



U.S. Department
of Transportation
**Federal Aviation
Administration**

Marcelo O. Martin
Aviation Safety Inspector

South Florida Flight Standards District Office 19
[REDACTED]
Miramar, FL 33027

Juan C. Garcia FAA, IIC
Inspectors Statement/Accident Investigation

Registration: N1655V
Make: Cessna
Model: CE-172M
Serial Number: 17263704
PTRS: SO1920209285
ATQA No.: ASO1920066
NTSB No.:

When: 07/19/2020

Where: Wellington Aero Club FD38

What:

Pilot under Part 91 operating Cessna CE-172M, serial number 17263704, registration N1655V experienced a hard landing at the Wellington Aero Club (FD38) runway 16 causing the aircraft to bounce. Aircraft pitched forward and struck the runway nose first. Pilot was airlifted to the hospital with broken ankles, a broken tibia, and facial bruises. Aircraft destroyed by impact. N1655V Registration AC Form 8050-1 submitted to Aircraft Records on July 1st 2020, present owners Rodriguez, Adrian and Poeschl, Keith, C., from Belle Glade, Florida.

Who:

PIC Commercial Pilot:

Elizabeth Owens Poeschl
[REDACTED]

Loxahatchee, FL 33470-3056

CFI, FAA Certificate Number [REDACTED]

Last FAA Medical Examination: 03/27/2019

Elizabeth Owens Poeschl e-mail statement:

Inspector Summary of Aircraft Damage and Final Analysis:

Aircraft empennage tail was found pitch upward at a 45° degree angle with the main landing gear hanging. Inspection of rudder and elevator found there was positive movement in both directions. The right wing spar was bent aft with the last four to six feet damaged to the leading edge and wing tip from impact. Right wing was leaking fuel, there was also bucking on the upper and underside of the wing surface inside wing structure of the right wing close to the attachment point to the fuselage and surrounding area. There was positive movement from both left and right ailerons in both direction. Aircraft sustained major structural damage to the front of the aircraft from the entire engine section, firewall and cockpit structure area. Major material bucking, sheering and tearing of the cockpit area and main cabin structure to the door entries frame, underside and up sections. Engine underside from the one propeller, propeller cone, the nose landing thru the right side of the main cabin was the main impact area was compressed and pushed upwards into the cockpit instrument and seating area. Fuel was found leaking from underside of the engine no post-crash fire. Inspection of instrument panel found flaps lowered to 40° degrees, fuel mixture in to fully rich mixture, and cabin heat pull to on position, throttle input found approximately $\frac{3}{4}$ power input applied inward, elevator trim slightly in the down position and the fuel selector in the both position.

A black rectangular redaction box covers the signature of the inspector. There are some faint blue ink marks above and below the box.

Juan C. Garcia
Aviation Safety Inspector