

N7414N Emergency Landing on 10 February 2019

AWOS on about 10 February 2019, 15:35, at Warrenton-Fauquier Airport (KHWY).

Wind: 230@6

Visibility: 10 miles

Ceiling: 11000 Overcast

Temperature: 4° C

Dewpoint: -12° C

Altimeter: 30.49 inHg

Fuel prior to departure: 15 gallons in each fuel cell

Hobbs reading at departure: 124.7

Hobbs reading following the landing: 125.2

I, Hyunju Veronica Ko, was the flight instructor onboard of Skyhawk 7414N (C172E) with two students, [REDACTED] and [REDACTED] on 10 February 2019. We made a radio call to depart Warrenton-Fauquier Airport Runway 15 at 15:41. [REDACTED] was the pilot in command and [REDACTED] was sitting in the left rear passenger seat as a student observer. This was their third training flight as student pilots.

[REDACTED] was on the flight controls at the time of the departure under my active instruction. Initially, we were on a heading of 210° at 2500 feet. [REDACTED] successfully executed a two (180°) clearing turns. We then climbed up to 3000 feet to perform two steep turns and first-time introduction to a power-off stall. We were approximately 13 miles southwest of KHWY. I was on the flight controls with [REDACTED] as I instructed him through the power-off stall procedure. I explained to him that we were simulating the consequences when a pilot over rotates the aircraft during a final approach introducing a high angle of attack and subsequent stall / loss of lift and altitude / flight control.

The aircraft was configured with: Fuel Selector on BOTH, Flaps 30°, Mixture FULL, Carburetor Heat ON, Magnetos on BOTH, Primer IN & LOCKED. We were in a slow flight configuration for a few minutes while I was explaining the concept of slow flight. I pulled the power to IDLE and put the aircraft in a decent attitude for a few seconds and then with [REDACTED] on the controls, pulled back on the yoke introducing a stall attitude. I called the "Stall" in effect and subsequently pushed in the throttle to MAX power, reducing flaps to 20° while [REDACTED] and I reduced the angle of attack to break the stall configuration. Immediately upon engaging MAX power, the engine failed to respond and I immediately scanned the RMP gauge and altimeter concluding the engine was no longer producing power. My assessment was further validated when the propeller started windmilling and ultimately came to a halt. Concluding that we were now in an engine-failure scenario, I immediately announced "My Flight Controls" while simultaneously reducing the angle of attack to gain airspeed. I wanted to fly the aircraft into a best glide airspeed with a clean flap configuration in order to maximize time for conducting emergency landing procedures.

At approximately 2500 feet AGL I achieved desired airspeed of 75 MPH, made an initial emergency landing site location approximately 1-2 miles left of the airport and with [REDACTED] assistance, based on available altitude, made two unsuccessful attempts to restart the engine. During the engine restart procedure I confirmed the Fuel Selector was on BOTH, Flaps Clean, Mixture RICH, Throttle FULL, Carburetor Heat ON, Magnetos on BOTH, Primer IN & LOCKED, and then instructed Gregory to engage the ignition switch.

At this point, I had executed the first three steps of the Aircraft Engine-Failure During Emergency Flight procedures checklist: Achieved best glide airspeed, selected best place to land, and completed engine restart checklist. I then instructed [REDACTED] and [REDACTED] that we are going to make an emergency landing, instructing them to stay calm, and to immediately exit the aircraft out to the wing tip after successful landing.

As I positioned the aircraft for a field landing, I spotted a puddle of water in the field and instantly decided my selected landing was not suitable. Looking for a second site, I spotted the Culpeper Airport but knew it was too far to reach. I then saw Highway 3 with no visible traffic on the road and decided that this was the safest option available. I started the engine shutdown procedure by placing Fuel Selector Switch to the OFF position, left the mixture set to RICH and the Throttle set to FULL. I did not make any radio calls. Once I was lined up on the road, I spotted a powerline crossing the roadway and focused on maintaining alignment with the center of the road while reducing altitude to fly under that powerline. I reconfigured the aircraft with flaps but do not recall if it was 10° or 20°. We successfully flew under the powerline and landed on the road. It was a relatively hard landing. The aircraft rolled on the pavement for a few brief seconds before it abruptly turned right 90°, perpendicular to the road, and then the left wing made an abrupt dip to the left striking the left wing tip.

After the landing, several bystanders rushed in to assist. Some of the bystanders assisted in getting [REDACTED] and [REDACTED] out of the aircraft. One or two men, who said they knew how to fly started to touch the aircraft instruments while asking, "did you turn off the power, ignition, and etc.," but I do not recall what they touched or turned off.

Original Signed

HYUNJU VERONICA KO

Airport Services Inc., APS Flight School

Certified Flight Instructor

[REDACTED] CFI, exp. 01/20

----- NOTHING FOLLOWS -----

We were doing stalls 3. I was in the back left seat observing. On the first stall, the engine failed 3. we tried to get it started again, but couldn't. Mrs. Veronica took over 3. was going to put the plane down in a field near by. ~~there~~ She ended up not putting the plane down in the field because the ground was ^{very} wet. So, ~~was~~ Mrs. Veronica put the plane down on the road. The landing would have been fine, but the wing hit the telephone pole, and threw ~~up~~ us into the ditch. Mrs. Veronica did an amazing job landing the plane. And she put us all 3 on the ground in one piece.

[REDACTED]
[REDACTED]
[REDACTED]
Feb. 10, 2019

We were doing stalls at 3,000ft,
and on our first one we had flaps
down fully and throttle out and
carb heat on. ~~at~~ on recovery
from the ~~first stall~~ when I went
first Practice Stall,

to push the throttle in there was
no response from the engine.
then I pushed the carb heat in,
there was no response from the engine
still

I saw the propeller stop. we attempted
numerous restarts. no start. MS.
veronica took control and safely landed
the airplane.

[REDACTED]

2/10/19

[REDACTED]