

2.16.5 Safety Report Form, Page 1

The single aim of the information reported on this form is to improve safety. You are not obliged to give your identity and position in the organisation. However, should you wish to do so, they will not be disclosed without your approval.

Date: 8/30/2021	Location:	Type of operation: ☐ Maintenance ☐ Ground ☐ Flight ☐ Other
Aircraft (if applicable): N864LM	Documentation (PMV, work card, etc.)	Tools:

Description of the event: Explain how the event occurred, why it occurred and why it did not result in an accident (if applicable). Who, What, When, Where, Why?

I was assigned to be a safety pilot of Pranali. At 7:30am we did the pre flight. (separate). I checked oil, engine, and everything around the plane. We got fuel and Pranali drained. We took off around 7:45am from Runway 11. When we were in departure I made the call, Pranali comms were low, and we decided that me to make the calls.

On Downwind we started climbing, I did the last call in Merritt Island Frequency. I switched to Orlando App. 132.65. I requested a VFR flight following to Marco Island Airport at 7,500 feet.

They approved and Pranali continued climbing. When we were close to the altitude Approach switched us to Miami Approach. The PIC told that she would try the ^{make} calls. She made that call with Miami App. At 7,500 feet she level off. ~~and~~ I remember I saw her starting leaning the mixture when the RPM drops completely.

1000 RPM, she tried to put everything back mixture and throttle; I checked the switches and everything was ON. The engine didn't restart and I told her to declare the emergency. I switched to 121.5

I declared the emergency 2 people on board, type of the aircraft and colour; we checked the location and we reported - south west of Malabar.

ATC vector us heading 100° to Malabar, airport; I was doing the calls, looking for a place to land, the PIC was flying the plane.