



MEMORANDUM FOR RECORD

Douglass Brazy
Air Safety Investigator
Eastern Region Aviation

September 10, 2020

Subject: N65645, Cessna 172, 8/27/20, Weston, Florida ERA20LA299
Information Provided by Juan Garcia (FAA Inspector, Miramar, Florida Flight Standards District Office)

Inspector Garcia provided the following information in an email on September 10, 2020:

Juan C. Garcia FAA, IIC

Inspectors Statement/Accident Investigation

Registration: N65645

Make: Cessna

Model: CE-172P

Serial Number: 17275797

PTRS: SO192020

ATQA No.: ASO192020

NTSB No.: ERA

TSOE: 1578.3

TTE: 10661.1

TACH: 4036.7

HOBBS: 2389.1

Last 100 hr. Insp.: 06/29/2020

Last Annual: 02/07/2020

When: 08/27/2020

Where: Florida Everglade's location: 026° 01'6.69"North / 080°45'34.24" West

What:

Certified Flight Instructor (CFI) and private pilot under single-engine instruction operating Cessna Ce-172P, Serial Number 17275797, and Registration N65645 departed North Perry Airport (HWO) lost engine power performing emergency crash landing in the Florida Everglades. Student pilot sustained minor scratches and bruising, the CFI sustained minor scratches, bruising and a cut inside his month requiring stitches. Aircraft sustained major damage to engine and firewall section on impact with Everglade's water and muddy surface, aircraft was found upside down. Aircraft instruments and interior sustained water damage. Aircraft N65645 is owned by

Delaware Trust CO Trustee, 251 Little Falls Dr., Wilmington DE 19808 and operated by American Flight Training LLC FAA Certificate No. 1WLS982K doing business as Wayman Flight Training.

Inspector Summary of Aircraft Damage

Aircraft sustained major structural damage to the front of the aircraft from the entire engine section, firewall and cockpit structure area. Major material bucking, sheering and tearing of the cockpit area and main cabin structure to the door entries frame, underside and up sections. Engine underside from the one propeller, propeller cone, the nose landing thru the right side of the main cabin was the main impact area was compressed and pushed upwards into the cockpit instrument and seating area.

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