

REF: N65645 Incident

Inspector Juan Garcia:

Flight and Incident:

We were practicing holdings at WUDIP. When we were finishing the third holding in WUDIP I did a scan of all the instruments and gauges as I usually do every 10-15 minutes and I realized that the Oil Pressure was remarkably low and the Oil temperature was a bit high, immediately added to a Low in the performance of the plane, I told Luis "My Controls" I took the controls immediately and I decided to fly east in order to get closer to civilization, in case of an emergency the first thing that came to mind was make a preventive landing on I-27 highway, or on I-75 highway or at Opa Locka West Airport. Then we began to feel a strong shock in the engine (Rough Engine) and loss of strength/power by the engine, my immediate action was to reduce power so as not to force the engine more, at that moment I asked Luis to put KHOW in the GPS, additionally we had to deal with the fact that Luis's window opened 3 times in a row, the door also, until Luis managed to close it again, we began to lose altitude, I quickly realized that we would not be able to reach the I-27 highway so we immediately change to a heading southwest in order to head towards Dade Collier Airport (KTNT) which was about 12 miles southwest of where we were, immediately the engine stopped, after being incredibly and hardly shaking for some seconds. Luis began looking for a safe place to land and we mutually deduced that the best place was a field where there was what looked like a rural wooden construction in the middle of the Everglades, I started doing the emergency checklist (Engine Failure during flight):

- Airspeed 65 Kts.
- Carburetor Heat On.
- Fuel Selector on Both
- Mixture Full rich
- Magnetos restart
- Primer in and locked

Then I asked Luis to take out his checklist to verify that everything had been done. I repeated this procedure 2 times without success while we were falling at best glide speed, gliding the plane.

Then black smoke began to come out and we began to get into the cabin.

We kept descending. We realized that the house that I was pointing to as our landing site had a land area but it was full of tall trees, seeing that the impact with any of those trees could kill us, we mutually decided to make the landing in the swampy land of the everglades in a sector that looked good, with little water and with a solid aspect, that was clearly the perfect place within the possibilities to make our emergency landing.

"In the name of the father, the son and the holy spirit", were our prayers from Luis and me seconds before the impact and we proceeded with the emergency landing without engine power checklist:

- Seat belts on
- Airspeed 65 kts
- Mixture cut off
- Fuel selector off
- Magnetos off
- Master off
- Doors open

We continued descending, until we began to touch the undergrowth of the vegetation, which was very thick and tall, and the plane made a 180-degree turn on its own axis. Approximately 1 hour and 10 minutes after taking off we hit the surface of the everglades. My shoulder harness got loose and I hit my face hardly with the joke of the plane, being suspended by the seat belt that goes on the waist, once the plane stops moving I am completely supported by the seat belt, I manage to unbuckle it and fall to the windshield of the plane which began to fill with water, with the help of Luis I was able to get out of the plane and we stood on the wing. We made several calls for help declaring the emergency and 1 hour later we were rescued.

Cesar Orlando Segura Bedoya
Commercial Pilot Certificate: [REDACTED]
Phone Number: [REDACTED]

Flight Instructor Certificate: [REDACTED] Exp. 09/2022
Email: [REDACTED]

Number: **N65645 accident.**
Date: **August 27th, 2020.**
Time: **at approximately 12:00 noon.**
Aircraft: 1982 Cessna 172P.
Airworthiness Class: Standard/normal.
Serial Number: 17275797.

Crew: Two (2) on board.
Departure Point: North Perry Airport (KHWO).
Geographical Point of incident: About 12 NM of (KTNT).

FAA-Inspector: **Juan Garcia:**

- I arrived to the school approximately at 9:36 am, to do the check-in of my activity on Dispatch (flight activity schedule for 10:30am). Dispatch gave me the clipboard of the plane N65645.
- I did check on wx-Brief, the weather for my flight, and continue to do my weight and Balance, and returned to dispatch in order to let them scan the document for the school records.
- I exited to the Ramp area, and just few steps from dispatch, I found the plane N-65645. I did the preflight-following the list according to the POH-C-172.
- When my CFI, arrived to the plane, he asked me if did the preflight, and I answered him: we got full of fuel (40G) and 7 qts of oil. But he also went to check the my preflight for second time.
- My CFI, asked me for the weather, and he checked on his I-pad the weather as well.
- At, approximately at 10:57am, we start taxi from the ramp to the spot 14, I contacted Ground (120.45), with info: tango, and asked for a westbound departure. (the instructions from ground were: "taxi to Rwy 10 R, via lima cross 1R at Lima".
- We did the run-up in a space on taxi lima, close to Rwy 10R , to be sure the configuration of our plane was perfect for the flight.
- After the run-up, we Contacted Tower (132.10), and asked for a westbound departure. We got clearance from tower for a: "Clear for take-off with a right downwind departure, and we proceed. The take-off, was approximately at 11:27am, from KHWO.

Instructions from my CFI for the class:

- 1-Hold South of Holid (19NM) on radial 335, Standard hold.
- 2-Hold North-West of Newer (30 NM) on radial 335, standard hold.
- 3.Hold West of WUDIP (Gps), Non-standard hold.

Note: My CFI: asked me, that every time, we are practicing any type of maneuver, I need to practice a Cruise Check-list. so after we finished the last hold on **Wudip**, I did my cruise check-list for the last time in this particular flight.

Account of Events:

- My Instructor, told me: "Okey Luis, lets go back to KHWO" , but he suddenly noticed that was a low, and an increase on the temperature, with a considerable down on the performance of the airplane.
- Right away my Instructor told me: "Luis, My Controls", so I did gave it to him right away.



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- At the same time my CFI, was revising the plane configuration, but right away we both start hearing a really strong noise (extremely-rough sound), coming from the engine and at the same time a low on the performance of the airplane, followed by a strong vibration on the whole plane.

- My CFI, told me: 'Luis, search for a good place to land, and put on the Gps- KHOWO, direct. I did start looking for the best place to land, and I did barely could set KHOWO, on the Gps, cause the vibration was really strong, but we were far away from North Perry; at the same time my window start opening, 3 times and also my door, but I did managed to closed.

- I suggested to my CFI, a field that was close and a side to a rural construction that's looked like a cottage, cause was the only place that was an open field without trees or much water and looked like a firm surface.

- But suddenly the engine and the propeller stop completely, so my CFI, start to do the emergency procedure for a engine failure during flight. When he finished he also asked me to take out my emergency check-list, so rapidly I did, and I gave it to him, and he start to verify with me the emergency check list and then a black smoke with a burning smell start to get into the cockpit.

- My CFI, rapidly start to re-start the engine (2) times, but the engine and propeller never responded, any more.

- We start descending, and maintaining the glide speed, and we both agree that the best place to land was this open field on the everglades, with more firm aspect.

- We, luckily were the whole time with calm, and in control of the situation, so we did have time at the end and before the landing, to have a few words, and we prayed together.

- My, CFI, did start the pre-landing emergency check-list.

- Finally, when the plane start touching the surface, the grass was very thick and tall, with some water, so the plane in a point flip over, and we hit the surface up-side down, and we hit hard against the windshield, and the water start getting into the cockpit. Both did have troubles trying to release from our seat belts. Cesar released first from his seat belt, but his door was stuck. I finally release from my seat belt, and I did kit and open my door, so I did exit first, and right away I did help Cesar, to get out of the plane.

- We stand over the wings, and when we notice that we was not on danger of any fire, we try to recover our cell phones that was on the water inside of the cabin, and also other items from the plane, to start making the emergency calls, Cesar called the school, I called 911, and we both wait for the rescue.

08/03/2020.

[REDACTED]
Luis Palacios Selles / FAA Private Pilot Certificate # [REDACTED]

Mobile phone number: [REDACTED]

e-mail: [REDACTED]

Flight Time: Last 12 months: 26.5 hours
Last 6 months: 26.5 hours.
Last 90 days: 12.2 hours.