

NATIONAL TRANSPORTATION SAFETY BOARD PILOT/OPERATOR AIRCRAFT ACCIDENT/INCIDENT REPORT

This form to be used for reporting civil and public use aircraft accidents and incidents

BASIC INFORMATION

Accident/Incident Location

Nearest City/Place: Micco State: Florida
ZIP: 32976 Country: USA
Latitude: 27.5220 (dd:mm:ss N/S) Longitude: 80.3346 (ddd:mm:ss E/W)

Date/Time

Date: 12/19/2016 Local Time: 14:00
mm/dd/yyyy Time Zone: EST

Phase of Operation

☐ Standing ☐ Takeoff (incl. initial climb) ☐ Cruise ☐ Hover
☐ Taxi ☒ Climb ☒ Maneuvering ☐ Other
☐ Descent ☐ Landing ☐ Approach ☐ Unknown

Collision with Other Aircraft

☐ Midair
☐ On-ground
☒ None

Altitude of In-Flight Occurrence

800 ft MSL

AIRCRAFT INFORMATION

Manufacturer: Cessna

Model: C-150M

Serial Number: 15078832

Registration Number: N150EC

Amateur-built: ☐ Yes ☒ No

Max Gross Weight: _____ lbs

Weight at Time of Accident/Incident: _____ lbs

Location of Center of Gravity at Time of Accident/Incident:

_____ inches from ☐ nose or ☐ datum
-or- _____ Percent Mean Aerodynamic Cord (% MAC)

Category of Aircraft

☒ Airplane
☐ Balloon
☐ Blimp/Dirigible
☐ Glider
☐ Gyrocraft
☐ Helicopter
☐ Powered lift
☐ Ultralight
☐ Unknown

Type of Airworthiness Certificate (Check all that apply)

Standard
☒ Normal
☐ Utility
☐ Acrobatic
☐ Transport

Special
☐ Restricted
☐ Limited
☐ Provisional
☐ Experimental
☐ Special Flight
☐ Light Sport

Number of Seats: 2

If Large Aircraft, how many seats for:

Flight Crew: _____

Cabin Crew: _____

Passengers: _____

Landing Gear ☐ Retractable

Check any additional landing gear configuration that applies:

☒ Tricycle ☐ Tailwheel
☐ Amphibian ☐ High Skid
☐ Emergency Float ☐ Skid
☐ Float ☐ Ski
☐ Hull ☐ Ski/Wheel
☐ Unknown

Type of Maintenance Program

☒ Annual
☐ Conditional (Amateur-built only)
☐ Manufacturer's Inspection Program
☐ Other Approved Inspection Program (AAIP)
☐ Continuous Airworthiness
☐ Other, specify: _____

Last Inspection Type

☐ 100 Hour ☐ Continuous Airworthiness
☐ AAIP ☐ Conditional Inspection
☒ Annual ☐ Unknown

Date Last Inspection: 10/13/2016
mm/dd/yyyy

Airframe Total Time: 5,139 hrs
hours measured at (check one)
☐ Last Inspection ☒ Time of Accident/Incident

IFR Equipped

☒ Yes ☐ No ☐ Unknown

Stall Warning System Installed

☒ Yes ☐ No ☐ Unknown

Type of Fire Extinguishing System

☐ None
☒ Specify fire extinguisher

ELT Installed

☒ Yes ☐ No

ELT Activated

☐ Yes ☐ No

ELT Manufacturer: ACK Technologies E.L.T.

Model/Series: E-04 ELT

ELT Aided in Locating Accident/Incident

☐ Yes ☐ No

Serial Number: 017442

Battery Type: Duracell PX28L ^ Volt Lithium

Battery Exp. Date: 10/28/2021

Engine Type

☒ Reciprocating ☐ Turbo Jet
☐ Turbo Shaft ☐ Turbo Fan
☐ Turbo Prop ☐ Unknown

Reciprocating Fuel System Type

☒ Carburetor
☐ Fuel Injected

Propeller

☒ Fixed Pitch
☐ Controllable Pitch

Manufacturer: McCaulley

Model: 1A102/OCM6984

Engine	Engine Manufacturer	Engine Model/Series	Manufacturer's Serial Number	Date of Mfg. mm-dd-yyyy	Engine Rated Power Measured as (check one) ☒ Horsepower or ☐ lbs of Thrust	Total Time (hours)	Time Since Inspection (hours)	Time Since Overhaul (hours)
Eng. 1	<u>Continental</u>	<u>Q-200A</u>	<u>50652-AR</u>		<u>100</u>	<u>143</u>	<u>13</u>	<u>143</u>
Eng. 2								
Eng. 3								
Eng. 4								

Description of Damage to Aircraft and Other Property <i>(use additional sheet if necessary)</i> Aircraft performed an emergency landing on a field with deep brush and flipped over. Nose gear was separated from aircraft.			
AIRPORT INFORMATION <i>(If the accident/incident occurred on approach, takeoff or within 3 miles of an airport, complete this section)</i>			
Airport Identifier: _____		Distance From Airport Center: _____ SM	
Airport Name: _____		Direction From Airport: _____ degrees MAG	
Proximity to Airport ☐ Off Airport/Airstrip ☐ On Airport ☐ On Airstrip		Airport Elevation: _____ ft. MSL	
Approach Segment <i>(Select one)</i> ☐ On Instrument Approach ☐ Landing ☐ Base leg ☐ Final ☐ Go Around ☐ Crosswind ☐ Downwind ☐ Low Approach ☐ Aborted Landing (after touchdown)			
IFR Approach <i>(Check all that apply)</i> ☐ None ☐ PAR ☐ MLS ☐ Practice ☐ ADF/NDB ☐ Sideslip ☐ LDA ☐ GPS ☐ SDF ☐ ILS ☐ ASR ☐ Loran ☐ VOR/TVOR ☐ Localizer Only ☐ Visual ☐ Unknown ☐ VOR/DME ☐ LOC-back course ☐ Contact ☐ TACAN ☐ RNAV ☐ Circling		VFR Approach <i>(Check all that apply)</i> ☐ None ☐ Traffic Pattern ☐ Straight-In ☐ Valley/Terrain Following ☐ Go Around ☐ Full Stop ☐ Stop and Go ☐ Touch and Go ☐ Simulated Forced Landing ☐ Forced Landing ☐ Precautionary Landing ☐ Unknown	
Runway Information Runway ID: _____ (L/R/C) Length: _____ ft Width: _____ ft		Condition of Runway/Landing Surface <i>(Check all that apply)</i> ☐ Dry ☐ Holes ☐ Ice Covered ☐ Rough ☐ Rubber Deposits ☐ Slush Covered ☐ Snow-Compacted ☐ Snow-Crusted ☐ Snow-Dry ☐ Snow-Wet ☐ Soft ☐ Vegetation ☐ Water-Calm ☐ Water-Choppy ☐ Water-Glassy ☐ Wet ☐ Unknown	
Runway/Landing Surface <i>(Check all that apply)</i> ☐ Asphalt ☐ Concrete ☐ Dirt ☐ Grass/Turf ☐ Gravel ☐ Ice ☐ Macadam ☐ Metal/Wood ☐ Snow ☐ Water ☐ Unknown			
FLIGHT ITINERARY INFORMATION			
Last Departure Point Airport ID: <u>KMLB</u> City: <u>Melbourne</u> State: <u>KL</u> Country: <u>USA</u>		Time of Departure Time: <u>13:00ish</u> Time Zone: <u>EST</u>	
Destination Airport ID: <u>KMLB</u> City: <u>Melbourne</u> State: <u>Florida</u> Country: <u>USA</u>		Type Flight Plan Filed ☒ None ☐ VFR/IFR ☐ Company VFR ☐ IFR ☐ Military VFR ☐ Unknown ☐ VFR Activated? ☐ Yes ☐ No	
Type of ATC Clearance/Service <i>(Check all that apply)</i> ☐ None ☐ Special VFR ☐ Special IFR ☐ VFR Flight Following ☐ Cruise ☒ VFR ☐ IFR ☐ VFR On Top ☐ Traffic Advisory ☐ Unknown / NA			
Airspace where the accident/incident occurred <i>(Check all that apply)</i> ☐ Class A ☐ Class B ☐ Class C ☐ Class D ☐ Class E ☒ Class G ☐ Demo Area ☐ Warning Area ☐ Prohibited Area ☐ Restricted Area ☐ Military Operations Area (MOA) ☐ Airport Advisory Area ☐ Jet Training Area ☐ TRSA ☐ FAR 93 ☐ Special ☐ Air Traffic Control Area ☐ Unknown			
Aircraft Load Description <i>(Check all that apply)</i> ☐ None ☒ Passengers ☐ Cargo ☐ Towing Glider ☐ Towing Banner ☐ Other External ☐ Parachutists ☐ Water ☐ Chemical/Fertilizer/Seeds ☐ Livestock ☐ Unknown			
FUEL & SERVICES INFORMATION			
Fuel on Board at Last Takeoff <i>(convert from pounds, as necessary)</i> _____ Gallons		Fuel Type ☐ 80/87 ☒ 100 Low Lead ☐ 100/130 ☐ 115/145 ☐ Jet A ☐ Automotive ☐ JP3 ☐ JP4 ☐ JP5 ☐ Other, specify _____	
Other Services, if Any, Prior to Departure 			

EVACUATION OF AIRCRAFT			
Was an emergency evacuation of the aircraft performed? ☒ Yes ☐ No			
Method of Exit – Describe how the occupants exited and how many occupants evacuated each location Doors			
WEATHER INFORMATION AT THE ACCIDENT/INCIDENT SITE			
Weather Observation Facility Facility ID: <u>wunderground.com KMLB</u> Observation Time: <u>13:53</u> Time Zone: <u>EST</u> Distance from Accident Site: <u>18</u> NM Direction from Accident Site: <u>170</u> degrees MAG		Source of Weather Information <i>(Check all that apply)</i> ☐ National Weather Service ☐ Flight Service Station ☐ TV/Radio ☐ Automated Report ☐ Commercial Weather Service (DUATS) ☐ Company ☐ Military ☒ Internet ☐ Unknown	
Briefing Type/Completeness ☐ Full ☐ Partial / Limited By Pilot ☐ Partial / Limited By Briefer ☐ Abbreviated ☒ Unknown ☐ Not Pertinent		Light Condition ☐ Dawn ☒ Day ☐ Dusk ☐ Night ☐ Dark Night ☐ Bright Night ☐ Not Reported	
Visibility <u>10</u> miles		Method of Briefing <i>(Check all that apply)</i> ☐ In Person ☐ Teletype ☒ Telephone/Computer ☐ Aircraft Radio ☐ TV/Radio ☐ Unknown	
Sky/Lowest Cloud Condition ☒ Clear ☐ Thin Broken ☐ Few ☐ Thin Overcast ☐ Partial Obscuration ☐ Unknown ☐ Scattered		Ceiling ☒ None (clear) ☐ Obscured ☐ Broken ☐ Indefinite ☐ Overcast ☐ Unknown	
Lowest Cloud Condition Height <u>0</u> ft AGL		Ceiling Height <u>0</u> ft AGL	
Wind Direction ☐ Indicated: <u>90</u> degrees MAG ☒ Variable		Wind Speed Velocity: <u>9</u> KTS -or- ☐ Calm ☐ Light and Variable	
Wind Gusts Velocity: <u>0</u> KTS ☐ Gusting ☒ Not Gusting		Restriction to Visibility <i>(Check all that apply)</i> ☒ None ☐ Blowing Dust ☐ Blowing Sand ☐ Blowing Snow ☐ Blowing Spray ☐ Dust ☐ Fog ☐ Ground Fog ☐ Haze ☐ Ice Fog ☐ Smoke ☐ Unknown	
NOTAMs (D, L and FDC), AIRMETs, SIGMETs, PIREPs in effect at the time of the accident/incident https://www.wunderground.com/history/airport/KMLB/2016/12/19/DailyHistory.html?req_city=&req_state=&req_statename=&reqdb.zip=&reqdb.magic=&reqdb.wmo=			
Time (EST) Temp. Heat Index Dew Point Humidity Pressure Visibility Wind Dir Wind Speed Gust Speed Precip Events Conditions 1:53 PM 81.0 °F 85.8 °F 73.0 °F 77% 30.27 in 10.0 mi East 9.2 mph - N/A Clear			
Mean Temperature 74 °F Max Temperature 82 °F Min Temperature 66 °F Moisture Dew Point 71 °F			
Temperature: <u>81</u> (F) or <u>81</u> (F) Altimeter Setting: <u>30.27</u> in. HG or <u> </u> MB Density Altitude: <u> </u> ft Dew Point: <u>73</u> (F) or <u>73</u> (F)		Icing Forecast Amount ☒ None ☐ Moderate ☐ Trace ☐ Severe ☐ Light Type ☐ Rime ☐ Clear ☐ Mixed Icing Actual Amount ☒ None ☐ Moderate ☐ Trace ☐ Severe ☐ Light Type ☐ Rime ☐ Clear ☐ Mixed	
Type of Precipitation <i>(Check all that apply)</i> ☒ None ☐ Rain ☐ Snow ☐ Hail ☐ Rain Showers ☐ Freezing Rain ☐ Snow Shower ☐ Drizzle ☐ Ice Pellets ☐ Snow Pellets ☐ Snow Grains ☐ Ice Crystals ☐ Ice Pellets Shower ☐ Freezing Drizzle		Intensity of Precipitation ☐ Light ☐ Moderate ☐ Heavy	

PILOT "A" INFORMATION																																																																																																				
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Pilot "A" Identification First Name: <u>Anfernee</u> City: <u>Oranjestad</u> Middle Initial: <u>NMN</u> State: _____ ZIP: _____ Last Name: <u>Emerenciana</u> Country: <u>Aruba</u> Age at time of Accident/Incident: <u>20</u> Date of Birth: _____ Certificate Number: <u>3</u> _____																																																																																																				
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Pilot "B" Identification First Name: <u>Adrianne</u> City: <u>Rockledge</u> Middle Initial: _____ State: <u>Florida</u> ZIP: <u>32955</u> Last Name: <u>Maresca</u> Country: _____ Age at time of Accident/Incident: <u>36</u> Date of Birth: _____ Certificate Number: _____ mm/dd/yyyy																																																																																																				
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Airplane Rating(s) (Check all that apply) ☒ None ☐ Single-Engine Land ☐ Single-Engine Sea ☐ Multiengine Land ☐ Multiengine Sea		Other Aircraft Rating(s) (Check all that apply) ☒ None ☐ Airship ☐ Free Balloon ☐ Glider ☐ Gyroplane ☐ Helicopter ☐ Powered Lift		Instrument Rating(s) (Check all that apply) ☒ None ☐ Airplane ☐ Helicopter ☐ Powered Lift		Instructor Rating(s) (Check all that apply) ☒ None ☐ Airplane Single-Engine ☐ Instrument Airplane ☐ Airplane Multi-Engine ☐ Instrument Helicopter ☐ Gyroplane ☐ Helicopter ☐ Powered Lift ☐ Glider ☐ Sport																																																																																														
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<table border="1" style="width: 100%; border-collapse: collapse; font-size: small;"> <thead> <tr> <th rowspan="2" style="text-align: left; padding: 5px;">Flight Time (enter appropriate number of hours in each box)</th> <th rowspan="2" style="text-align: center; padding: 5px;">All Aircraft</th> <th rowspan="2" style="text-align: center; padding: 5px;">This Make & Model</th> <th rowspan="2" style="text-align: center; padding: 5px;">Airplane Single Engine</th> <th rowspan="2" style="text-align: center; padding: 5px;">Airplane Multiengine</th> <th rowspan="2" style="text-align: center; padding: 5px;">Night</th> <th colspan="2" style="text-align: center; padding: 5px;">Instrument</th> <th rowspan="2" style="text-align: center; padding: 5px;">Rotorcraft</th> <th rowspan="2" style="text-align: center; padding: 5px;">Glider</th> <th rowspan="2" style="text-align: center; padding: 5px;">Lighter Than Air</th> </tr> <tr> <th style="text-align: center; padding: 5px;">Actual</th> <th style="text-align: center; padding: 5px;">Simulated</th> </tr> </thead> <tbody> <tr> <td style="padding: 5px;">Total Time</td> <td style="text-align: center; padding: 5px;">75</td> <td style="text-align: center; padding: 5px;">3</td> <td style="text-align: center; padding: 5px;">75</td> <td style="text-align: center; padding: 5px;">0</td> <td style="padding: 5px;"></td> <td style="padding: 5px;"></td> <td style="padding: 5px;"></td> <td style="padding: 5px;"></td> <td style="padding: 5px;"></td> <td style="padding: 5px;"></td> </tr> <tr> <td style="padding: 5px;">Pilot in Command (PIC)</td> <td style="text-align: center; padding: 5px;">10</td> <td style="padding: 5px;"></td> <td style="padding: 5px;"></td> <td style="padding: 5px;"></td> <td style="padding: 5px;"></td> <td style="padding: 5px;"></td> <td style="padding: 5px;"></td> <td style="padding: 5px;"></td> <td style="padding: 5px;"></td> <td style="padding: 5px;"></td> </tr> <tr> <td style="padding: 5px;">Time as Instructor</td> <td style="padding: 5px;"></td> <td style="padding: 5px;"></td> <td style="padding: 5px;"></td> <td style="padding: 5px;"></td> <td style="padding: 5px;"></td> <td style="padding: 5px;"></td> <td style="padding: 5px;"></td> <td style="padding: 5px;"></td> <td style="padding: 5px;"></td> <td style="padding: 5px;"></td> </tr> <tr> <td style="padding: 5px;">This Make/Model</td> <td style="padding: 5px;"></td> <td style="padding: 5px;"></td> <td style="padding: 5px;"></td> <td style="padding: 5px;"></td> <td style="padding: 5px;"></td> <td style="padding: 5px;"></td> <td style="padding: 5px;"></td> <td style="padding: 5px;"></td> <td style="padding: 5px;"></td> <td style="padding: 5px;"></td> </tr> <tr> <td style="padding: 5px;">Last 90 Days</td> <td style="text-align: center; padding: 5px;">9</td> <td style="padding: 5px;"></td> <td style="padding: 5px;"></td> <td style="padding: 5px;"></td> <td style="padding: 5px;"></td> <td style="padding: 5px;"></td> <td style="padding: 5px;"></td> <td style="padding: 5px;"></td> <td style="padding: 5px;"></td> <td style="padding: 5px;"></td> </tr> <tr> <td style="padding: 5px;">Last 30 Days</td> <td style="text-align: center; padding: 5px;">3</td> <td style="padding: 5px;"></td> <td style="padding: 5px;"></td> <td style="padding: 5px;"></td> <td style="padding: 5px;"></td> <td style="padding: 5px;"></td> <td style="padding: 5px;"></td> <td style="padding: 5px;"></td> <td style="padding: 5px;"></td> <td style="padding: 5px;"></td> </tr> <tr> <td style="padding: 5px;">Last 24 Hours</td> <td style="text-align: center; padding: 5px;">1</td> <td style="padding: 5px;"></td> <td style="padding: 5px;"></td> <td style="padding: 5px;"></td> <td style="padding: 5px;"></td> <td style="padding: 5px;"></td> <td style="padding: 5px;"></td> <td style="padding: 5px;"></td> <td style="padding: 5px;"></td> <td style="padding: 5px;"></td> </tr> </tbody> </table>											Flight Time (enter appropriate number of hours in each box)	All Aircraft	This Make & Model	Airplane Single Engine	Airplane Multiengine	Night	Instrument		Rotorcraft	Glider	Lighter Than Air	Actual	Simulated	Total Time	75	3	75	0							Pilot in Command (PIC)	10										Time as Instructor											This Make/Model											Last 90 Days	9										Last 30 Days	3										Last 24 Hours	1									
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ADDITIONAL FLIGHT CREW MEMBERS (Exclusive of cabin attendants, complete the following information)																									
Pilot Name and Address						Degree of Injury																			
First Name: _____			City: _____			☐ None		☐ Fatal																	
Middle Initial: _____			State: _____			☐ Minor		☐ Unknown																	
Last Name: _____			Country: _____			☐ Serious																			
Pilot Certificate(s) (Check all that apply)						Seat Occupied																			
☐ None		☐ Student		☐ Recreational		☐ Commercial		☐ Flight Engineer																	
☐ Private		☐ Flight Instructor		☐ Sport		☐ Airline Transport		☐ U.S. Military																	
Type Rating/Endorsement for Accident/Incident Aircraft? ☐ Yes ☐ No						Total Flight Time at the Time of this Accident/Incident: _____ hrs																			
Pilot Name and Address						Degree of Injury																			
First Name: _____			City: _____			☐ None		☐ Fatal																	
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PASSENGER(S) / OTHER PERSONNEL (Include flight attendants; continue on separate sheet if necessary)																									
Name and Address						Seat	Crew	Non-Revenue	Revenue	Non-Occupant	FAA	Fatal	Serious Injury	Minor Injury	No Injury	Unknown									
First Name: _____						_____	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐									
Middle Initial: _____																									
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Country: _____						_____	☐	☐	☐	☐	☐	☐	☐	☐	☐										

NARRATIVE HISTORY OF FLIGHT (Please type or print in ink)

Describe what occurred in chronological order, including circumstances leading to and nature of accident/incident. Describe terrain and include wreckage distribution sketch if pertinent. Attach extra sheets if needed. State time and point of departure, intended destination, and services obtained.

See attached report from the flight instructor and student.

RECOMMENDATION (How could this accident/incident have been prevented?)

Operator/Owner Safety Recommendation

ADDITIONAL INFORMATION (Please type or print in ink)

Use this space if additional space is needed for any answers.

I HEREBY CERTIFY THAT THE ABOVE INFORMATION IS COMPLETE AND ACCURATE TO THE BEST OF MY KNOWLEDGE**Date of this Report**

01/04/2017

mm/dd/yyyy

Signature and Name of Pilot/Operator

Signature: _____

Type or Print Name: _____

Anfernee Emerenciana

Signature and Name of Person Filing Report if Other than Pilot/Operator

Signature: _____

Type or Print Name: Michael Klenz

Title: Head of Training/ Chief Instructor

FOR NTSB USE ONLY**NTSB Accident/Incident No.**

ERA17LA071

Reviewed by NTSB Regional Office

Ashburn VA

Name of Investigator

Rayner

Date Report Received

1/5/2017

Incident Report
Anfernee Emerenciana
N150EC
12/19/2016

Description of event

At approximately 13:00 local time, instructor pilot (IP) Anfernee Emerenciana and student pilot (SP) Adrienne Maresca were scheduled for a dual flight lesson in the FIT Aviation practice areas with a Cessna 150 (N150EC). The flight departed Orlando Melbourne International Airport at approximately 13:15. The checklist and before takeoff checks were performed routinely as per the FIT Aviation Flight Operations Manual and aircraft checklist. Upon Takeoff, the flight headed toward the India Practice Area. In the India practice area, the appropriate clearing turns were performed as per the FIT Aviation Maneuvers Manual followed by a Slow Flight Maneuver. During the Slow Flight Maneuver, a series of turns, climbs, and descents were performed by the SP under supervision of the IP. After the recovery from the Slow Flight maneuver, the flight proceeded to the Hotel East practice area which is located south of Valkaria Airport (X59) and east of Interstate 95. Within this area, the student performed Power Off stall and Power On stalls under supervision of the IP. The appropriate clearing turns, Entry, and Recovery was performed in accordance with the FIT Aviation Maneuvers Manual. Up to this point in time, the airplane systems indications proved to be normal.

With approximately 0.6 Hobbs time, at an altitude of approximately 2500 feet, over the farm fields, the IP brought the power to Idle in order to supervise the performance of a simulated Engine Failure by the student. After a demonstration by the student on the corrective actions, both the IP and SP proceeded for the recovery at 500 feet as per the Flight Operations Manual and Flight Maneuvers Manual. Upon applying full power and initiating the climb, both the IP and SP acknowledged that the engine noise was unusual. It can be described as having a slightly higher noise pitch than what was typically expected from the aircraft engine. Furthermore, it had been apparent that the SP door came open upon the full power and climb out. Both IP and SP did the corrective actions and proceeded to close the door. While still climbing passed 800-1000 feet, it had been noticed by both the IP and SP that a weird smell started to protrude the aircraft cabin. The smell became more intense seconds after, soon thereafter, white/grey streams of fumes and smoke began coming out of the instrument panel. At this point, the aircraft was at approximately 1500 feet where the IP took flight controls. The decision-making process involved assessing the aircraft position, altitude, and severity of the smoke/fumes. It was to the knowledge of the IP that Valkaria airport was in the vicinity, however due to the condition of the SP, her inhalation of the fumes proved to be critical. The IP found that the best course of action would be to make a precautionary landing in the farm fields off Micco road. The IP proceeded to descent and make a left turn to align with the fields. Shortly after, it was apparent that all electrical equipment was off, and therefore no radio calls were possible. During the descent, engine proved to still be running, however the fumes and smoke persisted. The aircraft slowed down to approximately 60 knots before touching down. Upon touchdown, the aircraft main wheels caught the grass and immediately rolled over the nose and came to a stop upside down on the field.

Instructor Background

- 20-year-old male from Aruba.
- Senior at Florida Institute of Technology, studies Aviation Meteorology w/ Flight
- Employed by FIT Aviation in May 2016
- Received Flight Instructor Certificate July 2016
- Began instructing August 2016
- 80.3 hours of dual given.

Michael Klenz

From: Adrienne Maresca [REDACTED]
Sent: Friday, December 23, 2016 3:55 PM
To: Michael Klenz
Subject: NTSB investigation info

Michael,

My flight hours are as follows, before 19Dec'16:

Total hours = 78.9

C172 = 14.4

C152 = 59.3

C150 = 5.2

NTSB investigation statement:

Myself and Anfernee took off from KMLB in N150EC on the afternoon of 19 Dec 2016. We flew SE first, where we practiced some slow flight, as well as power-on and power-off stalls. We then headed SW where we practiced an emergency engine-out procedure, and I picked a farm field to fly over while we simulated what I would do if I needed to do an actual emergency landing, including which direction I should land in, using flaps, avoiding power lines, trees, etc. Anfernee was satisfied with our practice, and asked me to climb out and head back to the NE. I put in full throttle and was climbing out at a moderate, coordinated 500 fpm climb, with good airspeed indications (~ 68 knots). At that time I heard a fairly loud noise, and right after I asked Anfernee what he thought that noise was he shouted "smoke in the cockpit". I believe we were at 1,300 feet MSL at that time. He said to open my window, as the smoke was only coming from my side of behind the instrument panel. At that point he took the airplane controls from me, and I was having a very hard time breathing, and I was hanging me head out my window trying to get air, as the smoke was rapidly filling the cockpit. Anfernee attempted to head to the nearest airport but the smoke was so thick and choking us and making it very hard to breathe, that he made the decision to land us in the same farm field that we were just practicing the emergency engine-out procedure over. Thankfully he successfully landed us in that field, and because the grass was so high and thick it immediately flipped the plane over. We were hanging upside down in the cockpit, and both immediately were able to free ourselves from the seat belts and headset wires, and scrambled quickly out of the overturned plane. We managed to finally get a signal, and called 911, and fire rescue crews found us, with the aid of our ELT signal. I was taken to the ER at the Sebastian hospital with neck pain, smoke inhalation, a deep contusion on the left side of my chest, as well as bruises and large painful lumps on the left top of my head, forehead, left cheek, nose, right shin, right hip. I'm still in considerable physical pain, and it's particularly painful to turn my neck, and even to swallow food. I'm still taking narcotic pain medication that the ER doctor prescribed me, especially so I can sleep, as without it it's still hard to fall asleep because of the physical pain.

Thank you.

Adrienne Maresca