

Manifiesto de los hechos ocurridos en el incidente del dia 08-20-22aeropuerto KTXW aprox 14:15pm
aeronave cessna 172 identificacion N2037Y

Instructor: Erasmo malacara

Estudiante: Daniel Seijas

Comenzamos el dia en el aeropuerto de KEBG aproximadamente 13:00 pm realizando los check-list en tierra, coordinamos entre el instructor y yo lo que haríamos previamente de entrar al avion, luego de quedar todo claro para ambos ingresamos a la aeronave haciendo los check-list para el encendido y antes del rodaje pudimos obtener informacion del clima, iniciamos rodaje a la pista 14 y antes de ingresar realizamos las pruebas de motor y los restante del check-list, al verificar que todo estaba bien, decidimos despegar por la pista activa 14 con el proposito de hacer unos toques y despegues primero en ese aeropuerto, luego de hacerlo 2 veces y estando todo bien, el instructor me indica que iríamos a el aeropuerto KTXW a realizar la misma maniobra, salimos en crucero a 2.000 ft hasta llegar al patron de trafico en KTXW donde se ingreso segun la norma ingresando 45° al downwind y continuando la aproximacion de manera estable y segura, con la aeronave configurada a 1500 rpm, 10° flaps, full mixture, carburator heat on, de esa manera aterrizamos de manera segura y estable, luego de tocar flaps arriba, carburator heat off, full acelerador y salimos para ingresar de nuevo al patron de trafico y realizar de nuevo un toque y despegue, nos proximamos igual configurando el avion antes de aterrizar esta vez seria full stop, al salir de la pista activa se hizo el after landing check-list, el instructor me indica que lo deje en los angares al lado del FBO del aeropuerto y revisamos los documentos antes de bajarse del avion y dandome una vez mas las instrucciones que debia realizar, al estar todo bien me dijo que hiciera 2 toques y despegues y el ultimo fuera full stop para luego recogerlo a el en los hangares y devolvernos a KEBG, procedi ir por el taxi way hasta que llegue a la cabecera de la pista 14, realice de nuevo los chequeos de motor y de mas controles del avion asegurandome que todo estaba bien, los controles ok instrumentos ok, combustible ok, y luego de comunicar por el radio que iba a la pista activa procedi a comenzar a realizar el despegue con full acelerador full mixture manteniendo el centro de la pista y a 65 knots inicie la rotacion, manteniendo ascenso positivo hasta 500 ft runway heading, luego crosswind continuando ascendiendo hasta 1000 ft, downwind, luego al estar 45° mi hombro con relacion a la pista comence el descenso bajando las rpm a 1500, dejando full mixture, activando el carburator heat ajustando un poco el trim hacia atras levantando un poco la nariz, de esa manera mantuve el base 70 knots en mi velocidad y un descenso de 500 ft, al ingreasar al final previamente anunciado en las comunicaciones, coloque 10° de flaps y de esa manera mantiendo el centro de la pista en la aproximacion, 2 luces rojas y 2 blancos, hasta llegar de esa manera al flare cortando de a poco la potencia y levantando un poco mas la nariz hasta llegar al toque en el centro de la pista y de manera segura, al tocar en el suelo y teniendo el control de avion recojo los flaps y carburator off, full acelerador manteniendo centro de pista instrumentos en verde, velocidad positiva al llegar a 65 knots para rotar y volver al patron de trafico haciendo lo mismo que la vez anterior incluyendo la aproximacion el toque y el despegue de nuevo, en la tercera ocacion fue exactamente igual incluso en la aproximacion, a diferencia que despues de hacer el toque y permitiendo que el avion comenzara a desacelerar de manera controlada en el centro de la pista senti una rafaga de aire de derecha a izquierda de manera repentina, intente compensar bajando el ala derecha pero no fue suficiente y de esa manera el avion excursiono de la pista a una velocidad baja, hasta que finalmente el tren delantero coliciono con el signal, cuando se detuvo finalmente abri la puerta y sali a un lado de la aeronave, viendo que me habia lastimado la nariz y evitando estar cerca del avion por

precaucion de incendio, al momento llego una persona que estaba cerca de la rampa en un auto pregunto si estaba bien, y a intentar cortar los pases de corriente de la aeronave, despues llego el resto de las peronas que trabajan en el aeropuerto incluyendo el instructor, asegurandose que yo estaba bien, y me llevaron al FBO prestandome la asistencia medica, luego de eso llegaron las agencias correspondientes, incluyendo la FAA tomando fotos y tomando reporte de lo sucedido...

Statement of the events that occurred in the incident on 08-20-22 KTXW airport approximately 14:15pm Cessna 172 aircraft identification N2037Y

Instructor: Erasmo Malacara

Student: Daniel Seijas

We started the day at KEBG airport approximately 1:00 pm performing the checklist on the ground, we coordinated between the instructor and I what we would do before entering the plane, after everything was clear for both we entered the aircraft doing the checklist for the start and before taxiing we were able to obtain weather information, we began taxiing to runway 14 and before entering we performed the engine tests and the rest of the checklist, upon verifying that everything was fine, we decided to take off from the active runway 14 with the purpose of doing some touch and go first at that airport, after doing it twice and everything being fine, the instructor tells me that we would go to KTXW airport to carry out the same maneuver, we cruised at 2,000 ft until reaching the traffic pattern at KTXW where we entered according to the norm entering 45° downwind and continuing the approach in a stable and safe manner, with the aircraft configured at 1500 rpm, 10° flaps, full mixture, carburetor heat on, in this way we landed safely and stably, after touching flaps up, carburetor heat off, full throttle and we left to enter the traffic pattern again and perform a touch and takeoff again, we approached the same configuring the plane before landing this time it would be full stop, when leaving the active runway the after landing check-list was done, the instructor told me to leave him in the hangars next to the FBO of the airport and we reviewed the documents before getting off the plane and giving me once again the instructions that I had to carry out, when everything was fine he told me to do 2 touch and takeoffs and the last one was full stop to then pick him up in the hangars and return to KEBG, I proceeded to go by the taxi way until I reached the head of runway 14, I performed the engine checks again and more controls of the plane making sure that everything was fine, the controls ok instruments ok, fuel ok, and after communicating by radio that I was going to the active runway I proceeded to begin to take off with full throttle full mixture maintaining the center of the runway and at 65 knots I began the rotation, maintaining positive climb up to 500 ft runway heading, then crosswind continuing to climb up to 1000 ft, downwind, then when my shoulder was 45 ° in relation to the runway I began the descent lowering the rpm to 1500, leaving full mixture, activating the carburetor heat adjusting the trim a little backwards raising the nose a little, in that way I maintained the base 70 knots in my speed and a descent of 500 ft, when entering the end previously announced in the communications, set 10 ° of flaps and in that way maintaining the center of the runway on approach, 2 red lights and 2 white ones, until reaching the flare in that way, cutting little by little the power and raising the nose a little more until reaching the touch in the center of the runway and safely, when touching the ground and having control of the plane I collect the flaps and carburetor off, full throttle maintaining the center of the runway instruments in green, positive speed when reaching 65 knots to rotate and return to the traffic pattern doing the same as the

previous time including the approach, the touch and the takeoff again, on the third occasion it was exactly the same even on the approach, except that after making the touch and allowing the plane to begin to decelerate in a controlled manner in the center of the runway I felt a gust of air from right to left suddenly, I tried to compensate by lowering the right wing but it was not enough and in that way the plane excursed from the runway at a low speed, until finally the front gear collided with the signal, when it finally stopped I opened the door and went out to the side of the aircraft, seeing that I had hurt my nose and avoiding being near the plane for fear of fire, at that moment a person who was near the ramp arrived in a car and asked if I was okay, and tried to cut the power to the aircraft, then the rest of the people who work at the airport arrived, including the instructor, making sure that I was okay, and took me to the FBO giving me medical assistance, after that the corresponding agencies arrived, including the FAA taking photos and reporting what happened...