

RECORD OF	☒ VISIT	☐ CONFERENCE OR	☐ TELEPHONE CALL	TIME 09:00	DATE 08/12/2021
NAME (S) OF PERSON (S) CONTACTED OR IN CONFERENCE AND LOCATION				ROUTING	
				SYMBOL	INITIALS
Kayla Talyah Hoinville - ADF CFI, Michael Sanchez - ADF Student Pilot					
Antonyo Singh - ADF Chief Instructor, Alex Derly Farkas - ADF CEO					
SUBJECT N5412D Post Accident Investigation and Interviews - On Site Visit					
DIGEST					
On Thursday 08/12/2021 ASI Inspectors Fischetti and Schoonover performed an on site visit to ADF Flight School, located at Miami Executive Airport (TMB). Upon arrival we were met by Mr. Singh who brought us to the aircraft. The aircraft was inspected for overall condition as well as the damage sustained during the accident. Pictures were taken both inside aircraft and outside the of aircraft to document the substantial damage to the lower firewall and NLG assembly. We returned to the ADF Airways facility and met in the conference room with Miss Hoinville. Present at this meeting was myself, Miss Hoinville, and Inspector Schoonover. Miss Hoinville was given a Pilots Bill of Rights and a copy of the statement she provided regarding this accident. Both documents were signed and dated. Miss Hoinville proceeded to brief us on the events and time line leading up to the flight and its ultimate conclusion details of which are included in her statement (See attached). It was noted that on the date of the accident there was a training flight earlier the same day. The pilot of that flight was identified as Student Michael Sanchez. ADF staff members were able to contact Mr. Sanchez and have him come to the facility, the purpose of which was to interview him regarding the operation of the aircraft. Inspector Schoonover and I spoke with Mr. Sanchez and he estimated that he had flown the aircraft 6 times previously since beginning flight training. His comment was " We have better airplanes" but " the plane flew Ok". We did ask Mr. Sanchez if he would like to add anything or had further comment and he did no.					
CONCLUSION, ACTION TAKEN, OR REQUIRED					
As of this date, August 18, 2021, this accident is still under investigation.					
DATE 08/16/202	TITLE Aviation Safety Inspector			SIGNATURE MICHAEL J FISCHETTI	

Digitally signed by MICHAEL J
FISCHETTI
Date: 2021.08.16 08:37:46 -04'00'

8/6/2021

Gmail - (no subject)



Kayla Hoinville [REDACTED]

(no subject)

1 message

Kayla Hoinville [REDACTED]

To: Kayla Hoinville [REDACTED]

Fri, Aug 6, 2021 at 2:19 PM

August 6, 2021 STATEMENT KAYLA HOINVILLE:

My name is Kayla Talyah Hoinville. I am a CFI at ADF airways. Today was flight lesson 1 with my student, Maria Alejandra Dicelis Ramos. It was also my first dual flight as a flight instructor. After doing normal procedures and gathering weather information which included forecasted winds VRB @ 4 knots and runway 9R as the active, we proceeded to the runway hold short line. After a normal take off run up, I had the flight controls and the Student was at the controls with me. Prior to our departure, there was a Cessna caravan. In contact with tower, we were instructed to line up and wait. Shortly after, we were cleared to takeoff of runway 9R. Upon adding full power and reaching 60 knots I rotated. About 20-30 feet off the ground we experienced a very strong rolling force to the left. In order to counter this roll, I had to apply a considerable amount of right aileron along with right rudder. It was clear we would not be able to continue the takeoff and flight safely. My next action was to idle the power and began to bring the nose of the C172 down and get back to the runway. During the descent back down to the runway and the power idled there was a hard landing when making first contact with the ground as well as for the next 2 bounces before the landing was complete. I was able to land and taxi onto the taxiway before reaching the end of the runway. Miami Executive Tower contacted our aircraft to see if we needed assistance and we confirmed. Shortly after, ramp control arrived and towed the aircraft to the maintenance hangar.

Kayla Talyah Hoinville

RECORD OF ☐ VISIT ☐ CONFERENCE OR ☒ TELEPHONE CALL	TIME 11:00	DATE 08/13/2021								
NAME (S) OF PERSON (S) CONTACTED OR IN CONFERENCE AND LOCATION		ROUTING <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <th style="width: 50%;">SYMBOL</th> <th style="width: 50%;">INITIALS</th> </tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> </table>	SYMBOL	INITIALS						
SYMBOL	INITIALS									
Maria Alejandra Dicelis Ramos - ADF Student Pilot										
SUBJECT N5412D Post Accident Investigation and Interview - Phone Interview										
DIGEST I contacted Ms. Ramos via telephone in order to gather additional information. A written statement was provided by Ms. Ramos on the day of the accident. I verified that she did not sustain any injuries, which was confirmed. I asked some questions regarding her aviation background, she went on to explain in her home country she is a certificated A&P mechanic under the Columbian aviation authority. The primary types of aircraft that she works on are, DC-3 and Beech King Air 200/300 series aircraft. I asked if she had any experience with taxiing aircraft or performing engine operational checks. I was informed that only flight crew performed those functions. Regarding the timeline of the events that occurred on August 6, 2021, Ms. Ramos provided the following information. The GFI prepped her for the lesson by discussing the preflight checklist, reviewing basic weight and balance information, checking the weather for that day. After performing the preflight checklist, Ms. Ramos and the CFI followed the checklist and started the engine in preparation for taxi to the active runway, 9R. Ms. Ramos stated she had no prior experience taxiing an aircraft and was shown how to taxi the aircraft by the CFI as they taxied to the active runway. Prior to departure the run up checklist was performed with no irregularities noted. During the takeoff roll, the GFI was operating the controls. When the aircraft departed the runway the aircraft began turning to the left, at that time the instructor asked her if she was touching the controls to which she replied, "I'm not touching anything". At that time the CFI landed the aircraft. Ms. Ramos explained "the aircraft jumped 3 times and the instructor taxied off the runway". Further discussion with Ms. Ramos clarified that "jumped" meant bounced. After the aircraft cleared the active runway at taxiway E5, the CFI made a phone call. The engine was shut down and they waited for assistance from Miami Dade Airport Authority ramp personnel. Ms. Ramos and the GFI were transported back to the ADF facility via golf cart with the aircraft being towed back by maintenance.										
CONCLUSION, ACTION TAKEN, OR REQUIRED										
DATE 08/18/2021	TITLE Aviation Safety Inspector	SIGNATURE MICHAEL J FISCHETTI Digitally signed by MICHAEL J FISCHETTI Date: 2021.08.18 10:59:18 -04'00'								