

Simon Alberto Martinez

Airplane: N497SJ

Lesson part 61 Commercial Pilot to Non-Visa Student

December 10th, 2024

Event Description

On the 9th of December 2024, My Flight Instructor Joan Sebastian Briones Diaz, Certificate Number [REDACTED], acting in the capacity of Flight Instructor and I Simon Alberto Martinez Certificate number [REDACTED] were working towards my commercial certificate with a student pilot, Luis Ramos in the back seat.

The lesson for that day were mainly to touch up on my landings- since KFXE is normally very busy , we decided to go to KPHK. On our way there we had briefed our plan of action, since KPHK is a non controlled airport- we had talked and asses the different risks that were involved. We joined the traffic pattern from the SE and we had over flown the airport at 1500ft to assess the wind direction and determine which runway to use. At the time we had arrived we did not hear anyone in the traffic pattern, and we had called into the UNICOM frequency, 122.800- as well to ask if anyone was in the traffic pattern. No one said they were, and we continued to scan for traffic. We did one touch and go, then a full stop taxi back, and then another touch and go, before the 3rd touch go where the incident had occurred. At every turn, we had reported all our positions, turns, and intentions to the UNICOM frequency and those around us.

We took off planning on doing our last touch and go, that would have been the third one. We did not hear anyone talking on the UNICOM frequency apart from an aircraft that was on the ground and someone at or near La Belle airport. I reported my intention of committing a short approach, and once we were abeam the numbers to commence the short approach, I cut the power to idle, and started to the turn to final. We reported our turn to final. Once we were on final, at around 400-300 feet, My friend in the backseat saw something very big and close on the left side and he yelled the words “wtf”, having no doubt a collision was immediate I pulled back on the controls, but it was too late as contact was already made. My instructor immediately said my controls, I gave controls over to my instructor, the aircraft started to slip very hard to the left side where the damage had taken. We realized that the plane was not going to climb so we decided to put it down on the runway that we had originally planned on, we came to a skidding halt on the threshold of runway 36. We taxied to the ramp without further incident.

Please find attached the following information:

Joan Sebastian Briones Diaz

Airplane: N497SJ

Lesson part 61 Commercial Pilot to a Non-visa student

December 10th, 2024

Event description

On December 9th 2024, I Joan Sebastian Briones Diaz, with certificate number [REDACTED], acting as a Flight Instructor, departed Fort Lauderdale Executive airport at around 15:15 Local, with the student Simon Alberto Martinez, with certificate number [REDACTED], working towards his commercial certificate and a student pilot, Luis Alberto Ramos in the back seat.

The lesson for that day had the main goal to improve his landings, since FXE is very busy, we decided to go to PHK. On our way there, we brief our plan of action, since PHK is a non controlled airport and we assessed the different risks involved with that. We joined the traffic pattern from the SE overflying the airport at 1,500 feet to figure out the wind direction and determine the best runway to be used, at the time we arrived we assumed that nobody was on the traffic pattern because the frequency was silent for about 5 to 10 minutes after. We also scanned for traffic and we did not see anybody. We did one touch and go, then a full stop taxi back, then another touch and go and before the 3rd touch and go the incident happened. We were communicating all our position reports, turns and intentions.

We took off planning on doing our last touch and go, that would have been the third one. We did not hear anybody talking on the frequency apart from a Cessna on the ground and someone at La belle airport. We reported our intentions of doing a short approach once we were

on the downwind abeam the numbers, and we also reported the turn to final. At around 16:20 Local, we started our descent to land and when we were on final at about 350 feet I hear the backseat student pilot yell the words “wtf” and I instantly saw an airplane on the left. I instantly grabbed the controls trying to bank to the right in order to avoid it. The impact happened a few seconds after, as soon as we impacted the aircraft I drifted about 10 degrees left of the runway 18 making sure the other plane was able to land safely. We still had some space to land at the end of the runway. Since the integrity of the airplane was compromised, I didn’t want to perform a go around. When I saw that they were okay on the ground, I turned back to the runway and landed in the last portion of the runway, as soon as we touched down I applied full brakes stopping at the threshold of runway 36, within the runway limits. We were able to taxi to the ramp without any further issue.

Please find attached the following information:

- CFI certificate
- Medical certificate
- Last page of logbook

Luis Alberto Ramos

Airplane: N497SJ

December 10th, 2024

On December 9TH 2024, I Luis Alberto Ramos, was flying passenger in the rear right seat in the Cessna. We departed from Fort Lauderdale Executive Airport at around 15:15 with my friend Simon Alberto Martinez and Flight Instructor Joan Sebastian Briones Diaz.

I was watching outside and I was also listening Simon and Joan communicate, I have previous flight experience so I understand what they're saying, Nobody was talking on the radio before the incident happened, there was one guy talking from the ground and also from a different airport but nobody talking in the traffic pattern, the incident happened on our 3rd touch and go, They landed the aircraft after seeing and communicating where they were.

