

Gunther Todd

From: [REDACTED]
Sent: Friday, May 12, 2017 10:26 AM
To: Gunther Todd
Subject: FW: accident report

Just rec'd from the pilot of N714DW.

Ken Reed

Aviation Safety Inspector
ATL FSDO SO-11
[REDACTED]
[REDACTED]

From: seray donmez [REDACTED]
Sent: Friday, May 12, 2017 10:16 AM
To: Reed, Kenneth (FAA)
Subject: accident report

Dear Mr. Reed,

First of all, I took off from Lakeland Regional Airport around 11.45 am on Tuesday. After two hours flight, I landed at Lake City Airport to get fuel and take a short break. I took off from Lake City Airport around 14.40 pm. I picked up VFR flight following from Jack Center at 3000 feet. My final destination was Heart of Georgia Regional Airport. Nearly 45 minutes later, I heard some unusual sound from the engine. Immediately, I checked the RPM indicator and it started to decrease to 1500 RPM. First, I thought that carburetor icing might be the reason of that. I turned carburetor heat on however nothing changed. I also checked the fuel valve and primer but nothing was wrong. After all that, light smoke started to come from the engine and into the cockpit. At the same time, a small piece of debris that I believe may have been from the engine or cowl hit the windshield. At that point, I understood that something was going wrong with the engine and I was not able to fix it. I declared emergency landing to Jack Center. They told me about nearest airport that I can land. I knew that I couldn't make it. I told them that I have to land as soon as possible otherwise fire might be started. After all these communication, I started to apply emergency landing procedures. I knew that the most important thing is to set airspeed to best glide speed. Once I set the airspeed for best glide speed, I started to look for the most suitable landing area with the smoothest and longest surface. First I looked down, I was over trees area. But beyond this trees area I saw long and smooth field. I started to glide and descend to that field. Meanwhile, I checked the fuel, carburetor and primer again. When I was approaching the field area, Jack Center asked me for any help after I land. I said that I want it. Communication was finished and I was ready to land. Before landing, I turn the master switch off. Main gear was touched down first and I tried to add back pressure to keep weight off the nose. However the surface was soft and rough. After 4 or 5 seconds the nose gear touched down. Once the nose gear touched down, the aircraft flipped over and stopped. Immediately, I unfastened my seatbelt and shoulder harness and opened the door. Because I thought that still I might be in a dangerous situation, I started to run away from airplane to reach a safe distance. Nearly 15 or 20 minutes later, Soldiers came by helicopter to offer assistance. They then proceeded to call the local emergency services including the Sheriff and Fire Department who checked everything and assessed the site of the incident in order to declare it safe. They helped me to surround the aircraft with tape to ensure that no members of the public would attempt to approach it until investigations had been completed. After this the Sheriff took me to his office to take copies of all of my

documentation. After this I contacted my flight school who advised me to make my way to Waycross airport to be picked up and returned to my place of residence.

At the time when the incident occurred, I was flying over an area covered by trees offering me a very limited choice of best places to land. It became clear to me that there was a serious mechanical failure with the aircraft and it was clear that I could not perform any corrective action to control this. I therefore exercised the emergency procedures to the best of my ability, however due to the surface on which I was forced to land I was unable to bring the aircraft to a controlled stop. However I practiced the best safety given circumstances. I also feel that prior to departing on this flight I thoroughly inspected the aircraft in accordance with pre-flight procedures. I ensured sufficient fuel was on board and I added 1 quart of oil. I also carried spare oil with me on the journey to be added as required.

Sincerely,

Seray Donmez.

To Whom It May Concern:

My name is Joseph Gaud and I am a CFI at International Aero Academy Ltd. in Lakeland, FL. I was tasked to fly to Georgia after hearing about the incident that occurred in N714DW. Both the owner and CEO (Steven Markhoff) asked me to take an aircraft and pick up the pilot of N714DW in Georgia following the incident. I did all the normal preflight planning and information gathering necessary for the flight, and then set out in N9965P (a Cessna 172SP). I was told the pilot was in Homerville, GA (KHOE). However, the airport was closed so I landed in Waycross, GA (KAYS) and waited for the pilot to find a ride over. During the flight up, I noticed reduced visibility from a forest fire in Northern Florida/Southern Georgia and that it was getting dark. Due to this set of circumstances, I decided to file IFR out of KAYS to KLAL. I took off from KAYS and then picked up my clearance in the air from Jacksonville Center and continued to Lakeland as scheduled. We landed back in Lakeland after the control tower had closed and taxied to our ramp. Once on the ramp, we shut down the aircraft and properly secured the aircraft. I have provided my contact information below should there be any further questions regarding this event.

Thank you,

Joseph Gaud

[REDACTED]
[REDACTED]
[REDACTED]

Lakeland, FL 33803