

To THE FAA INSPECTOR

Sub : OFF FIELD LANDING

THIS REPORT IS FOR AIRCRAFT REGISTERED AS N4886B, A CESSNA 152, WHICH HAD A PARTIAL ENGINE LOSS FOLLOWED BY A FORCED LANDING OVER THE SUGAR CANE FIELDS AT 12:10 PM ON 17TH DEC 2018.

I MYSELF AADIL BIJU NO: [REDACTED] WAS ON BOARD THE AIRCRAFT N4886B AS A SAFETY PILOT ON BOARD. ASSISTING THE PIC MR AYUSH KUMAR.

THE AIRCRAFT DEPARTED LAKELAND LINDER AIRPORT ON 17TH DEC 2018 AT 10:35 AM FOR POMPANO BEACH AIRPARK WHICH WAS 150 NM SE OF THE POINT OF DEPARTURE, INITIALLY THE AIRCRAFT WAS CRUISING AT 5500 FT MSL WITH A STABILISED 2300 RPM FOR OVER 1 HOUR AND 30 MINS.

ABOUT 11:50 AM WHEN WE PASSED OVER THE I27 BY THE HELP OF GPS AND VFR CHECKPOINTS AS PLANNED, WE STARTED TO DESCENT GRADUALLY TOWARDS OUR DESTINATION, WHEN WE TRAVELLED LEVELLED OFF AT 2500 FT. WE STARTED TO EXPERIENCE GRADUALLY POWER LOSS AND

PTO

" VIBRATION OVER THE THE CONTROL COLUMN.

- PILOT IN COMMAND REPORTED ME ABOUT THE LOSS OF POWER OVER THE TIME, WHICH ME MYSELF IDENTIFIED AND CONFIRMED, THIS COULD BE THE PROBLEM CAUSED BY CARBURETOR ICING. AS A CORRECTIVE ACTION WE TOOK THE CORRECTIVE METHOD OF APPLYING THE CARB HEAT, WHICH GAVE US A POWER RISE UPTO 2500 RPM. ON FULL THROTTLE.
- THE ALTITUDE WAS MAINTAINED FOR SOME TIME AND STARTED OUR TURN OVER TO THE WEST, HEADING TO OUR DESTINATION.. AFTER DESCENDING FURTHER WE EXPERIENCE AGAIN POWER LOSS WITH A DROP OFF MORE THAN 300 RPM ON FULL POWER, WE DECIDED TO DISCONTINUE OUR FLIGHT TOWARDS OUR DESTINATION BECAUSE TO AVOID ANY HIGHLY POPULATED OR CROWDED AREAS.
- AS WE SELECTED SUGAR CANE FIELD AS OUR PLACE FOR FORCED LANDING, ME AS A SAFETY PILOT ASSISTED THE PILOT IN COMMAND IN RUNNING THROUGH OUR EMERGENCY CHECKLIST TO SECURE THE AIRCRAFT FOR LANDING.

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FOLLOWED BY DECLARED EMERGENCY ON 121.5 AND
SQUAWED 7700.

WHEN WE REALISED THAT WE COULDN'T MAKE IT ON
TO THE HARD SURFACE, WE DECIDED TO DO A SOFT FIELD
LANDING, WE TRIED OUR BEST TO HOLD THE BACK
PRESSURE ON THE CONTROL, BUT DUE TO LOSS OF AIRSPEED
THE NOSE DROPPED BY ITSELF, WHICH MADE THE AIRCRAFT
TO FLIP OVER.

AS SOON AS WE CAME TO A STOP, WE EVACUATED THE
AIRCRAFT, AND STAYED AWAY ANY KIN FROM THE AIRCRAFT
UNTILL THE RESCUE TEAM ARRIVED.

YOURS TRULY.



AADIL BIFU

Report (N4886B)

To,

FAA INSPECTOR

18th Dec 2018

Sub:- N4886B C-152 crash report

Sir,

I am Ayush Kumar who was acting as Pilot in Command of the A/C, C152 tail Numbered as N4886B and with me was Aadil Biju as Safety Pilot. Our flight was from KPMP - KLAL - KPMP. We took off from KPMP at 07:30 AM and reached KLAL at 10:00 AM. While coming back we topped off from KLAL and departed at 10:30 AM.

After reaching near Big Cypress Airport we started descending from 5500 ft to 2500 ft. We were cruising at 2500 ft for 10 min and then we experienced 200 RPM which indicates icing in carburetor. We applied carb heat and within 10 mins we gained our cruising RPM, 2300. However again after some time we experienced same and carb heat was applied accordingly, but at this time we were getting engine vibration and our RPM was 1700, and we were losing altitude. An attempt to climb was made but the RPM was dropping to 1000 RPM with excessive engine vibration. We started circling near the field for the Best place to land and decided to make emergency landing.

Safety Pilot Aadil Bij'y helped me with the checklist for emergency landing and he declared emergency on 121.5 freq. I started descending towards the road. On Approach we experienced heavy quatering tailwind which increased our speed and there was sugarcane field in the end of the road and the speed was not reducing. Hence, I pulled the flaps up from 20° to 0° and decided to landed on the ploughed field to get good braking. Therefore I made soft field landing and maintained the nose wheel all the way up till end. When the speed went low and the nose wheel came down the plane flipped, however, we both were safe with no injury. We were not aware of the winds and there was sugar field ahead, that's why chose field along the road and avoided the road which had so many barrels on it, which would have taken ~~to~~ till sugarcane field.

Reminding of the incident on 3 Dec 2018 with Felipe Vaca (Instructor) and Yash Sontakke (Student Pilot) when they were doing traffic pattern on KPMP with same plane N4886B, similar situation took place. The plane was not gaining power to maintain altitude due to magenta problem, however they landed safely back on KPMP.

However, the plane was fixed and was working fine till this incident took place.

After the crash we ~~were~~ went far away from the plane because the fuel was leaking from both tanks and waited for the rescue team to arrive.

After every inspection, the plane was loaded in the truck by removing the wings and we headed back home.

Mentioned above was the scenario of about the crash that happened on 17th Dec 2018 at 12:45pm.

Regards

[Redacted Signature]

[Redacted Name]