.		Military Internet	ŀ	☐ Teletype A Telephone/Computer
Time Zene:		_	I FI A	Radio somuted Report			Unknown		Aircraft Radio
Distance from Accidem Site:		M	<u> </u>	mmercial Weathe	r Service (DUA)	rs)			TV/Redio Unknown
Direction from Accident Site:		tes MAG	Y dob	Condition				-	Visibility
Briefing Type/Completeness	☐ Abbrevist	≈d	. □ Da	wn 🗀 I		Дρ	ark Night		10 miles
Partial / Limited By Pilot	Unknown		DE DE	y 🗀 Þ	light	H B	right Night of Reported	ŀ	TO ROBES
Partial / Limited By Briefer	Not Pertin	Celling				Res	triction to Visi	bility	(Check all that apply)
Sky/Lowest Cloud Condition]] Thin Broken	None	(cicar)		pacticed		lone		☐ Fog ☐ Ground Fog
Few	Thin Overcast	Broke	sri .		definite nknown	lfis	Blowing Dust Blowing Sand		Mazc
Partial Obscuration Southered) Unknown	Over	DASI			ים ו	Blowing Snow		☐ Icc Fog ☐ Smoke
Lowest Cloud Condition He	ight	Celling	Height			남	Blowing Spray		Unknown
3500 _	A AGL		None	<u></u>	A AGL				1 110
Wind Direction	Wind Speed	-		Wind Gusta			_		wek all (hat apply)
	Velocity:	KTS		Valocity:	KTS		Nonc 🖸	In Cir Vieln	ours ity of Thunderstorm
☐ Indicated:degrees MAG	-or-						erity of Turbu		
	Calm	-		Gusting Not Gusting			Extreme 🔲	Mode	rate Light
☐ Veriable	Tight and Va								gate Chop
NOTAMs (D, L and FDC	AIRMETS S	IGMET	s, PIR	EPs in effect	t the time of	the	accident	55	closed between
NOTAMS (D, L and FDC	cwars Ligh	ts ot	5: 0	168 ms L1	34646	レザ	Taxiba	B	closed between
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LDW Notams: 109'AGL 2.02 "N" and 4-22. No Airmets, Sign	(c) (_							
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Altimeter Setting: 30.0	on. HO	Trace			☐ Mixed		Hail Rain Shows	76	Tice Crystels
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Density Altitudes 1,000	A PAIOXA	Ame	TET T	\ fadgeste	Type		Snow Show	-	
Dew Point:(C)].	None Trace	님	Moderate Severe	Cleur		Intensity of I		
or(F)		Light			Mixed		☐ Mght	L	Addensite LI Heavy

Regulation Flight Conducted Under

PAR 103 PAR 103 PAR 121 FAR 125

| PAR 129 | PAR 139 | PAR 135 | PAR 137

| YAR 91 Special Flight | Non-US, Commercial | Non-US, Non-commercial | Arrest Forces

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Name: GEALS	<u> 5.475</u> 4					COMPANY:	<u> </u>		A Region	ed Own		
	Alegan D	AR SHAD				Operator	Address					
Reservational Ownership								-				
Fractional Ownership Operator of Aircraft		na As Registers	§ Church			City: 3	3374	250: _ S	7608			

Public Use (school type)

| Federal | Same | Local |
| Universal

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1101 1/11	1.	1

	Purpose of Flight	Revenue Oper	ation 5, 129, 135 (Select ont)	Type of Commerci (Check all that apply)	al Operating Certificate Held
	ler FAR 91, 103, 133, 137 (Salect one)	Scheduled or		RINORE	
	Personal	Non-Schodule	ed or Air Taxi	Flag Carrier Opera	ring Certificate (121)
	Business Executive/Corporate			Supplemental	
	Other Work Use	Domestic or Inte	rastinus	Air Cargo Foreign Air Carrier	rs (129)
	A Instructional		International	Commuter Air Can	rier (135)
	Ferry Positioning	T howeath	LI HAMINGALIA	On-Demand Air Ti	127)
	Aerial Application				
	Acrial Observation	Cargo Operation		Rotorcraft External	Losd (133)
	Air Drop	Passenger/Cas		Agricultural Aircra	A (137)
	Air Race / Show Flight Test	Cargo		Other Operator of	Large Aircraft
	1 - 14: 41	Mall			
	Unknown	GOLDEN ST			
	Maria Programme and State of the State of th	N. C.			Damage to Other Aircraft Destroyed Minor
	This is a second of the second				Destroyed Minor Substantial None
	Modelt	-19			
	Registered Owner of Other Aircraft				
	First Name:		City:	770	
	Middle Initial:			ZIF:	
	Last Name:		County		
	Pilot of Other Aircraft				, ,
	First Name:		City:	ZIP:	
	Middle Initial:		Country	•	
	Last Name:	16. 25.			
				Town Aircraft Contains	SM
	Airport Identifier:		Detable	e From Airport Cantet.	degrees MAG
	Airport Name:		_		degrees MAG
	Proximity to Airport Off Airport/Airstrip	On Airport C	n Aintrip Airport	Elevation!	A. MSL
i	Approach Segment (Salect one)			_	
	On Instrument Approach Crosswind Downwind	☐ Baro		Final Aborted Landing (after t	Go Around
		Low	Approach	proach (Check all that app	
[ال	If R Approach (Check all that apply)	7,40	Practice None	Trunch (Check an ban app	Stop and Ge
NIA	None LPAK L		CIPS Truffic	Pattern	Stop and Go Touch and Go
	None PAR ADF/NDB Sidestup SDF ILS VOR/TVOR Localizer Only	ASR	Loren Straigh	t-In Terrain Following	Simulated Forced Landing N ST Forced Landing
- 1	VOR/TVOR Localizer Only		Unknown Walley/	nasi Lettaru sonominē (A)	Precautionary Landing Unknown
ı	☐ VOR/DME ☐ LOC-back course ☐ TACAN ☐ RNAV	Contact Circling	Go Ard Full St	op	
ı			Condition	of Runway/Landing Su	riace (Check all that apply)
	Runway Information	A Wioth:	ft DKDry	Snow-Comp	
- 1	Runway ID: (L/R/C) Length:		Holes	ered Snow-Dry	Water-Glassy
- 1	Ronway/Landing Surface (Check all that apply)	☐ Water	Rough	☐ Snow-Wet	☐ Wet
			Rubber	Deposits Soft	
- 1	Dirt Lce Snow		C) Stiffer	Overed State	
1	THE BUILDING OF THE PARTY OF TH		والمستروب والمستروب	Ton	e Filght Plan Filed
- 1	Last Departure Point Tim	ne of Departure Approx	Destination		None VFR/IFR
	Alreart ID: 9 /V J	s: 11:00 AM	Aupart ID: KCDL		Company VFR IFR
	civi Greenwood Lake		City: Fairfield		
	State: UT	e Zone: <u>Easter</u> y	State: New Jersey		VFR ivated? □ Yes □ No
	Country United States		Country: United Sta	Act	18mg F1 19 F1 140
	Type of ATC Clearence/Service (Check all that	apply)			
	77	I I Specia		☐ VFR Flight Following ☐ Traffic Advisory	☐ Crubse ☐ Unknown / NA
	None Special YFR IFR	VFR	n Top	LIBING ADVISORY	
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Airspace w Class A Class B Class C Class D		ecurred (Check all III lass B lass G emo Areu lanning Area	Prohibited A	res rations Area (MOA)	Jet Training Area TRSA FAR 93	Special Air Traffic Control Area Unknown
None Passenge	ns 🗍 To	heck all that apply) owing Gilder owing Bannet ther External	Parachutists Water Chemical/Fe	Mil(zer/Secria	Livestock Unknown	
Cargo			PARTIES CONTRACTOR	· · · · · · · · · · · · · · · · · · ·	A STATE OF THE STA	TO THE PARTY OF TH
	SERVICESING		and the second that is	SCHOOL AND LINE	فيوالكو فالمسوورين والمكالمين	and the state of t
(convert from	ard at Last Takeoff opounds. as necessary) 0 X 55	80/6	Low Lend 115/	JP4	Other, sp	ecify
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Other Serv	ices, if Any, Prior to	, рерагит е				
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Was there !	Mechanical Malfunc	ction/Fallure? 📈	Yes No Unkn ino. and describe the fe	awn allure.)		Total Time/Cycles On Part
Specif	ics Still	to be De	termined			Hours
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	Apple and the second	HISTORY CT MILE OF THE BOTTOM	The Water Control		in the state of th	
Aircraft Dar	negė	Aircraft Fire			Aircraft Explosion	
☐ None ☐ Minor	Substantial Destroyed	None in-Flight On-Ground	Both Ground : Unknown Ori	gin		☐ Both Ground and In-Flight ☐ Unknown Origin
Description o	of Damage to Aircra	ft and Other Prope	rty (use additional shee	t (f necessary)		
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Ver an Ameri	ency evacuation of t	he pirorest newform	ed? X Yes	□ No		
lethod of Exilation	t-Describe how the upants EXI	occupants exited and hed thru th			tion to fuel Lea	king from right
ing. E	xited to th	e 70'clock	position re	lative to o	ulveraft.	1
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Pilot Co-Pilot	Student:	Pilot 🙇 🗗	light Instructor	Check 1	Pilot DF	light Engi	neer 🔲 O	Other Plight	Crew		
Pilot "A" Identification				-							
First Name: Thom	45				City: L	undh	urs t				
Middle Initial:					State: A	17	ZIP: O	7011	_		
Lost Name: Flache	1				Country:	unite	ed sta	123_			_
Age at time of Accident:	42 0	ate of Birth:	mm/dd/yyyy		Certifica	te Numbe	r				
Degree of Injury	Seat O	capied			Seat Belt			Shou	lder I	Harness	
None Patal Minor Unknown Serious	Left Right	Z fr □ R		iknown	Used Available	X Yes ☐ Yes	_	Used	uble	XYes Yes	
Pilot Certificate(s) (Cheat	all that apply)										
□ None □ S	tudent light Instructor		Recremional Sport	Com	ine Transport		☐ Flight I	ilitacy		☐ Foreig	
Principal Occupation	Medical Cer	tifleate			Medical C			Dat	e of L	ast Med	ical
Pilot Other Unknown	None Class i	Class 3 Driver's Unknow	s Licenso (Sport I vn	Pilat only)	Without With lin	litations/w	lvcrs	10	29	12008 Vnny	
Medical Certificate Waive	75										
Dats of Last Flight Review or Equivalent, Including FAR 121/135 Checks: All Chief Pilot Check Airplane Ratiog(a) (Check all that apply)	BFR 06-07 2-10-2-07 mn/dd/yyyy Other Airci (Check all tha	Ma Mo raft Rating(s	(Check	14 5 P men 1 Rating all that apply,		Instruc (Check a	tor Ratings		×	nstrument	
Date of Last Flight Review or Equivalent, Including FAR 121/135 Checks: 4(Chief Pilot Check Airplane Rating(s) (Check all that apply) None Single-Engine Land Single-Engine Sca Multiengine Sca Multiengine Sca	BFR 06-07 2-10-2007 mn/dd/yyyy Other Aircs (Check all tha	Ma Mo maft Rating(a mapply)	ake: Ce 55 p. del: C 1 72 l) lastre (Check Nan Mairy	14 SP meni Rating all that apply e	g(s)	Instruction (Check of Nonco No	tor Ratingle that apply) and Single-France Multi-Engelance and Lift	20TN (s) ngine gine	Man de la constant de	nstrument leticopter itider part	Helic
Date of Last Flight Review or Equivalent, Including FAR 121/135 Checks: 41 Chief Pilot Check Airplane Ratiog(s) (Check all that apply) None Single-Engine Land Single-Engine Sea	BFR 06-07 2-10-2-05 mn/dd/yyyy Other Aircu (Check all that None Airsbip Free Ballon Gilder Gyroplano Helicopter	Ma Mo maft Rating(a mapply)	ake: Ce 55 p. del: C 1 72 l) lastre (Check Nan Mairy	SP ment Rating all that apply e	g(s)	Instruction (Check of Nonco No	tor Ratings ill then apply) and Single-France Multi-France	20TN (s) ngine gine	Man de la constant de	nstrument leticopter itider part	Helic
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Date of Last Flight Review or Equivalent, Including FAR 121/135 Checks: 4(Chief Pilot Check Airplane Rating(a) (Check all that apply) None Single-Engine Land Single-Engine Land Multiengine Sea Multiengine Sea ype Ratings	BFR 06-07 2-10-2007 mn/dd/yyyy Other Aircu (Check all that None Airsbip Free Ballon Gyroplane Helicopter Powered Li All Airceaft	Ma Moraft Rating(s copply) This Make & Model	Airplane Airplane Airplane Airplane Single Engine	ment Rating all that apply a ligne copter gred Lift	g(s)	Instruction (Check at Monte Adapted Power Student	tor Ratings tor Ratings that apply) and Single-Frame Multi-Encland and Lift Endorsemi	20TN (s) ngine gine	Jan	nstrument leticopter itider part	Halic
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P.7/12

To Tom

From Akiko

		A Mary The State of the State of	Manual Barrior	न्यूर्यं स्वत्यास्य		Contract Contract	
Pilot "B" Responsibiliti	to at the Time of Ac	ident	le de met mande de	which ends the	*		J. C
Pilot Co-Pilo	t Student Pilot	Flight Instructor	Check Pilot	Pight Engineer	Other Flight	Crew	
Pilot "B" Identification		-					
First Name: AKII Middle Initial: Last Name: Giffen			City: State Coun	NY Z	P: 1003	<u>&</u>	
Age at time of Assident:	-	Birth:	Cart	Scale Number:			
		mayouyyyy			103		
Degree of Injury None Fatal Minor Uniquen	Right	Si From Union Rear Single			No Used No Avail	200	□ No
Pilat Certificate(s) (Check None S Private F	k ali diet spply) tudent light Instructor	Recremional	Commercial Airling Trans	ont Dr	light Engineer 1.5. Military	☐ Forci	ក្រ
Principal Occupation	Modical Certificat			d Certificate Valid	lity Dat	e of Last Med	len!
Pilot Cher Unknerven	□ None . C	leas 3 river's Lisense (Spect P nknown		oot limitations/walve limitations/walvers boun)6	7/1/2009 narksdrynyn	·
Medical Cerifficate Limits	riore	4					
Hust wear	corrective	Lenses	for dist	ance vi	sion		
Medical Certificate Waive							~
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NA							
Date of Last Plight Review	Commercial	Flight Review Als	remit				
or Equivalent, Including	checktive.	Males Cessi					
PAR 121/135 Cheeks:	2/29/2008 um/dd/yyy	Model: 172					
Lirpiane Rating(s)	Other Aircraft Ra		esst Rating(s)	Instructor Res			
Check all that apply)	(Chuck all that apply) None	(Check a	il shat oppity)	(Check all they of	P	[] Instrument A	(malana
S.Single-Brighe Land	Amhip	Airel		Airplane Sing	a Brgine	Intranent f	
Single-Engine Sea Multimaine Lend	☐ Fros Balinon ☐ Glider	Heller Power	ogen ned 1.Fft	Airphone Muli	il-Lingine	☐ Helicopter ☐ Glider	1
Multiongine Sea	Gyropiana Halicopter			Powered Lift		Span	- 1
Table 2	Powared Lift			5.1.3			
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al Time	336.7 42		Meldengton Nigh		isted Roturered	-	Tree Air
t in Constant (FIC)	205.8 41		MIA 17		5 NIA		NIA
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Describe what occurred in chronological order, circumstances leading to accident and nature of accident. Describe terrain and include sketch of wreckage distribution if pertinent. Attach extra sheets if needed. State point of departure, time of departure, intended destination and services obtained.

See Attached.

Operator/Owner Safety Recommendation

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Aug. 27. 2009 8:30AM

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Narative of accident involving N6117R, on 08/25/2009:

The flight originally departed KCDW at approximately 10:30am, on 08/25/2009 with the intention of conducting flight instructor training for Akiko Gittens. As a CFI candidate with ample time in make and model, Mrs. Gittens performed the preflight inspection. When I came out the air plane she was approximately half way done. I queried her regarding the oil level, which she stated was approximately 5.7 quarts on the dipstck. Since the C172-RG uses engine oil to regulate the pitch of the propeller, I told her I would add a quart before we left, which I did. As the Chief Fliight Instructor, I check the oil level of each aircraft every morning prior to dispatching any of them, so I already knew what the level was. I alsways ask students this question to make sure they checked, and propperly interperate the indicated level. The oil level had been holding @ 6 quarts for the last few days, but since Akiko and I had flown 2.7 hours (Hobbs time) the day before, I was not suprised it had dropped slightly.

The engine run-up, and systems checks yielded no results which would cause any concern. Oil pressure, magneto checks, fuel pressure/pump indications were all normal.

After departing KCDW, we proceded north towards the practice area. Approximately 12 miles north of KCDW, we started a climb from 2,500' MSL, to 3,500' MSL. As we approached 4N1, I prepared the airplane for a simulated engine failure. Lights: check on, Carb heat: on, Cowl flaps: closed, Mixture: full rich, Prop: high RPM, Fuel pressure: green, Power: to Idle, and called "Engine out". After a successful landing on runway 24 @ 4N1, I made a radio call on the CTAF that we would be departing runway 6, since there was no wind to speak of.

We proceded out to the practice area, were we continued to review the maneuvers we had planned to work on.

Approximately one hour after departing 4N1, through performing maneuvers, clearing turns, etc we wound up south of Lake Hapatcong. I had just finished demonstrating an elevator stall, and as part of the recovery retracted the landing gear. When we lowered the gear again for Akiko to perform the same stall, I noticed the front half of the left main wheel was wet. I asked Akiko if her wheel was also wet, and she stated that it was. Being in the left seat I could not see to what extent. We stopped focusing on maneuvers at that point, and tried to determine the nature of the moisture on the wheel. My first inclination was that it ws hydraulic fluid, since we had just lowered the gear. I knew it was not water, because I could see ripples in the fluid, indicating that it was more viscuss than water. However, since it was on a black tire. I could not determine the color of the fluid. I told Akiko that we should suspend the lesson, and since we had the gear down, and locked, we should keep it down and head back to KCDW to have the mechanics check it out before continuing. As we made our way back to KCDW I continued to try o determine the nature of the fluid, including removing my headset, and sticking my head out the window slightly, to see if I could locate the source. Just after I closed my window, I noticed the oil pressure was approaching the RED line. At this point we were approximately one or two nautical miles southeast of Lake Hopatcong. Once I realized that the problem was more serious, I assumed control of the aircraft, put the landing gear up to improve performance, and made the most direct course for KCDW that would still keep us in power off range of route 80. I tried twice to contact New York approach for a clearence into the Bravo airspace, and to have someone keep an eye on us. I got no response either time, though I could hear the communicating with other aircraft. I had not declared an emergency as of yet. There were clouds over head at approximately 4,000 MSL, and since I did not want to sacrifice ground speed for the climb, I chose to contact the tower at KCDW, and aprise them of our sittuation, and that we were comming in, and keeping ourselves over route 80. The controller recomended runway 10 since it was the most direct from our position, I agreed and told him that would be our goal. Approximately 2 minutes later, we were approximately 1NM east of the Rockaway Towne Center Mall, the engine, which had shown no other sign of running rough to that point, ground to a halt, with the propeller stopping with the engine. I issued a "MAYDAY" over the tower frequency, since they were already aware of our sittuation. Established best glide, and after a very brief look at the area we were over, I turned towards the mall, and stated my intentions to the tower. Due to the nature of the failure being oil related, and the way that it stopped. I did not attempt a re-start. Instead, I focused on securing the engine as we made our way to the mall. Throttle: Idle, Mixture: Idle cut-off, Fuel selector: off, Magnetos: off. Master switch: on until flaps lowered. Once we were headed towards the mall, I started looking for the most open area. The southeast side had cars spuratically placed throughout, the northeast did not have much, but there was a tractor trailer in that lot. I chose the southwest lot, and circled over the mall. I noticed a flag next to the building, which was showing no wind at all. I circled over my intended point, and at approximately 1,500' MSL, turned to start a downwind leg to the lot. As I turned a base, I noticed a cell phone tower in the northwest lot, so I kept my path inside of it to keep it from being any factor. When I turned final, I lowered the flaps, and turned the Master switch off. Still trying to pin point the touchdown zone, trying to determine if lines on the ground were painted, or raised curbs, I noticed a pickup truck comming across my path from my right, so I started looking further out for my spot. As we got lower, and I realized we were going to land long, I started looking for the largest gap in the trees, since the lot had trees around its perimeter. Just before we touched down, I noticed a car comming into the lot on the driveway from the right, I turned left, and tried to miss the tree, and the incomming car. We touched down just before the curb, and bounced, ate which point the nose wheel struck the curb and was sheered off. The right wing contacted the tree, and spun the airplane around to the right approximately 180 degrees. Once the airplane stopped, I tried briefly to disengage the cresent seat track clamp, when it did not release, probably because we were nose down and there was tension on it. I released my seat belt

and shoulder harness, and instructed Akiko to follow me out my side, since there was fuel leaking from the right wing after striking the tree. As we walked away from the airplane, the first police officer was pulling up and getting out of his car. We both initialy refused medical attention, but after speaking to the owner of the flight school, we decided to go to the hospital to be examined. The only injuries ewre to myself. A small cut on the left side of my head, which only needed cleaning, and the hard landing hurt my back slightly.