



MEMORANDUM FOR RECORD

Michael Hicks

Air Safety Investigator

(GAAID) General Aviation Accident Investigation Division

August 21st, 2018

NTSB Accident Number: GAA18CA299

Aircraft Registration & Make/Model: N12267, Cessna, 172

Accident Location: Defuniak Springs, FL (54J)

Accident Date: 19MAY2018@1720(CDT)

Subject: Memorandum for Record

In support of the National Transportation Safety Board (NTSB), Air Safety Accident Investigation involving accident airplane, N12267, the Investigator-in-charge (IIC), spoke with the student pilot, and the flight instructor. The following is a synopsis of the conversations:

Student Pilot

-04JUN2018

Dear Mr. Hicks,

Kindly disregard my previous responses as I made a mistake, I apologize.

The following statement is correct to the best of my knowledge.

I was doing my cross-country flight out of Defuniak Springs airport, I landed in Mariana then Andalusia and the flight was uneventful. I came back to Defuniak Springs airport and landed first time safely (touch and go). I decided to continue doing some more touch and goes.

Took off fine and went around the pattern and then at the final approach I wasn't comfortable with the landing. The main right wheel already touched the ground when I took the carb heat off and added full power. I also was all the way to the right side of the runway that's why I decided to do the go around and land on the centerline.

After that it was just too fast as the plane pitched up and turned to the left so fast and just landed on the left side of the runway (on the grass) nose down and that area is hilly, so I guess that's why the plane flipped on its back. As I mentioned on the phone it was really fast and I am struggling to figure out what or how it happened.

Right after the accident I turned all electrical equipment off and walked out of the aircraft to the FBO/ Flight school to notify everyone and get help.

I sent a message to my instructor to let him know what happened and he came to the airport. He asked where was my log book and when he arrived he took me to his office and took my log book then returned it two days later for the FAA meeting.

I was never trained on go around and had only seen it done by another student one time where I was sitting in the back. However, when my logbook was returned, and the FAA meeting was over, I was starting to recover from the shock and had a chance to actually start looking at my log book again. I noticed that go around was added to the notes section of some of the flights. This was done after the accident as it wasn't there prior to that.

Best Regards
Hisham

Flight Instructor

14JUN2018

Per our discussion, had the student pilot (Mr. Zalut) received training in the maneuver defined as Aborted Landings?

-Yes Mr. Zalut was extensively trained in all aspects of go arounds and aborted landings.

Did you secure Mr. Zalut's pilot logbook after the accident?

-Medical Certificate, Student pilot certificate, Log Book, Navigation Log from cross country were secured to make copies.

Did you amend Mr. Zalut's pilot logbook at any time after the accident?

-Yes, there was a date missing from one of the endorsements (not sure which one) that the inspecting ASI noticed while examining the log book and the date was added to correct it.

Regards, Randal