

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

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

BASIC INFORMATION

Accident/Incident Location

Nearest City/Place: Key Biscayne State: FL
ZIP: 33149 Country: USA
Latitude: 25.716637 Longitude: 80.153055
(Enter in decimal degrees or degrees:minutes:seconds)

Accident/Incident Date/Time

Date: 07/13/2017 Local Time: 23:15
mm/dd/yyyy Time Zone: 03:15Z

Collision with Other Aircraft: ☐ Midair ☐ On-ground ☒ None

AIRCRAFT INFORMATION

Registration Number: N80457

Manufacturer: CESSNA

Model: 172

Serial Number: 17266596

Year of Manufacture: 1976

Amateur-Built: ☐ Yes ☒ No If Yes: ☐ Kit/Plans ☐ Original Design Make: _____

☒ IFR-Equipped and Certified
☐ Commercial Space Flight
☐ Unmanned Aircraft

Maximum Gross Weight: 2300 lbs

Weight at Time of Accident/Incident: 1827 lbs

Number of Seats: 4 Flight Crew Seats: _____

Cabin Crew Seats: _____ Passenger Seats: _____

Number of Engines: 1

Category of Aircraft

- ☒ Airplane
- ☐ Balloon
- ☐ Blimp/Dirigible
- ☐ Glider
- ☐ Gyroplane
- ☐ Helicopter
- ☐ Powered Lift
- ☐ Rocket
- ☐ Ultralight
- ☐ Unknown

Type of Airworthiness Certificate
(Check all that apply)

Standard

- ☒ Normal
- ☐ Aerobatic
- ☐ Balloon
- ☐ Commuter
- ☐ Transport
- ☒ Utility

Special

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

☐ Certificate of Authorization or Waiver (COA)
☒ None ☐ Unknown

Landing Gear

(Check all that apply)

☐ Retractable

☒ Tricycle

- ☐ Amphibian
- ☐ Emergency Float
- ☐ Float
- ☐ Hull

☐ Tailwheel

- ☐ High Skid
- ☐ Skid
- ☐ Ski
- ☐ Ski/Wheel

☐ Other Launch/Recovery System

☐ None

☐ Unknown

Engine Type (Select one)

- ☒ Reciprocating
- ☐ Turbo Shaft
- ☐ Turbo Prop
- ☐ Turbo Jet
- ☐ Turbo Fan
- ☐ Electric
- ☐ Liquid Rocket
- ☐ Solid Rocket
- ☐ Hybrid Rocket
- ☐ None
- ☐ Unknown

Fuel System Type (Reciprocating)

☒ Carburetor ☐ Fuel-Injected

Engine	Engine Manufacturer	Engine Model/Series	Manufacturer's Serial Number	Date of Mfg. <i>mm/dd/yyyy</i>	Rated Power ☒ Horsepower or ☐ lbs of Thrust	Total Time (hours)	Time Since: Inspection (hours)	Overhaul (hours)
Eng. 1	LYCOMING	O-320-E2D	L-43887-27A	1976	150	5547.8	1548.7	1548.7
Eng. 2								
Eng. 3								
Eng. 4								

Last Inspection Type

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

Date Last Inspection: 06/30/2017
mm/dd/yyyy

Airframe Total Time: 5547.8 hrs

hours measured at (Select one)

☐ Last Inspection ☒ Time of Accident/Incident

Type of Maintenance Program (Select one)

- ☐ Annual
- ☐ Conditional (Amateur-built only)
- ☐ Manufacturer's Inspection Program
- ☐ Other Approved Inspection Program (AAIP)
- ☐ Continuous Airworthiness
- ☒ Other, specify: EVERY 100 HOURS

Description of Fire Extinguishing System

- ☒ None
- ☐ Specify:

Propeller 1

- ☒ Fixed Pitch
- ☐ Controllable Pitch
- ☐ Ground Adjustable

Manufacturer: McCAULEY

Model: 1C160/DTM

Propeller 2

- ☐ Fixed Pitch
- ☐ Controllable Pitch
- ☐ Ground Adjustable

Manufacturer: _____

Model: _____

ELT Installed: ☒ Yes ☐ No

If Yes:

ELT Manufacturer: DORNE & MARGOLIN

Model or Part No.: DM ELT 6

TSO No.: ☒ C91 (121.5 MHz) ☐ C91a (121.5 MHz)

☐ C126 (406 MHz)

Was ELT still mounted in aircraft? ☒ Yes ☐ No

Was ELT still connected to antenna? ☒ Yes ☐ No

Did ELT Activate? ☒ Yes ☐ No

If activated:

Did ELT Aid in Locating Aircraft? ☒ Yes ☐ No

If not activated:

Indicate Reason:

- ☒ Impact Damage
- ☐ Fire Damage
- ☐ Battery Expired/Damaged
- ☐ Unknown

Additional Equipment (Check all that apply)

- ☒ ADS-B
- ☐ Airframe Parachute
- ☐ Angle of Attack Indicator
- ☐ Autopilot
- ☐ Data Recorder
- ☐ Electronic Flight Bag or Handheld Device
- ☐ Electronic Multifunction Display
- ☐ Electronic Primary Flight Display
- ☐ Handheld GPS
- ☐ Heads Up Display
- ☐ Onboard Weather
- ☐ Satellite Tracking Device
- ☒ Stall Warning System
- ☐ Video Recording Device
- ☐ Other, Specify:

OWNER/OPERATOR INFORMATION			
Registered Aircraft Owner Name: <u>C & G AIRCRAFT PARTS INC</u> Fractional Ownership Aircraft: ☐ Yes ☒ No		City: <u>12019 SW 39TH TER</u> State: <u>FL</u> ZIP: <u>33175</u> Country: <u>USA</u>	
Operator of Aircraft ☐ Same As Registered Owner Name: <u>DEAN INTERNATIONAL INC</u> Doing Business As: <u>DEAN INTERNATIONAL FLIGHT SCHOOL</u> Air Carrier/Operator Designator (4 Character Code): <u>N/A</u>		☐ Same Address as Registered Owner City: <u>14150 SW 129TH ST MIAMI</u> State: <u>FL</u> ZIP: <u>33186</u> Country: <u>USA</u>	
Operating Certificates Held <i>(Check all that apply)</i> ☐ None ☐ Flag Carrier Operating Certificate (FAR 121) ☐ Supplemental ☐ Air Cargo ☐ Foreign Air Carriers (FAR 129) ☐ Rotorcraft External Load (FAR 133) ☐ Commuter Air Carrier (FAR 135) ☐ On-Demand Air Taxi (FAR 135) ☐ Commercial Air Tour (FAR 136) ☐ Agricultural Aircraft (FAR 137) ☒ Pilot School (FAR 141) ☐ Certificate of Authorization or Waiver (COA) ☐ Commercial Space Transportation Experimental Permit ☐ Commercial Space Transportation License ☐ Other Operator of Large Aircraft	Regulation Flight Conducted Under ☒ FAR 91 ☐ FAR 129 ☐ FAR 415 ☐ FAR 103 ☐ FAR 133 ☐ FAR 431 ☐ FAR 121 ☐ FAR 135 ☐ FAR 435 ☐ FAR 125 ☐ FAR 137 ☐ FAR 437 ☐ FAR 91 Special Flight ☐ Non-US, Commercial ☐ Non-US, Non-commercial ☐ Public Aircraft <i>(Select one)</i> ☐ Armed Forces ☐ Federal ☐ State ☐ Local ☐ Unknown	Revenue Operation for FAR 121, 125, 129, 135 <i>(Select one for each group)</i> ☐ Scheduled or Commuter ☐ Domestic ☐ Non-Scheduled or Air Taxi ☐ International ☐ Passenger ☐ Cargo ☐ Mail Contract Only	
Revenue Sightseeing Flight ☐ Yes ☒ No	Air Medical Flight ☐ Yes ☒ No	Purpose of Flight for FAR 91, 103, 133, 137 <i>(Select one)</i> ☐ Aerial Application ☐ Firefighting ☐ Unknown ☐ Aerial Observation ☐ Flight Test ☐ Air Drop ☐ Glider Tow ☐ Air Race/Show ☒ Instructional ☐ Banner Tow ☐ Other Work Use ☐ Business ☐ Personal ☐ Executive/Corporate ☐ Positioning ☐ External Load ☐ Skydiving ☐ Ferry	
AIRPORT INFORMATION <i>(Fill in if accident/incident occurred on approach, landing, takeoff, departure, or within 3 miles of an airport)</i>			
Airport Name: _____ Airport Identifier: _____ Proximity to Airport: ☐ Off Airport/Airstrip ☐ On Airport/Airstrip ☐ N/A		Distance From Airport Center: _____ sm Direction From Airport: _____ degrees true Airport Elevation: _____ ft. msl	
Runway Information Runway ID: _____ (L/R/C) Length: _____ ft Width: _____ ft		Condition of Runway/Landing Surface <i>(Check all that apply)</i> ☐ Dry ☐ Snow-Compacted ☐ Water-Calm ☐ Holes ☐ Snow-Crusted ☐ Water-Choppy ☐ Ice Covered ☐ Snow-Dry ☐ Water-Glassy ☐ Rough ☐ Snow-Wet ☐ Wet ☐ Rubber Deposits ☐ Soft ☐ Slush-Covered ☐ Vegetation ☐ Unknown	
Runway/Landing Surface <i>(Check all that apply)</i> ☐ Asphalt ☐ Grass/Turf ☐ Macadam ☐ Water ☐ Concrete ☐ Gravel ☐ Metal/Wood ☐ Dirt ☐ Ice ☐ Snow ☐ Unknown			
Approach/Departure Segment <i>(Select one)</i> ☐ Taxi ☐ VFR Departure ☐ On Instrument Approach ☐ Downwind ☐ Low Approach ☐ Takeoff ☐ IFR Departure Procedure/Clearance ☐ Landing ☐ Base ☐ Go Around ☐ Initial Climb ☐ ☐ ☐ Final ☐ Aborted Landing (after touchdown) ☐ ☐ ☐ ☐ Crosswind ☐ Unknown			
IFR Approach <i>(Check all that apply)</i> ☐ None ☐ ADF/NDB ☐ PAR ☐ MLS ☐ Practice ☐ SDF ☐ Sidestep ☐ LDA ☐ GPS ☐ VOR/TVOR ☐ ILS ☐ ASR ☐ VOR/DME ☐ Localizer Only ☐ Visual ☐ TACAN ☐ LOC-back course ☐ Contact ☐ RNAV ☐ Circling ☐ Unknown		VFR Approach <i>(Check all that apply)</i> ☐ None ☐ Traffic Pattern ☐ Stop and Go ☐ Straight-In ☐ Touch and Go ☐ Valley/Terrain Following ☐ Simulated Forced Landing ☐ Go Around ☐ Forced Landing ☐ Full Stop ☐ Precautionary Landing ☐ Unknown	

“Flight Crewmember 1” Responsibilities at the Time of Accident/Incident

"Flight Crewmember 1" was pilot flying ☐ Yes ☒ No

First Name: BHAVESH

City of Residence: MIAMI

Middle Initial: K

State: FL

ZIP: 33177

Last Name: RAMRAKHIANI

Country: USA

Age at time of Accident/Incident: 23 Date of Birth: [REDACTED] 1994 mm/dd/yyyy

Certificate Number:

☐ None
 ☐ Fatal
☒ Minor
 ☐ Unknown
☐ Serious

☒ Left ☐ Front ☐ Unknown
☐ Right ☐ Rear
☐ Center ☐ Single

Available

☐ None
☐ Lap only
☒ 3-point
☐ 4-point
☐ 5-point
☐ Unknown

☐ None
☒ Lap only
☐ 3-point
☐ 4-point
☐ 5-point
☐ Unknown

☒ Not Installed
☐ Installed
☐ Not Deployed
☐ Deployed
☐ Unknown

☐ None ☐ Flight Instructor ☐ Commercial ☐ US Military
☒ Private ☐ Recreational ☐ Airline Transport ☐ Foreign
☐ Student ☐ Sport ☐ Flight Engineer

☐ Pilot
☒ Other
☐ Unknown

☐ None
☒ Class 1
☐ Class 2

☒ Without limitations/waivers ☐ Unknown
☐ With limitations/waivers ☐ N/A
☐ Special Issuance

11/14/2016
mm/dd/yyyy

NONE

NONE

04/08/2017
mm/dd/yyyy

Make: CESSNA

Model: 172

(Check all that apply)

☐ None

☒ Single-Engine Land

☐ Single-Engine Sea

☐ Multiengine Land

☐ Multiengine Sea

(Check all that apply)

☒ None

☐ Airship

☐ Balloon

☐ Glider

☐ Gyroplane

☐ Helicopter

☐ Powered Lift

(Check all that apply)

☒ None

☐ Airplane

☐ Helicopter

☐ Powered Lift

(Check all that apply)

☒ None

☐ Airplane Single-Engine

☐ Airplane Multi-Engine

☐ Gyroplane

☐ Powered Lift

- ☐ Instrument Airplane
- ☐ Instrument Helicopter
- ☐ Helicopter
- ☐ Glider
- ☐ Sport

NONE

NONE

5

"FLIGHT CREWMEMBER 2" INFORMATION**"Flight Crewmember 2" Responsibilities at the Time of Accident/Incident**

☐ Pilot ☐ Co-Pilot ☐ Student Pilot ☒ Flight Instructor ☐ Check Pilot ☐ Flight Engineer ☐ Other Flight Crew

"Flight Crewmember 2" was pilot flying ☒ Yes ☐ No

"Flight Crewmember 2" Identification

First Name: JEEVANANTHAM

City of Residence: MIAMI

Middle Initial: _____

State: FL

ZIP: 33177

Last Name: MANOHARAN

Country: USA

Age at time of Accident/Incident: 30

Date of Birth: 1986 mm/dd/yyyy

Certificate Number: _____

Degree of Injury

☒ None ☐ Fatal
☐ Minor ☐ Unknown
☐ Serious

Seat Occupied

☐ Left ☐ Front ☐ Unknown
☒ Right ☐ Rear
☐ Center ☐ Single

Restraint Type**Available**

☐ None
☐ Lap only
☒ 3-point
☐ 4-point
☐ 5-point
☐ Unknown

Used

☐ None
☒ Lap only
☐ 3-point
☐ 4-point
☐ 5-point
☐ Unknown

Inflatable Restraints

☒ Not Installed
☐ Installed
☐ Not Deployed
☐ Deployed
☐ Unknown

Pilot Certificate(s) (Check all that apply)

☐ None ☒ Flight Instructor ☐ Commercial ☐ US Military
☐ Private ☐ Recreational ☒ Airline Transport ☐ Foreign
☐ Student ☐ Sport ☐ Flight Engineer

Principal Occupation

☒ Pilot
☐ Other
☐ Unknown

Medical Certificate

☐ None ☐ Class 3
☒ Class 1 ☐ Driver's License (Sport Pilot only)
☐ Class 2 ☐ Unknown

Medical Certificate Validity

☒ Without limitations/waivers ☐ Unknown
☐ With limitations/waivers ☐ N/A
☐ Special Issuance

Date of Last Medical

01/04/2017
mm/dd/yyyy

Medical Certificate Limitations

NONE

Medical Certificate Special Issuance

NONE

**Date of Last Flight Review
or Equivalent, Including
FAR 121/135 Checks:**

07/27/2016
mm/dd/yyyy

Flight Review Aircraft

Make: PIPER

Model: SENECA

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
☐ 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 ☒ Instrument Airplane
☒ Airplane Single-Engine ☐ Instrument Helicopter
☒ Airplane Multi-Engine ☐ Helicopter
☐ Gyroplane ☐ Glider
☐ Powered Lift ☐ Sport

Type Ratings

NONE

Student Endorsements (Include dates)

NONE

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	2,800	510	1,950	850	300	200	300			
Pilot in Command (PIC)	2,750	460	1,900	800	295	200	200			
Time as Instructor	2,500	460	1,900	775	500	180	200			
This Make/Model										
Last 90 Days	300	90	90	200	100	30	20			
Last 30 Days	75	21	23	37	30	9	8			
Last 24 Hours	3	3	3		3		2			

ADDITIONAL FLIGHT CREWMEMBERS (Exclusive of cabin crew, complete the following information)

Crew Name and Address	Seat Occupied	Injury
First Name: _____ City of Residence: _____ Middle Initial: _____ State: _____ ZIP: _____ Last Name: _____ Country: _____	☐ Left ☐ Front ☐ Center ☐ Rear ☐ Right ☐ Single ☐ Unknown	☐ None ☐ Minor ☐ Serious ☐ Fatal ☐ Unknown
Pilot Certificate(s) (Check all that apply) ☐ None ☐ Flight Instructor ☐ Commercial ☐ US Military ☐ Private ☐ Recreational ☐ Airline Transport ☐ Foreign ☐ Student ☐ Sport ☐ Flight Engineer	Restraint Type: Available ☐ None ☐ Lap Only ☐ 3-point ☐ 4-point ☐ 5-point ☐ Unknown Used ☐ None ☐ Lap Only ☐ 3-point ☐ 4-point ☐ 5-point ☐ Unknown	Inflatable Restraints ☐ Not Installed ☐ Installed ☐ Not Deployed ☐ Deployed ☐ Unknown
Type Rating/Endorsement for Accident/Incident Aircraft? ☐ Yes ☐ No	Total Flight Time at the Time of this Accident/Incident: _____ hrs	

Crew Name and Address	Seat Occupied	Injury
First Name: _____ City of Residence: _____ Middle Initial: _____ State: _____ ZIP: _____ Last Name: _____ Country: _____	☐ Left ☐ Front ☐ Center ☐ Rear ☐ Right ☐ Single ☐ Unknown	☐ None ☐ Minor ☐ Serious ☐ Fatal ☐ Unknown
Pilot Certificate(s) (Check all that apply) ☐ None ☐ Flight Instructor ☐ Commercial ☐ US Military ☐ Private ☐ Recreational ☐ Airline Transport ☐ Foreign ☐ Student ☐ Sport ☐ Flight Engineer	Restraint Type: Available ☐ None ☐ Lap Only ☐ 3-point ☐ 4-point ☐ 5-point ☐ Unknown Used ☐ None ☐ Lap Only ☐ 3-point ☐ 4-point ☐ 5-point ☐ Unknown	Inflatable Restraints ☐ Not Installed ☐ Installed ☐ Not Deployed ☐ Deployed ☐ Unknown
Type Rating/Endorsement for Accident/Incident Aircraft? ☐ Yes ☐ No	Total Flight Time at the Time of this Accident/Incident: _____ hrs	

PASSENGER(S) / OTHER PERSONNEL (Include cabin crew; continue on separate sheet if necessary)

Name and Address	Seat	Injury	Restraint Type	Inflatable Restraints	Age
First Name: _____ City: _____ Middle Initial: _____ State: _____ ZIP: _____ Last Name: _____ Country: _____ ☐ Crew ☐ Passenger ☐ Other	☐ Left ☐ Center ☐ Right ☐ Unknown Row: _____	☐ None ☐ Minor ☐ Serious ☐ Fatal ☐ Unknown	Available ☐ None ☐ Lap Only ☐ 3-point ☐ 4-point ☐ 5-point ☐ Unknown Used ☐ None ☐ Lap Only ☐ 3-point ☐ 4-point ☐ 5-point ☐ Unknown	☐ Not Installed ☐ Installed ☐ Not Deployed ☐ Deployed ☐ Unknown	☐ Under 5 years If Under 5, ☐ Child Restraint ☐ Lap-Held ☐ Unknown
First Name: _____ City: _____ Middle Initial: _____ State: _____ ZIP: _____ Last Name: _____ Country: _____ ☐ Crew ☐ Passenger ☐ Other	☐ Left ☐ Center ☐ Right ☐ Unknown Row: _____	☐ None ☐ Minor ☐ Serious ☐ Fatal ☐ Unknown	Available ☐ None ☐ Lap Only ☐ 3-point ☐ 4-point ☐ 5-point ☐ Unknown Used ☐ None ☐ Lap Only ☐ 3-point ☐ 4-point ☐ 5-point ☐ Unknown	☐ Not Installed ☐ Installed ☐ Not Deployed ☐ Deployed ☐ Unknown	☐ Under 5 years If Under 5, ☐ Child Restraint ☐ Lap-Held ☐ Unknown
First Name: _____ City: _____ Middle Initial: _____ State: _____ ZIP: _____ Last Name: _____ Country: _____ ☐ Crew ☐ Passenger ☐ Other	☐ Left ☐ Center ☐ Right ☐ Unknown Row: _____	☐ None ☐ Minor ☐ Serious ☐ Fatal ☐ Unknown	Available ☐ None ☐ Lap Only ☐ 3-point ☐ 4-point ☐ 5-point ☐ Unknown Used ☐ None ☐ Lap Only ☐ 3-point ☐ 4-point ☐ 5-point ☐ Unknown	☐ Not Installed ☐ Installed ☐ Not Deployed ☐ Deployed ☐ Unknown	☐ Under 5 years If Under 5, ☐ Child Restraint ☐ Lap-Held ☐ Unknown
First Name: _____ City: _____ Middle Initial: _____ State: _____ ZIP: _____ Last Name: _____ Country: _____ ☐ Crew ☐ Passenger ☐ Other	☐ Left ☐ Center ☐ Right ☐ Unknown Row: _____	☐ None ☐ Minor ☐ Serious ☐ Fatal ☐ Unknown	Available ☐ None ☐ Lap Only ☐ 3-point ☐ 4-point ☐ 5-point ☐ Unknown Used ☐ None ☐ Lap Only ☐ 3-point ☐ 4-point ☐ 5-point ☐ Unknown	☐ Not Installed ☐ Installed ☐ Not Deployed ☐ Deployed ☐ Unknown	☐ Under 5 years If Under 5, ☐ Child Restraint ☐ Lap-Held ☐ Unknown

FLIGHT ITINERARY INFORMATION

Last Departure Point Airport ID: <u>KTMB</u> City: <u>MIAMI</u> State: <u>FL</u> Country: <u>USA</u>	Time of Departure Time: <u>20:30</u> Time Zone: <u>24:30</u>	Destination Airport ID: <u>KTMB</u> City: <u>MIAMI</u> State: <u>FL</u> Country: <u>USA</u>	Type Flight Plan Filed ☒ None ☐ VFR/IFR ☐ Company VFR ☐ IFR ☐ Military VFR ☐ Unknown ☐ VFR Activated? ☐ Yes ☒ No ☐ Unknown
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Type of ATC Clearance/Service (Check all that apply) ☐ None ☐ Special VFR ☐ Special IFR ☒ VFR Flight Following ☐ Cruise ☐ VFR ☐ IFR ☐ VFR On Top ☐ Traffic Advisory ☐ Unknown / NA			
Airspace where the accident/incident occurred (Check all that apply) ☐ Class A ☒ Class G ☐ Military Operations Area (MOA) ☐ Special ☐ Class B ☐ Demo Area ☐ Airport Advisory Area ☐ Air Traffic Control Area ☐ Class C ☐ Warning Area ☐ Jet Training Area ☐ Unknown ☐ Class D ☐ Prohibited Area ☐ TRSA ☐ Class E ☐ Restricted Area ☐ FAR 93			Altitude of In-Flight Occurrence: <u>1100</u> ft msl

WEATHER INFORMATION AT THE ACCIDENT/INCIDENT SITE

Source of Pilot Weather Information (Check all that apply) ☒ National Weather Service ☐ Company ☐ Flight Service Station ☐ Military ☐ TV/Radio ☒ Internet ☒ Automated Report ☐ None ☐ Commercial Weather Service (DUATS) ☐ Unknown ☐ On-Board Weather	Weather Observation Facility Facility ID: <u>KTMB</u> Observation Time: <u>23:10</u> Time Zone: <u>03:10</u> Distance from Accident Site: <u>16</u> nm Direction from Accident Site: <u>082</u> degrees true
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Basic Conditions ☒ VMC ☐ IMC ☐ Unknown	Light Condition ☐ Dawn ☐ Dusk ☐ Dark Night ☐ Unknown ☐ Day ☒ Night ☐ Bright Night
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Sky/Lowest Cloud Condition ☒ Clear ☐ Thin Broken ☐ Few ☐ Thin Overcast ☐ Partial Obscuration ☐ Unknown ☐ Scattered Lowest Cloud Condition Height <u>N/A</u> ft agl	Ceiling ☒ None (Clear) ☐ Obscured ☐ Broken ☐ Indefinite ☐ Overcast ☐ Unknown Ceiling Height <u>N/A</u> ft agl	Temperature: <u>29</u> (C) or <u>84</u> (F) Dew Point: <u>24</u> (C) or <u>75</u> (F) Altimeter Setting: <u>3005</u> in. Hg or _____ MB
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Wind Direction ☐ Variable - or - Direction: <u>100</u> degrees true	Wind Speed ☐ Calm ☐ Light and Variable - or - Speed: <u>16</u> kts	Wind Gusts ☒ Not Gusting - or - Speed: _____ kts	Visibility <u>10</u> miles RVR: _____ feet RVV: _____ miles Density Altitude: <u>N/A</u> ft
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Intensity of Precipitation ☐ Light ☐ Moderate ☐ Heavy ☒ N/A ☐ Unknown	Type of Precipitation (Check all that apply) ☒ None ☐ Drizzle ☐ Freezing Rain ☐ Rain ☐ Ice Pellets ☐ Snow Shower ☐ Snow ☐ Snow Pellets ☐ Ice Pellets Shower ☐ Hail ☐ Snow Grains ☐ Freezing Drizzle ☐ Rain Showers ☐ Ice Crystals	Restriction to Visibility (Check all that apply) ☒ None ☐ Fog ☐ Blowing Dust ☐ Ground Fog ☐ Blowing Sand ☐ Haze ☐ Blowing Snow ☐ Ice Fog ☐ Blowing Spray ☐ Smoke ☐ Dust ☐ Unknown
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Icing Forecast Amount Type ☒ None ☐ N/A ☐ Trace ☐ Rime ☐ Light ☐ Clear ☐ Moderate ☐ Mixed ☐ Severe ☐ Unknown ☐ Unknown	Icing Actual Amount Type ☒ None ☐ N/A ☐ Trace ☐ Rime ☐ Light ☐ Clear ☐ Moderate ☐ Mixed ☐ Severe ☐ Unknown ☐ Unknown	Turbulence Type (Check all that apply) Severity ☒ None ☐ Light ☐ Clear Air ☐ Moderate ☐ Terrain-Induced ☐ Severe ☐ Convective Turbulence ☐ Extreme
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NOTAMS (D and FDC), AIRMETs, SIGMETs, PIREPs in effect at the time of the accident/incident:

NONE

DAMAGE TO AIRCRAFT AND OTHER PROPERTY**Aircraft Damage**

- ☐ None ☐ Substantial
☐ Minor ☒ Destroyed
 ☐ Unknown

Aircraft Fire

- ☒ None ☐ Both Ground and In-Flight
☐ In-Flight ☐ Fire at Unknown Time
☐ On-Ground ☐ Unknown

Aircraft Explosion

- ☒ None ☐ Both Ground and In-Flight
☐ In-Flight ☐ Explosion at Unknown Time
☐ On-Ground ☐ Unknown

Description of Damage to Aircraft and Other Property *(Use additional sheet if necessary)*

See Attachment Page 12

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 departure time and and location, services obtained, and intended destination. Provide as much detail as possible.

SEE ATTACHMENTS.

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

Operator/Owner Safety Recommendation

PILOTS MUST REFUEL AFTER 2.5 HOURS OF FLIGHT TIME, ACCORDING TO COMPANY PROCEDURES AND RULES.

MECHANICAL MALFUNCTION/FAILURE (If more space is needed, continue on separate sheet)Was there Mechanical Malfunction/Failure? ☒ Yes ☐ No

(If yes, list the name of the part, manufacturer, part no., serial no., and describe the failure.)

-FUEL STARVATION BECAUSE DEBRIS FOUND.

-STILL UNDER INVESTIGATION.

Total Time/Cycles
On Part

_____ Hours

_____ Cycles

Time Since This Part
Inspected/Overhauled

_____ Hours

FUEL & SERVICES INFORMATION

Fuel on Board at Last Takeoff

(Convert from pounds, as necessary)

18.0 _____ Gallons

Fuel Type

☐ 80/87☐ 115/145☐ Jet B☐ Other, specify _____☒ 100 Low Lead☐ Jet A☐ JP8☐ 100/130☐ Jet A-1☐ Automotive

Other Services, if Any, Prior to Departure

NONE

EVACUATION OF AIRCRAFTWas an emergency evacuation of the aircraft performed? ☒ Yes ☐ No

Method of Exit – Describe how the occupants exited and how many occupants evacuated each location

-AFTER PERFORMED SECURED AIRCRAFT PROCEDURES, PILOTS EXIT FROM LEFT DOOR.

OTHER AIRCRAFT – COLLISION (If air or ground collision occurred, complete this section for other aircraft)

Aircraft Registration Number

Manufacturer: _____

Model: _____

Damage to Other Aircraft

☐ Destroyed☐ Minor☐ Substantial☐ None

Registered Owner of Other Aircraft

Pilot of Other Aircraft

Name: _____

Name: _____

City: _____

City: _____

State: _____ ZIP: _____

State: _____ ZIP: _____

Country: _____

Country: _____

ADDITIONAL INFORMATION (Please type or print in ink)

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

CREW RESOURCE MANAGEMENT WAS PERFORMED IN BETWEEN THE PILOT AND INSTRUCTOR. PERFORMED: FLOWS , CHECKLISTS, NAVIGATION, INSTRUMENTS, ENGINE GAUGES READINGS AND PROCEDURES.

I HEREBY CERTIFY THAT THE ABOVE INFORMATION IS COMPLETE AND ACCURATE TO THE BEST OF MY KNOWLEDGE

Date of this Report

07/19/2017

mm/dd/yyyy

Name of Pilot/Operator: IAN ROBERT DEAN

Signature: _____

-- or --

☐ Check here to electronically sign this document

If a Person Other than Pilot/Operator is Filing Report

Name: _____

Title: _____

Signature: _____

-- or --

☐ Check here to electronically sign this document

FOR NTSB USE ONLY

NTSB Accident/Incident No.
ERA17LA242

Reviewed by NTSB Regional Office
Ashburn, VA

Name of Investigator
Monville

Date Report Received
7/20/2017

Attachment Page 9 of 12

DAMAGE TO AIRCRAFT AND OTHER PROPERTY

-Description of Damage to Aircraft and Other Property (Additional Sheet):

****TOTAL LOSS:**

-PROPELLER DAMAGE

-ENGINE STRESS

-ENGINE MOUNT BROKEN

-DAMAGE TO FIREWALL

-WHEN AIRPLANE COLLAPSED, CREATED STRESS ON THE LANDING GEAR SYSTEM

-INSTRUMENT PANNEL DAMAGE

-RIGHT DOOR DAMAGE

-RIGHT HORIZONTAL STABILIZER DAMAGE

-AIRFRAME DAMAGE

-FRONT AND REAR WINDSHIELD BROKEN

-TOP SURFACE BEND

-RIGHT WING COMPLETE DAMAGE

-REAR FUSELAGE BEND

-LOWER AND UPPER COWLING DAMAGE

Crash Report N80457.

I am Jeevanantham Manoharan Flight Instructor working at Dean International Flight School in Kendall Tamiami Executive Airport. (KTMK). On July 13th 2017 me and one of my IFR Flight training student Bhavesh Planning to do a IFR training flight, my Student got on Cessna 172 Skyhawk aircraft and he wants to take one of his friend from my school, to observe the flight instruction from the back.

Both students did a proper Preflight Inspection as per the checklist and my Student stated that the both tanks are not topped off a little bit fuel was missing, and I did Preflight and checked the fuel and it was little bit less to top about an $\frac{1}{2}$ - $\frac{3}{4}$ inch below the neck so. I estimated with my dipstick 30 gallons and more, so I planned 2.5 - 3 hrs flight According to the fuel burn 7-8 gallons per hour and 2 gallons for taxi and runup then 45 mins fuel reserve, I planned to take my student to Fort Lauderdale Executive Airport (KFXE) and West Palm beach International Airport (KPIB) to practice Instrument approaches and holdings.

instead of local airport. my student got 15 hrs of dual instructions from me and another instructor from the school. with me around 7 hrs with IFR X-country.

So we used appropriate checklist to start and taxi, we instructed to go to the 9L runway on taxiway E and D. After we reach the runway, we did a proper runup check and ^{before} take off check and asked for the beacon code which they ground controller forget to give us. we asked flight following service to (KPXE) to the ground controller, in KIMB.

Then we got clearance for take off from 9L, then handovered to the miami departure frequency (125.5). then departure vectored us north west heading at 2000' feet below the 'B' bravo airspace. ^{checklist also.} Then after listening (ATIS) Automated terminal information service we planned to practice an Instrument approach for Runway 9 at KPXE (ILS 9) approach.

After that me and my student prepare and setup the airplane for the

approach, once we established on the final localizers to Runway 9 my student did before landing check and we set up the airplane for final approach descend to the runway, miami approach handover us to the KFXE tower frequency. Then we contacted tower for touch and go followed by this ILS approach. Initially we cleared for touch and go, and then tower asked us for options either full stop landing or low approach, bcz med evac Learjet departing runway 9. I decided to land, full stop and taxi back to the runway. After taxied back to the runway 9. We did before take off check we waited for a challenges galaxy jet to depart and one Cherokee to land, then we departed Runway 9 and the flew north west out of KFXE, then we obtain flight following to KPBI. When we are 25 nautical miles south west of KPBI my student listened the ATIS and decided to practice (RNAV) GPS approach Runway 10L. We requested Palm Beach

4
approach (123.8) frequency GPS Approach RW 10L
They vectored us to the final approach
course to intercept once we intercept the
localizer final approach course my student
did before landing and approach checklist
to make sure the airplane set up properly.
We did one touch and go followed by a
published missed approach holding 5 miles
south of KFB at 2500 feet. After we
did two complete holding patterns we
decided to go back to KTM, south bound
at 2500 feet. We got flight following
from Miami Approach (126.05) frequency.
They vectored us to over fly (KFL) Fort
Lauderdale International Airport mid field
at 2500 feet. Once I am above the
KFL I requested one touch and go
on Runway 10R, but Approach denied
bcz of the runway closed for noise
amendment procedure at night. I know
we have enough fuel to fly 1 hr more.
Then Miami Approach Controller vectored
us to descend below the bravo class 'B'
airspace on the shore line ^{crossing} south bound
to KTM. at 700 feet looking the view.

After we pass Miami Port harbors we executed climb to cross Key Biscayne towards KTM and listening ASOS weather observation. After we finish hearing we switch back to Approach frequency 125.5 we about to request one ILS Localizer approach to KTM Runway 9R. Suddenly our airplane engine sputtering at 1100 feet we are on heading 240 degrees.

I instructed my student to visually check all the gauges and mixture and throttle, carb heat, and fuel shut off valve, and magnetos, he my student told me everything under normal indications, except one fuel gauge. Then I took over the flight controls turned the airplane left heading 030 degrees facing Key Biscayne Island, then declared emergency to the Approach Controller and mentioned what's going on while I am doing my check, I checked magnetos I switched to left magnetos and right and both, still engine is sputtering, and I

Checked mixture is full rich, and
 throttles are Full. and Carb heat is off,
 Fuel valve on both position that time
 We was 600 feet gliding to the road
 which we decided to land. and told
 my Student ready to land on the road.
 none of these checks couldn't get the
 engine back then I switched fuel
 Shut of valve to the right then waited
 For some power pumped the throttle twice.
 and changed to the both then to the
 left nothing happened the I Switched
 the valve to the both and executed
 the landing prepared for landing. nothing
 helped us to get ^{the engine back.} I didn't use any Flaps bcz
 We are 3-4 miles from the road.
 We were low at 1000' feet and I am
 using that minimum partial power to
 glide and cover much more distance.
 as much as I can, once we are 100'
 feet we lined up to the road
 decending to 60 kts. Suddenly my landing
 light spotted some tree branches, ^{at approx 50' feet.} and
 after we broke through the tree branches,

Around 10-15 feet from the ground we saw a light Pole (white in colour) and I hit the Pole right center on the engine cowling as soon as we hit the Pole the plane came to stop.

and I turned off all the electrical switches, magnetos off position, master off switch off position then noticed my student bleeding from his nose,

I gave my hand towel to hold on to it and he grabbed his phone and came out of the airplane, and I came out after him my right side door was jammed, then the Peoples surrounded by us called Police and Ambulance, by the time I trying to grab both head sets and bags, but head Phone wires are coiled around everywhere and stuck, and I got my stuff and called my boss from some guys Phone who is a witness and notified him. the my student got first aid in the Ambulance, and we submitted the id's and Pilot licenses to the

Police officer, they took my student to the hospital, and I stayed there for a long time.

Then explained to what happened to miamidade ^{AirSpace} operation head mr. norman. And given an written statement, then he checked the airplane and got pictures of my pilot licence and id, then he let me. I came home along with my friend. to my house, and my student came back to the house after one hour in the hospital.

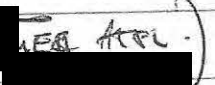
This statement is true regarding my knowledge.

Thanks.

Place: MIAMI.

Date: 07/15/2017.

M. Jeevanantham
manoharan.

( ^{11/30/17} )

Subject: Crash Report of N80457

I Mst. Bhavesh. Ramrakhiyani
an IFR student of Dean International
currently under my IFR training
from 9th April 2017.

On 13th July 2017 at 7:30 pm
local time we decided to do an
Instrument training flight for 2 hours
30 mins and took N89869 a Cessna 152.
Then as one of my friend whose name
is Mihir Menon Also a student of
Dean International wanted to come as
an observer so we changed the aircraft
to a Cessna -172, N80457. After ~~I~~ completed
proper pre-flight as per the check-list
of N80457. I noticed that everything was
proper and there was little fuel less
so I notified that to my instructor.
He checked the flight log and got to
know that someone had flown for 1 hour
prior to our flight. Then he calculated
as per his knowledge and decided that

(2)

we are good to go for the flight.
Later on when we got in the aircraft
the observer realised that there was no
headphone jack for the rear passengers
so he took his stuff and left for home.
After that we started the engine and requested
for VFR flight following to KFXE.
We departed from 9L at Tamiami at 8:30pm
local time then proceeded to KFXE as
planned cruising at 1500 feet. Then we did
an approach at RWY 9 at KFXE with a
full stop taxi back. After that we proceeded
to KPBI and did an ~~RNVA~~ approach at RWY 10L
followed by a full missed approach procedure
and holding there ~~for~~ for two times we then
~~proceed~~ decided to proceed straight to
Tamiami our home base with a VFR
flight following. We crossed KFLL
at 2500 feet mid field and later on
via shore line at 700'. Once we crossed
the shore line we climbed to 1100 feet
as there was Class B airspace at 1500 feet.
Suddenly the engine started sputtering

with partial power loss and RPM fluctuating between 600-800. After ^{indications} that my instructor asked me to check of fuel shut off valve, magnetos and engine gauges. I was read backing accordingly. As the RPM started reducing more my instructor took the controls from me and declared emergency following that he checked magnetos, tried to recover the engine by switching the magnetos from both to left then to right and then again to both, and checked that mixture was full rich and verified that carburetor heat cold and checked that the engine gauges were green. Then he checked the fuel gauges and shifted it from both to left then to right and then again to both. As nothing helped to recover the engine he decided to land on the key biscayne road. With RPM fluctuating between 600 to 1000 we were able to reach the road he ~~intend~~ intended to land.

By the time we got aligned to the road we were at 100[±] feet. When we descended further around 50 feet he realised that there were trees on both side of the road. In no time the aircraft then hit the branches from the right ~~and~~ after that hitting a pole which was hidden because of the trees. After hitting the pole we came straight down. After that my instructor (Jeevanatham Manoharan) turned off the electrical switches ~~and~~, magnetos and master switch and I took the key and we both jumped out of the aircraft removing our seat belts. After that I realised my nose was bleeding ~~and~~ then I held a napkin to stop bleeding. By then everyone passing by stopped and gathered around us informing 911. ~~The~~ The emergency services where there in 5 mins. and took me to the hospital for first aid.

⑤

After 1 hour in the hospital I was discharged with three stitches on my nose and then my friends came to pick me up from the hospital and dropped me home.

This student is true regarding my knowledge.

15th July 2017

Bhavesh Ramrakhiari