

Dispatch Occurrence Reporting Form
Please return to Dispatch within 30 minutes

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1. Aircraft: N 901fc Date: 3 / 5 / 2019 Time: 0.6 hrs (local)
2. Pilot Name: hao sun Certificate#: [REDACTED]
Instructor Name: jonghyun lee Certificate#: _____
Gemini Name: _____ Certificate#: _____
Flight: Dual Solo
3. Name of airport nearest to occurrence. kvr
4. Weather at time of occurrence: Ceiling 9000 ft. Visibility 10 mi.
Winds 280 at 5 Precipitation light rain

During which phase of flight did this occur? Start-up Taxiing Take-off/Climb
 Descent/Landing Cruise/practice maneuvers

Check closest description(s) of occurrence: engine fire collision with object/aircraft
 while taxiing loss of engine power loss of prop control landing gear/indicator
malfunction bird strike smoke/fumes in cabin oil leak hydraulic/brake leak
 blown tire weather related damage other (describe below)

Damage to aircraft is on the: Prop spinner engine compartment nose gear
 left main gear right main gear cabin fuselage vertical stabilizer or rudder
 horizontal stabilator left wing right wing none other (describe below) Briefly
write a description of the incident: Click below to start typing . . .

i am the first one get aircraft, and go out do preflight, and check the wind sock ,at that time the ceiling and visibility i think is good, so i start engine and taxi, nobody at there ,so i decide use RWY12R, and run up, ready to takeoff, still nobody, takeoff time near 6:10, i don't remember, straight out and last call leave the pattern, along the shoreline and climb , there no cloud over ocean, but after i climb to 2000ft, i think the north weather is not good, i stop climb , i am not sure there is cloud or fog, or just darkness, so i circle at here, almost wabasso brige, and think the weather will good after sunrise. after 4 or 5 minutes , i find there more than two layers cloud come from north, and i think the top of cloud more than 4000ft, i think i can not practice maneuvers , and look down the river, there few cloud over river, so i decide go back kvrb , so i along the river, i find i can not see airport, there could cover ariport from inland, still no cloud over ocean, so i descend to 1500ft over the river on the final of 30r i can see the airport and below the cloud, i hear someone say takeoff 30L , and he talk with ground truck, the ground truck want check rwy12r, so i decide landing on the 30R, so i say i will 45 join right downwind od rwy30R, the cloud and move and down very quick, but the visibility still very good, i almost flight 800-900

In addition to the required telephone notifications, the dispatcher will make copies of this form and distribute to the following personnel: Center Manager, Assistant Center Manager, Chief Instructor, DSO
Chief and EASA Asst. Chief. Original should remain in dispatch.

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Dispatch Occurrence Reporting Form
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1. Aircraft: N 561PU Date: 03 / 05 / 2019 Time: 2.3 hrs (local)
2. Pilot Name: XUDONG XING Certificate#:
Instructor Name: KIM SUNJOON Certificate#:
Gemini Name: Certificate#:
Flight: Dual Solo
3. Name of airport nearest to occurrence. KSEF
4. Weather at time of occurrence: Ceiling OVC9000 ft. Visibility 10 mi.
Winds 280 at 05 Precipitation

During which phase of flight did this occur? Start-up Taxiing Take-off/Climb
 Descent/Landing Cruise/practice maneuvers

Check closest description(s) of occurrence: engine fire collision with object/aircraft
while taxiing loss of engine power loss of prop control landing gear/indicator
malfunction bird strike smoke/fumes in cabin oil leak hydraulic/brake leak
 blown tire weather related damage other (describe below)

Damage to aircraft is on the: Prop spinner engine compartment nose gear
 left main gear right main gear cabin fuselage vertical stabilizer or rudder
 horizontal stabilator left wing right wing none other (describe below) Briefly
write a description of the incident: Click below to start typing . . .

I had a local solo flight on Tuesday, before I got the plane, METARs and TAFs showed me the weather was VFR, so I made "Go" decision, I took off at 06:50am, it was still a little dark, there were some clouds over the runway, but I didn't know how thick the clouds were, I can see the whole runway, and no one reports weather conditions on the frequency, I thought weather was OK, so I took off on RWY 30R, I was about 400 feet into the cloud after took off, I wanted to come back, but I heard one person stayed in the pattern, he was in the same situation as I was, if I did traffic pattern, I might run into him, then I made a picture in my mind, one person stayed in the pattern, one person departure NE, so I chose to fly SW, keep my heading 270, I trusted instrument and did quick scanning as I climbed, after climbing 4000 feet I saw the top of cloud, it took me about ten minutes, then I climbed to 5000 feet to make sure I was 1000 feet above the cloud, after that, I always did radio call on 123.3, kept staying between sod farm and outlet mall in D north, I can find where I am on GPS. About 8:00am, ops call me "SFY553, find prison in D south, and then direct to KSEF" on 123.3, so I diverted to KSEF, I located my position by VOR during diverting, and land at KSEF about 8:40.

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Dispatch Occurrence Reporting Form
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1. Aircraft: N 557PU Date: 03 / 05 / 2019 Time: 6:30 hrs (local)
2. Pilot Name: ZENGYI WEI Certificate#: [REDACTED]
Instructor Name: YECHAN KIM Certificate#:
Gemini Name: Certificate#:
Flight: Dual Solo
3. Name of airport nearest to occurrence. KVRB
4. Weather at time of occurrence: Ceiling 9000 ft. Visibility 10 mi.
Winds 280 at 6KTS Precipitation N/A

During which phase of flight did this occur? Start-up Taxiing Take-off/Climb
 Descent/Landing Cruise/practice maneuvers

Check closest description(s) of occurrence: engine fire collision with object/aircraft
while taxiing loss of engine power loss of prop control landing gear/indicator
malfunction bird strike smoke/fumes in cabin oil leak hydraulic/brake leak
 blown tire weather related damage other (describe below)

Damage to aircraft is on the: Prop spinner engine compartment nose gear
 left main gear right main gear cabin fuselage vertical stabilizer or rudder
 horizontal stabilator left wing right wing none other (describe below) Briefly
write a description of the incident: Click below to start typing . . .

I Check the metar and taf before the flight and it was VFR with the ceiling of 9000'. However, it was before the sunrise, I couldn't see the clouds at all at that time. When I took off, the clouds were lowered to about 600-700 ft when I was flying my crosswind. I tried to do a pattern work but I couldn't see the runway clearly. So I made my decision to depart on my downwind to northeast trying to climb over the top of the clouds because I wanted to maintain VFR flight. Above climbing over the 4000 ft, I got over the clouds and I changed the frequency to the 123.3. Then I contacted Flightsafety ops to seek a help and advice. The ops person gave me a VFR airport to divert. So I diverted to KSEF and waited there for the further help.

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Dispatch Occurrence Reporting Form
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1. Aircraft: N 562PU Date: 03 / 05 / 2019 Time: 0645 hrs (local)
2. Pilot Name: BO NIE Certificate#: [REDACTED]
Instructor Name: YE CHAN,KIM Certificate#: _____
Gemini Name: _____ Certificate#: _____
Flight: Dual Solo
3. Name of airport nearest to occurrence. VERO BEACH
4. Weather at time of occurrence: Ceiling 10000 ft. Visibility 10 mi.
Winds 280 at 6 Precipitation N/A

During which phase of flight did this occur? Start-up Taxiing Take-off/Climb
 Descent/Landing Cruise/practice maneuvers

Check closest description(s) of occurrence: engine fire collision with object/aircraft while taxiing loss of engine power loss of prop control landing gear/indicator malfunction bird strike smoke/fumes in cabin oil leak hydraulic/brake leak blown tire weather related damage other (describe below)

Damage to aircraft is on the: Prop spinner engine compartment nose gear left main gear right main gear cabin fuselage vertical stabilizer or rudder horizontal stabilator left wing right wing none other (describe below) Briefly write a description of the incident: Click below to start typing . . .

The sky was dim and gray just as every usual morning . There were company traffic taking off and landing. I,SFY554,took off at 30L at about 0645. when I climbed up about 600 feet ,The fog or cloud was surrounding me abruptly. I tended to make a pattern then land back .I attempted to find out the layout of the vero airport but it is unable. So I tried to descend for the base and final with the help of GPS ,but nothing was insight .I had to make a go around climbed up to fly clear of the clouds. After clearing the clouds, I contacted the tower and the tower said me to contact the Palm Beach Approach for the further help. So I contacted Palm Beach for the help. They said me to divert to F45 so I diverted there and waited for the further help.

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