

U.S. Department of Transportation

Federal Aviation Administration

Memorandum

Miami Flight Standards District Office-19 8600 NW 36th Street, Suite 200 Miami, Florida 33166

Subject:

INFORMATION: Factual Report on Mohamed

Atta

Date: NOV 0 5 2003

From:

Acting Manager, Miami Flight Standards District

Office-19

Reply to Attn. of:

To: Sally McCry, FAA Staff

Enclosed please find the requested documents on Mohamed Atta.

Robert T. Sharrard

National Transportation Safety Board

Aircraft Registration Number: N93455 NTSB ID: MIA02LA012 Most Critical Injury: None Occurrence Date: 10/25/2001 Investigated By: NTSB Occurrence Type: Accident

Printed on 05/21/2

Location/Time

Local Time Time Zone Zip Code Nearest City/Place State EDT 34145 1157 FL Marco Island Direction From Airport: Distance From Landing Facility: Airport Proximity: On Airport

Aircraft Information Summary

RECEIVED Type of Aircraft Model/Series Aircraft Manufacturer JUL 0 1 2002 Airplane 152 Cessna Air Medical Transport Fulfitt OFFICE

Sightseeing Flight: No

Narrative

Brief narrative statement of facts, conditions and circumstances pertinent to the accident/incident:

On October 25, 2001, about 1157 eastern daylight time, a Cessna 152, N93455, operated by Naples Air Center Inc., as a Title 14 CFR Part 91 instructional flight, impacted with a windsock and nosed over at the Marco Island Airport, Marco Island, Florida. Visual meteorological conditions prevailed. No flight plan was filed. The airplane was substantially damaged. The student pilot reported no injuries. The flight had originated from the Naples Airport at 1130.

According to the student pilot, he was performing a solo practice flight, had completed one successful touch and go, and had come around to do another one, planning to land on runway 17. He said that he touched down with a "slight partial crosswind," and at an airspeed of about 60 knots. The airplane was "slightly crabbed" upon landing to compensate for the crosswind. As the airplane touched down he said, "...I could see and feel the plane moving from the center of the runway in the direction of the crosswind." He tried to compensate with the opposite rudder, but the airplane continued to head off the runway. The airplane departed the left side of the runway, and the pilot attempted to stop the airplane by applying the brakes, without success. As the airplane departed the runway it struck a windsock, entered sandy, soft, wet ground, and continued to travel until the nosewheel sank into mud causing the airplane to nose over.

A witness statement taken by a sheriff's deputy from a student pilot that had landed after the accident airplane, revealed that the pilot of N93455 had cut in front of him while the witness was on a long downwind for a landing on the same runway. He indicated that the accident airplane was "high and fast" touching down on the runway almost at midfield. He watched the airplane depart the runway and nose over. Measurements taken by the sheriff's deputy revealed that the airplane traveled 3/10 of mile from the runway threshold to the point where it departed the runway. The airplane traveled 540 feet before striking the windsock, and continued in a southeasterly direction for 78 feet where it came to rest.

According to the operator of the airplane, the student pilot had received his class 1 medical in France, and had come to the United States with his student pilot's certificate already in his possession. The student pilot had started flying at Naples Air Center on October 1, 2001, and had accumulated 40 hours of flight time, all in Cessna 152 aircraft.

The winds at the Naples Airport, about the time of the accident, and located about 18 miles north of the crash site were reported to have been from 240 degrees at 4 knots.

" NOT FOR PUBLIC RELEASE SITED CHETODIAN OF ACCIDENT REPORTS

National Transportation Safety Board FACT PART PEPORT AVIATION

NTSB ID: MIAO2LAO12

Occurrence Date: 10/25/2001

Occurrence Type: Accident

"NOT FOR PUBLIC RELEASE NTSB CUSTODIAN OF ACCIDENT REPORT"

Landing Facility/Approach Informati	on								
Airport Name	Airport ID	Airport Ele	vation	Runw	ay Used	Runway	Length	Run	way Wic
Marco Island Executive	KMKY	5 F	. MSL	17		5000)	1	00
Runway Surface Type: Asphalt									
Runway Surface Condition: Dry									
Type Instrument Approach: NONE									
VFR Approach/Landing: Touch and Go			17						
Aircraft Information									
Aircraft Manufacturer	Mod	el/Series		50 68		Se	erial Nur	nber	
Cessna	1	52					152-	8549	95
Airworthiness Certificate(s): Normal									
Landing Gear Type: Tricycle									
Homebuilt Aircraft? No Number of Seats:	2	ied Max Gro			1670		mber of		
Engine Type:	_	Engine Manufacturer: Model/Series					Rated Powe		
Reciprocating	Lycon	ning			0-235	-L2C		110	HP_
- Aircraft Inspection Information	Data of I	act Increation	ъ Тъ	mo Sin	co Last I	nenection	Airfr	ame '	Total Tim
Type of Last Inspection		ate of Last Inspection Time Since Last Insp					ection Airframe Total Tim Hours 6152.5 Hou		
Annual		5/2001	\perp	28		- Tiour	9 613	52.5	
- Emergency Locator Transmitter (ELT) Infor							4		
ELT Installed? Yes ELT Operate	d? No		ELT /	Aided i	n Locatin	g Accider	nt Site?	No	
Owner/Operator Information									
Registered Aircraft Owner	Stree	Address	wiatio	n Dr	South				
Naples Air Center Inc.	City	230 F	viauc	יוטויי	South		Sta	ate	Zip Coo
		Naple	s				FL		34101
	Street	Address							
Operator of Aircraft	011	Same	as R	egiste	red Air	craft Ow	ner Sta	ate T	Zip Coo
Same As Reg'd Aircraft Owner	City								Zip 000
Operator Does Business As:				Ope	rator De	signator C	code:		
- Type of U.S. Certificate(s) Held: None									
Air Carrier Operating Certificate(s):									
Operating Certificate:		Operator	Certif	icate:					
Regulation Flight Conducted Under: Part 91	: General /	Aviation							
Type of Flight Operation Conducted: Instruct					100 100				



NTSB ID: MIA02LA012

Occurrence Date: 10/25/2001

Occurrence Type: Accident

" NOT FOR PUBLIC RELEASE NTSB CUSTODIAN OF ACCIDENT REPORT"

First Pilot Informa	ation				**************************************							
Name					City				State	Date of Birt	h Age	
Burhani J Akbara	ly				Paris	s				On File	27	
Sex: M Seat Occup	ied: Left	P	rincipal Pro	fession: (Unknown Certificate Number: On File							
Certificate(s):	Studen											
	0											
Airplane Rating(s):	None											
Rotorcraft/Glider/LTA:	None			\$40000 abb								
Instrument Rating(s):	None											
Instructor Rating(s):						0.00						
	None											
Tura Dating/Endorson	ant for Ac	oident/Inc	ident Aircra	ft?		To	rront Rio	nnial Fligh	nt Revie	ew?		
Type Rating/Endorsen						1					0.105.101	
Medical Cert.: Class	1 Medi	cal Cert. S	status: Val	id Medic	calno	wai	ers/lin	pate of L	ast med	dical Exam: 0	9/26/20	
- Flight Time Matrix	All A/C	This Make and Model	Airplane Single Engine	Airplane Mult-Engine	Nigh		Actual	ment Simulated	Rotore	craft Glider	Lighter Than Air	
Total Time	47	46	47					2				
Pilot In Command(PIC)	3	3	3						_			
Instructor						-			-	_		
Last 90 Days	47	46	47		-	2		+-		┼		
Last 30 Days	47	46	47		-	\dashv		2	+-		-	
Last 24 Hours	12	12	12		<u> </u>	- L	logy Perf	ormod2	\	Second Pilot?	No	
Seatbelt Used? Yes	Sho	oulder Harr	ness Used	? Yes		OXICO	logy Fen	omeur	No	OECONG F HOLE	No	
Flight Plan/Itinera				Tein.	ATTENDED		2 (1) (2 (c) (c) (c) (c)		N. SERVE	建原连续 在地域设施		
Type of Flight Plan File	d: None			10			語等語					
Departure Point					1	State	Airp	ort Identif	ier De	parture Time	Time Zon	
Naples						FL	A	PF	1130 EDT			
Destination					1	State	Airp	ort Identif	ier			
Land Flight												
Local Flight Type of Clearance:									Famous	O DESIGNATION NO. 180 SECTION OF THE RESIDENCE		
	lone											
	Inknown											
Weather Informat	ion											
Source of Briefing: V	oice Res	ponse Sy	ystem								2	
Method of Briefing: T	elephone	9										



NTSB ID: MIA02LA012

Occurrence Date: 10/25/2001

Occurrence Type: Accident

NOT FOR PUBLIC RELEASE WISB CUSTODIAN OF ACCIDENT REPORT

	er Information													
WOF ID	Observation Time	Time Zone	WOR	Elev	ation	WOF	Distance F	rom	Accident	Site D	rection	n Fron	n Acci	ident Site
APF	1135	EDT	9	Ft.	MSL		18		NM		360			Deg. Mag
Sky/Low	est Cloud Condition	: Few			`	12	00 Ft. AG	SL.	Condition	of Lig	nt: Da	ay		
Lowest (Ceiling: Broken	ned out	1500	0 Ft.	AGL	Visi	ibility: 10		SM	Altime	eter:	30.	09	"Hg
Tempera	ature: 29 °C	Dew Point:	25	°C	Wind	Direct	ion: 240			Dens	ty Altit	tude:	151	5 Ft
Wind Sp	eed: 4	Gusts:			Weat	her Co	ondtions at A	Accid	dent Site:	Visua	I Cor	nditio	ns	
Visibility	(RVR): Ft	SM	Intens	sity of Preci	pitat	ion:								
Restricti	ons to Visibility: N	one												
Type of F	Precipitation: N	one												
Accide	nt Information							_			_			
	nt Information Damage: Substan	tial	Airc	craft Fi	ire: N	one		T	Aircraft E	xplosio	n No	one		
Aircraft D				craft Fi	ire: N	one			Aircraft E	xplosio	n No	one		
Aircraft D	Damage: Substar	tered/U.S.		craft Fi		one	TOTAL	Ι	Aircraft E	xplosio	n No	one		
Aircraft D	Damage: Substar ation: U.S. Regis Summary Matrix	tered/U.S.	Soil				TOTAL	<u> </u>	Aircraft E	xplosio	n No	one		
Aircraft D Classific - Injury S	Damage: Substar ation: U.S. Regis Summary Matrix	tered/U.S.	Soil				TOTAL		Aircraft E	xplosio	n No	one		
Aircraft C Classifica - Injury S First	Damage: Substar ation: U.S. Regis Summary Matrix Pilot	tered/U.S.	Soil				TOTAL 1		Aircraft E	xplosio	n No	one		
Aircraft C Classific - Injury S First I Secon	Damage: Substar ation: U.S. Regis Summary Matrix Pilot and Pilot	tered/U.S.	Soil		or h				Aircraft E	xplosio	n No	one		
Aircraft C Classific - Injury S First I Secon	Damage: Substar ation: U.S. Regis Summary Matrix Pilot and Pilot ent Pilot	tered/U.S.	Soil		or h				Aircraft E	xplosio	n No	one		
Aircraft C Classifica - Injury S First Secondary Stude Flight Check	Damage: Substar ation: U.S. Regis Summary Matrix Pilot and Pilot ent Pilot	tered/U.S.	Soil		or h				Aircraft E	xplosio	n No	one		
Aircraft C Classifica - Injury S First I Secon Stude Flight Check	Damage: Substar ation: U.S. Regis Summary Matrix Pilot and Pilot ent Pilot t Instructor k Pilot	tered/U.S.	Soil		or h			I	Aircraft E	xplosio	n No	one		
Aircraft C Classifica - Injury S First I Secon Stude Flight Check	Damage: Substar ation: U.S. Regis Summary Matrix Pilot and Pilot ent Pilot t Instructor k Pilot Engineer Attendants	tered/U.S.	Soil		or h			I	Aircraft E	xplosio	n No	one		
Aircraft C Classifica - Injury S First I Secon Stude Flight Check Flight Cabin	Damage: Substar ation: U.S. Regis Summary Matrix Pilot and Pilot ent Pilot t Instructor k Pilot Engineer Attendants Crew	tered/U.S.	Soil		or h				Aircraft E	xplosio	n No	one		
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NTSB ID:

MIA02LA012

Occurrence Date: 10/25/2001

Occurrence Type: Accident

NTSB CUSTODIAN OF ACCIDENT REPORT"

Administrative Information

Investigator-In-Charge (IIC)

Alan J Yurman

Additional Persons Participating in This Accident/Incident Investigation:

Rane Marders Airworthiness Inspector FAA Miami FSDO Miami, FL 33166

	FAA ACCIDENT / INCIDENT REPORT							2 AMENDED DATE MO DA YR												
6	FAA ACCIDI	SNI/	INCI	DEL	I KE	rur	<u> </u>	D. AIRCRAFT 14. FAR PART NUMBER							BER					
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3. 1	ATE OF EVENT					-		SERIAL NO. 152 85495 125 X 141 YEAR OF MANUFACTURE 1 9 8 2 129												
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Marco Island, FL 34114							(1	F APPLIC	ABLE)						DIRIG	IBLE	,		
1. OPERATOR NAME X O 4 S						S	17. F	PROPEL	LER	MAKE	MODEL	/SEF	HES			GYRO	PLAN	TE.		
Naples Air Center FOUR LETTER IDENTIFIER						DENTIFIER	(1	F APPLIC	ABLE)						HOME	BUIL	T /AM/	TEUR/EXP	
	8 AIRPORT Marco Island Executive Airport [K M K Y]						K Y	18. 3	BIOHAZ	ARD	AREA	YES		NO	X		ULTR	ALIG	нт	
(a rate rate)						- 1 - 1	19.	TYPE O	F LA	NDING (GEAR									
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10B	LONGITUDE 25.59 42	1 N						20.	INJURY	_		CABIN		Jan				HER		TOTAL
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21.	FACTORS - IDENTIFY PR									S X.			100		22.	Т	YPE O	FO	PER/	TIONS
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-	FUEL CONTAMINATION		LOST PO	OWER			OTHER THAN	PILO	Т		DOWNY	VIND TAK	ŒOF	F		COF	RPORA'	TΕ		
	BLADE/ROTOR FAILURE		FOD				PARACHUTE	INCID	NCIDENT CARBURETOR ICE FERRY					1511						
	DESIGN OF AIRCRAFT		AUTO/I	MPRO	PER FUEL		OVER GROSS	WEIGHT HIT KNOWN OBJECT AERIAL APPLICATION					N							
	METAL FATIGUE		CORRO			_	CG OUT OF L	IMITS EMERGENCY LANDING AMBULANCE												
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_	AD NON-COMPLIANCE DECOMPRESSION	+	IMPROF			-	STOLEN AIRC			_		SHOT RU		Y	-	AIR	SHOW	,		(0 - Cin-
212	ATA CODE	1	OTHER	-	-	-	HIJACK	CIOU I		_		FCONTR	OL_		+	SIG	HTSEE	ING		
_	PART NAME	21D. N	MANUFAC		R	21F	PART NIIMB	F.R		-	STALL		rin		+	SKY	YDIVIN	G		
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\vdash	NATIONAL WEATHER SE			^	RAIN	Licita	The state of the s		-	-	-	ME ICE/F			+	FOR	REIGN			
	FLIGHT SERVICE STATIO	N			HAIL					-	-	TURBULE	_		+	PUE	BLIC US	SE		
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$\overline{}$	COMPUTER BRIEFING			-	OTHER					-	TAXI		-	-	-		-	-	_	
1	COMPOTER BRIEFING	WE	ATHER	FAC	TORS		-			1	TAKEO	FF		-	PROAG		-	+	OTHE	
25.	NONE / NOT APPLICABLE				THUNDE	RSTO	RM				CLIMB		X		NDIN	j		_		
	HAZE			X	CROSSW	/IND				-	ACTUA	L WEA	ТН	R			ABLE			
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-	FOG BLOWING DUST				BLOWIN					X	DRY	0.000				SNO	ow			
	BLOWING SMOKE				WHITE					1	WET				1	SLI	USH			
	ICING CONDITIONS				WIND SI	TEAR				-	ICE				-	STA	ANDIN	G W	TER	
	GUSTY WINDS				OTHER					1	ICE	5.05.00			1	1				

							EVACUATION	OVERVIE	w
9 GENERAL AVIATION	ACCIDENTS ON	LY					10. (AIR CARRIE EVACUATION		
DID PILOT ATTEND SAFETY SEMINA	AR OR CLINIC WITHIN PA	AST 3 YEARS ?	YES	ио 🔀	UNKNO)WN	INITIATED	INJURIES	
DED PILOT PARTICIPATE IN WINGS	PROGRAM WITHIN PAST	3 YEARS ?	YES	ΝΟХ	UNKNO				
DID PILOT ATTEND ANY OTHER RE	CURRENT TRAINING WI	THIN THE PAST 3 YEARS?	YES	№ 🔀	UNKNO	NWN	YES NO	.20	NO
I PILOT INFORMAT	TION NOT AP	PLICABLE	CERTIF	ICATE 7	TYPE		SECOND PI	LOI	_
NAME	Johar Burboni Akh	araly	REC	REATIONAL					_
DATE OF BIRTH	мо	DA YR	X	TUDENT		L	MO DA	YR	
DATE HIRED (AIR CARRIER ONLY)	MO	DA YR		PRIVATE	+	L	MO DA	YR	
DOMICILE ZIP CODE						L		KK	
HOURS MAKE AND MODEL		4 4	co	MMERCIAL		L			
HOURS LAST 90 DAYS		4 5	FI	IGHT INST.		L	++++		
TOTAL HOURS		4 5			+			וראא	
CERTIFICATE NO.	FF-0027876			ATP					
REGULATORY CHECK RIDE	МО	DA YR	1	ON-PILOT			MO DA	YR C	
12. CORRECTIVE ACTION(S) PLAN	NED OR INTLATED	NONE 44709 R			SDR	COUNSEL	ING M or D	OTBER _	
33.		TVE (ATTACH ADDIT							
Student pilot Akbaraly, departed Executive Airport to accomplist approach, Mr. Akbaraly was obturn in front of this aircraft and Morton observed Mr. Akbaraly off to the left of the runway at a windsock mast with the left windsproximately 11:57 am local of the surface of the s	sh touch and go landing pserved by another study roll out late on the find attempt to align the a approximately 1500 fe	gs training (solo). He co dent, Mr. Morton, on a l aal approach leg. At this ircraft with the centerlin et from the threshold. To eded an additional 78 fe	ong final (so time the air the as the air the aircraft j et into a mai	olo) approactant was obtained descendenceded arsh area, flip	ch to run served ded. Th un additi- pping up	nway 17 to be well e Cessna onal 540 oside dow	in a Cessna 172. He right of the runwa 152 landed on runw feet under power, s	e was observed y center line. way 17 and ve- triking a lighte	d to Mr. ered
,		CONDUCT OF							
34. NTSB PARTICIPATION O	N-SCENE LIMITED	THE RESERVE OF THE PERSON NAMED IN COLUMN TWO IS NOT THE PERSON NAMED IN COLUMN TWO IS NAMED IN COLUMN TW		ON-SCENE		OT ON-SC	Andrew Control of the	T ACCESSIBLE	E
36. FAA INITIAL NOTIF	Control of the contro		TIFICATIO	N	38.	F	DATE AND LOCAL		
DATE AND LOCAL 1 0 2 5 MO DA	0 1		2 5 0	1		. [1 0 2 5 MO DA	0 1 VR	
1 2 4 5	24 - BOUR CLOCK	1	2 4 5	4 - BOUR CLC	оск		1 4 3	24-HR C	LOCK
39. 1		90.		OURS USED F			2 4 .	FAA BOURS USED TOTAL INVESTIG	FOR
42		FAA NINE RE	SPONSIBIL	TIES			CATION		
1. FAA FACILITIES Y		PONSTBILITIES IS THE INVEST IRMAN/AIR AGENCY COM		YES N		7. SECUR		YES N	ю 🏻
	ES NO 🔀 5. F.	AR CHANGE NEEDED		YES N	· 🛛	8. AIRMA	N MEDICAL QUALIF.	YES N	ю [
3. AIRWORTHINESS Y	ES NO 6. A	IRPORT CERTIFICATION		YES N	· 🛛	9. FAR VI	DALATIONS	YES N	ю [
43. BRIEF EXPLANATION OF ISSUE Examination of the student's least attributed to the student's effor under various scenarios of flig	ogbook showed an into is to land the aircraft i ht. Additional trainin	a an abrust manner I he	e (bil was co	mnaem or	THE DIOL	reteries o	ions Inspector for t		
RENE W. MARDERS		11/01/2001		THERN			FSDO-19	FICE	
44 FAA HC NAME	SUPERSEDES FAA FORMS 8	DATE INFORM	TATION IS PRE	GION LIMINARY AN	D SUBJEC	T TO CRAN	DISTRICT OF	NSN: 0052-00	0-923-1
FAA Form 8020-23 (08-00)	SUPERSEDES FAA FORMS 8	AFS Flactunic Forms Sys	tom . letForm F	ormFlow - 11/2	2000				

In explanation, Mr. Akbaraly indicated that he did not have right rudder control after the aircraft veered to the left of the runaway. An examination of the aircraft rudder system showed normal operation coordinated with nose wheel steering. Examination of aircraft tire rut marks indicated control over rudder operation in transition from runway departure to final resting-place of the aircraft. The 4-knot crosswind from direction of 270 degrees was attributed to be negligible in affecting the aircraft operation.

PROGRAM . ACKING AND REPORTING SUBSYSTEM **ATA SHEET** (One PTRS Record Required for Each Unit of Work as defined in the PPM) **SECTION I - Transmittal** Inspector Name Code: RWM FAR: 141 Record ID: SO192002B1177 Activity Number: 5702 Callup Date: Status (POC): C NPG: Closed Date: 11/13/2001 Results (ACEFISTX): C Start Date: 10/25/2001 OTNA: Designator: XO4S Affiliated Designator: Loc/Arrival Point#: MKY Loc/Departure Point: APF Aircraft Reg #: N93455 Occurrence #: Complaint #: Flight #: Incident #: Make-Model-Series: CE-152 EIR#: Simulator/Device ID: Non-Cert Activity Name/Company: Accident #: MIA02LA12 Name: Airman Cert #: Name: Examiner Cert #: Applicant Cert #: Name: Rec Instructor Cert #: Name: Pass/Fail: 8430-13 #: Exam Kind: Tracking: Miscellaneous: Numeric Misc.: National Use: Local Use: Regional Use: Activity Time: Travel Time: Travel Cost: Geographic? Yes ☐ No 🖾 No 🖾 Activity Number: Repeat Number: Foreign? Yes Triggers SECTION II - Personnel (unlimited) Personnel Name Position Base Remarks (23 Characters) AKBARALY, JOHAR STUDENT PILOT SECTION III - Equipment (unlimited) Serial # Remarks (23 Characters) Model Manufacturer SECTION IV - COMMENT (unlimited) Primary Opinion Code Comment Text (unlimited length) Office: Date: Originator:

Supervisor Initials

Inspector Signature:

SECTION	N IV - CO	MMENT (cont'd)
Primary Area	Key Word	Opinion Code	Comment Text
E	735		INVESTIGATED ACCIDENT ON SITE AT MARCO ISLAND AIRPORT WITH FOLLOWING FINDINGS: STUDENT PILOT AKBARALY, DEPARTED NAPLES AIRPORT AT APPROXIMATELY 11:30 AM LOCAL TIME IN CESSNA 152, REGISTRY N93455. HE FLEW DIRECTLY TO MARCO ISLAND EXECUTIVE AIRPORT TO ACCOMPLISH TOUCH AND GO LANDINGS (SOLO). HE COMPLETED AN INITIAL LANDING WITHOUT INCIDENT ON RUNWAY 17. ON HIS SECOND APPROACH, MR. AKBARALY WAS OBSERVED BY ANOTHER STUDENT, MR. MORTON, ON A LONG FINAL APPROACH TO RUNWAY 17 IN A CESSNA 172. HE WAS OBSERVED TO TURN IN FRONT OF THIS AIRCRAFT AND ROLL OUT LATE ON THE FINAL APPROACH LEG. AT THIS TIME THE AIRCRAFT WAS OBSERVED TO BE WELL RIGHT OF THE RUNWAY CENTERLINE. MR. MORTON OBSERVED MR. AKBARALY ATTEMPT TO ALLIGN THE AIRCRAFT WITH THE CENTERLINE. AS THE AIRCRAFT DESCENDED. THE CESSNA 152 LANDED ON RUNWAY 17 AND VEERED OFF TO THE LIFT OF THE RUNWAY APPROXIMATELY 1500 FEET FROM THE THRESHIOLD. THE AIRCRAFT PROCEEDED AN ADDITIONAL 540 FEET UNDER POWER, STRIKING A LIGHTED WINDSOCK MAST WITH THE LIFT WING. THE AIRCRAFT PROCEEDED AN ADDITIONAL 78 FEET INTO A MARSH AREA, FLIPPING UPSIDE DOWN AND COMING TO A FINAL REST AT APPROXIMATELY 11:57 AM LOCAL TIME. MR. AKBARALY DEPARTED THE AIRCRAFT WITHOUT INJURY. IN EXPLANATION, MR. AKBARALY INDICATED THAT HE DID NOT HAVE RIGHT RUDDER CONTROL AFTER THE AIRCRAFT VEERED TO THE LIFT OF THE RUNWAY. AN EXAMINATION OF THE AIRCRAFT RUDDER SYSTEM SHOWED NORMAL OPERATION COORDINATED WITH NOSE WHEEL STEERING. EXAMINATION OF THE AIRCRAFT RUT MARKS INDICATED CONTROL OVER RUDDER OPERATION IN TRANSITION FROM RUNWAY DEPARTURED TO FINAL RESTING PLACE OF THE AIRCRAFT THE 4 KNOY CROSSWIND FROM BUNKAY DEPARTURED TO FINAL RESTING PLACE OF THE AIRCRAFT THE 4 KNOY CROSSWIND FROM DIRECTION OF 270 DEGREES WAS ATTRIBUTED TO BE NEGLIBLE IN AFFECTING THE AIRCRAFT OPERATION. EXAMINATION OF THE AIRCRAFT THE 4 KNOY CROSSWIND FROM DIRECTION OF 270 DEGREES WAS ATTRIBUTED TO BE NEGLIBLE IN AFFECTING THE AIRCRAFT UNDER VARIOUS SCENARIOS OF FLIGHT. ADDITIONAL TRAINING WAS DETERMINED TO BE IN ORDER BY THE CFI AND A

From: Ais_eng <ais_eng>

To: <>

Date: Thursday, October 25, 2001 17:49:24

Subject: MIA004 KRTLYAYX KRWAYAYX KOEXYAYX * ALANO. ACFT ACCIDENT/INCIDENT PRELIMINARY

Folder: Inbox/KRTLYAYX

ADD KRTLYAYX

251650 KMIAYFYX

MIAGO4 KRTLYAYX KRWAYAYX KOEXYAYX

* ALANO. ACFT ACCIDENT/INCIDENT PRELIMINARY NOTICE. RIS FS 8020-50.

A. 1. NAPLES AIRPORT AUTHORITY

B. 1. N93455 2. C152 3. UNKNOWN

4. STUDENT

5. ACFT WENT OFF RY AND OVERTURNED DOING TOUCH AND GOES RY17

€. APF METAR 15352 24004KT 10SM FEW012 BKN150 29/25 A3009

7. ACFT DAMAGED UNKNOWN

1. AKBA RALY/NONE

2. O/NONE

3. O/NONE

D. 1. NAPLES, FL

E. 1. 10/25 01 1600Z

F. 1. MIA FSDO/ROBINSON, ROC/JONES

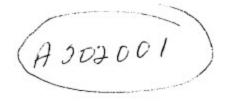
MIA AT ACDNT REP

1B. UNKNOWN 1C. APF G. 1A. APF

 UNKNOWN 3A. UNKHOWN 2A. UNKNOWN

EA. UNKNOWN 5. UNKNOWN

HOPKINS AFSS 251645



From: Ais_eng <ais_eng>

To: <>

Date: Thursday, October 25, 2001 18:43:26

Subject: MIA005 KRTLYAYX KRWAYAYX KOEXYAYX KDEAYFYX KSARYCYX KPIEYFYX KMIAYFYX * ALANO.

Folder: Inbox/KRTLTATX

GFF KRTLYAYX

251745 KMIAYFYX

MIA005 KRTLYAYN KRWAYAYN KOENYAYN KDEAYFYN KSARYCYN KPIEYFYN KMIAYFYN

- * ALANO. ACFT ACCIDENT/INCIDENT PRELIMINARY NOTICE. RIS FS 8020-50.
- * A. 1. INFORMATION FROM
- 3. UNKHOWN 2. C152 * B. 1. N93455
- * D. 1. CORRECTION MKY MARCO ISLAND, FL
- * HOPKINS MIA AIFSS 251743

Robinson, Robbie

Subject:

Accident

Entry Type: Contact:

Phone call

Maurice at the ROC

Start:

Thu 10/25/2001 12:30 PM Thu 10/25/2001 12:45 PM

End: **Duration:**

15 minutes

C-152 (N93455) flipped over while doing touch and go at Marco Island AP.

Student pilot: Akba Raly (Madagascar)

Based out of Naples Air Center

NTSB: Al Uriman contact thru the ROC

Marco Island Airport Manager: Bob Tweed [13]

Ø 001

To Lia Radrig

TRANSMISSION OK

TX/RX NO
CONNECTION TEL
CONNECTION ID
ST. TIME

1312

(b) (2) lingh

ST. TIME USAGE T PGS. RESULT

10/25 13:19 00'38

ok 2

Telfax Message No.#

8600 NW 36th Street, Suite # 201 Miami, Florida 33166

MIAMI FSDO - 19 FACSIMILE COVER SHEET



FROM: FSD0-19

TO: _ Mr. Rickey

Company/Office: FAA

P. VI	
11- sales	is had, in OKC
Telfax Message No.# \S \	8600 NW 36th Street, Suite # 20
1~	spert Stater Miami, Florida 33166
	elder & Suspecious
their	ing to her.
MIAMI FSDO - 19	(D) 60
FACSIMILE COVER SH	EET.
TACSIMILE COVER SH	EE I
Marco -	
FROM: FSDO-	19
\\\. \tag{7}	. [13]
TO:	ckey OKC
Company/Office:	A
Number of pages including this	cover sheet:
(b) (6)	
Remarks: _	
Linda WhitehursT-	Billy Meadows we
supposed to call and 5	Zank cen his cell plan
()	Market 1
Should you experience any trouble receiving the	his FAX, Please call 305-716-3400 ext.

. 10/25/01

At 12:45 Call from Deputy MAPES from Collier County Sheriffs Office reporting a crash at Marco (Deputy Davidson at the scen in Marco now).

Student Pilot -Middle Eastern - JOHAR BURHANI HABERALY Says he is not Islamic

They have his log book Started Classes October 1 - soloed October 20 (goes every day)

NOBODY HURT

Tail # of Cessna #93455 registered to Naples Air Center

Instructor from Naples Center NO. CFI 201 56 16 22 was with him - Instructor flying at the time of phone call, his name is Andrew Abt

Sgt. TERRY VIANCIA at MARCO. Cell Phone for Viancia

I got following info:

No drivers license

Passport (10) (6) STUDENT PILOT LICENSE ONLY FROM: Madagascar/Paris, France the student pilot said

VISA INFO: US - REPUBLIC OF INDIA

Expires December 3, 2001 (VISA Expiration)

ADDRESS IN NAPLES: Did not know said apartment in Winter Park off Davis Boulevard

LIVES WITH 2 ROOMMATES - One from Paris and one from SAUDI ARABIA

LATER: Raul Estrada of Naples Airport Authority (5) (6) Ext. 0
telephoned - RE: Fuel samples. I called Rene (5) (6)
who went right over to the accident after Linda Whitehurst called Al Frank
also in Naples to alert them. Rene said he would call the Naples
Airport Authority.

Dee Thomas

Robert Sharrard at ASOFSD019 Author:

6/20/02 2:34 PM Date:

Normal

TO: Fred Walker at FAA CC: Dawn Veatch at FAA, James Esteppe at FAA, John Dunbar at FAA, Kathleen Bergen at FAA

Subject: Mohamed Atta

----- Message Contents -----

See the attached amended message. It was orginally faxed to AFS 1 on 10/23/01. No other details are known.

1508 Vanice FLA H3Z Rudi DEKKERS MARK Acomery on 12/2 NISAY HA (NI whong fax NAR

Amended 6/20/2002

Briefing Paper October 20, 2001

Subject: Mohamed Atta Incident at Miami International Airport (MIA)

<u>Background</u>: December 26, 2000, a PA-28151 (N554HA) was abandoned on the ramp leading to the taxiway at MIA due to a stalled engine that would not restart. From Signature Aircraft (FBO) the pilot notified the company that rented him the aircraft, Huffman Aviation (H32S) in Venice, Florida that the aircraft was inoperative. He and a passenger then rented a car and drove back to Venice. The aircraft was towed to Signature and later repaired.

Discussion: An article in the New York Times dated October 17, 2001, reports that Mohamed Atta was the pilot that abandoned aircraft. The article also reports that a Federal Aviation Official placed an angry call on December 27, 2000, to the Huffman Aviation requesting the engine records on the aircraft. Research indicates that an inspector from the Miami FSDO-19 did call Huffman Aviation and did request the engine records for the aircraft. The Miami FSDO inspector (Mark Hemmerle) said that to quote his call as an "angry call" was incorrect. He simply called and requested the required records. The records were not sent due to the company having the wrong fax number. Several phone calls have been placed to Mr. Dan Pursell (former chief pilot of Huffman Aviation) and we are unable to contact him.

On October 29, 2001 the Tampa FSDO (Charles Nolan) responded to a request to do a records check of N554HA. He reported that the aircraft was involved in a similar engine stoppage occurrence at the Venice, FL airport on June 12, 2001. When attempts were made to restart the engine, a fire started and the aircraft sustained substantial damage.

<u>Conclusion</u>: In checking with the Atlanta Comm Center, no record any notification to the Miami FSDO could be located. The FSDO has no record of an Incident/Occurrence notification. It is apparent that the FSDO was

notified but the method of notification remains a mystery. No PTRS relating to this could be find by tail number or pilot name. No record of a follow up could be located. A phone call to Huffman Aviation (Bob Martin) confirms that the records were never faxed and no follow-up was requested.

The Miami FSDO Manager has again briefed all Supervisors to explain the importance of using the PTRS system to every inspector. This would include phone request for information.

R. Sharrard 10/22/01

Fred Walker at FAA Author: 6/20/02 9:16 AM Date: Normal TO: Robert Sharrard at ASOFSDO19, Bill L Weaver at ASOFSDO17
CC: Michael C Thomas at ASOFSDO19, Dawn Veatch at FAA, John Dunbar at FAA Subject: Re:Another inquiry from NBC/Tom Brokaw special ----- Message Contents --Mood Stamp: Flame Bobby/Bill, Please get together as soon as possible to address the following concern from headquarters: (see Lou Cusimano message in the msg trail) AFS - Phyllis et al. Do you have anything further on the alleged incident in which Mohammed Atta abandoned a plane on the runway and walked away, etc.? See below. And if we have nothing, do we need to check with ASO to make sure? Let me know if we have more information. If you still have what we provided before, I would like to forward that information as well. Thanks, Fred ---- Forwarded by Fred walke (6) (2) 00 06/20/2002 08:08 AM ----Lou C Cusimano 06/19/2002 06:46 AM To: Fred Walke (5) (2) High cc: Subject: Re:Another inquiry from NBC/Tom Brokaw special Hi Fred: Pls go to the last paragraph. I think we have already researched our data, but just a heads up that another wave of questions on this supposed incident may be coming. Ic ---- Forwarded by Lou C Cusimand (0)(2)HD hon 06/19/02 07:44 AM ----Mike Morse 06/18/02 06:20 To: Rebocca Trexlet (D) (2) Hit Dunca (D) (2) Hit To: Gilligar Christian Lynne Osmu: 1916 cc: Brown The Kay Payne, Claudio Manno, Lindy Knapp[OST], Mark Randol

Re: Another inquiry from NBC/Tom

Subject:

Brokaw special

Becky, et al

Two things here.

 I have ruled out everyone except Mike Canavan as having attended the July 5 meeting, and also determined nobody attended from DoT. The issue is still important, as we need to know the difference between:

A. We were not invited, B. We were but did not go. C. We attended and there was no useful info and D. We attended and did something.

Our response to the media still needs to be that we do not comment on national security deliberations. But we need to know, so we can answer the JIC in private and [hopefully] not in public.

But it appears that Canavan has moved to another location and not shared his number. So still have not been able to reach him. Still have one more lead on this, so not quite ready to call the NSC and ask them if anyone attended. That is last choice for a couple of reasons I won't go into here.

AND FOR AVR/AFS

On the second matter - if the press is bringing it up again now, I
think it has a pretty good chance of coming up in the JIC public hearings
- which are slated to start in another week or so - at last report.

So we need to get a good answer for those reasons, regardless of what we decide to tell the reporter.

Accordingly:

AFS - Phyllis et al. Do you have anything further on the alleged incident in which Mohammed Atta abandoned a plane on the runway and walked away, etc.? See below.

And if we have nothing, do we need to check with ASO to make sure?

For all - eventhough we have not been informed of any hearing dates, nor has the JIC staff come back for their AVR and AAT briefings - we need to continue to nail down issues, including media things which could go public at the same time as a hearing and complicate life for any witness we might have.

Thanks.

Michael A. Morse, Manager Special Actions & Litigation Support Staff Associate United Staff or Aviation Security Operations [TSA/ACS-90]

Author: Rebecca Trexler

Date: 6/18/2002 5:09 PM

Hi Mike, I got another call from the NBC reporter who is asking us about the July 5 White House meeting (remember--they are asking who from FAA attended). She's still waiting on that, but now wants to know what we can tell her about the December 2000 incident in Miami where Atta and another man rented a private plane and had problems with it and just walked away and left it sitting on a runway.

The only press call, up until now, that we've had on this incident was last October by the NY Times and, at that time, we asked our Southern region to check with their various ATC and FSDO contacts. Our Southern region public affairs guys said Miami FSDO had no record of any report on that incident, that FSDO Tampa had no report, and Miami Tower has since destroyed all records in accordance with established procedures. At the time, we declined to comment for the article (Oct. 17, A National Challenged: The Suspects; Mohamed Atta in Close Call in Incident at Miami Airport," by Jim Yardley) because we weren't positive there wasn't a report lying around somewhere. Do you know anything about this? Thanks again, Becky

Rebecca Trexler

(b) (2) High

PROGRAM TRACKING AND REPORTING SUBSYSTEM DATA SHEET (One PTRS Record Required for Each Unit of Work as defined in the PPM) SECTION I - Transmittal Inspector Name Code: RTS FAR: 141 Record ID: SO19200208848 Activity Number: 3045 NPG: Status (POC): C Callup Date: Closed Date: 10/19/2001 Start Date: 10/19/2001 Results (ACEFISTX): C OTNA: Designator: H32S Affiliated Designator: Loc/Departure Point: MIA Loc/Arrival Point#: Aircraft Reg #: N554HA Occurrence #: Complaint #: Flight #: Make-Model-Series: Incident #: EIR#: Simulator/Device ID: Accident #: Non-Cert Activity Name/Company: Airman Cert #: Name: Examiner Cert #: Name: Applicant Cert #: Name: Rec Instructor Cert #: Name: 8430-13 #: Pass/Fail: Exam Kind: Numeric Misc.: 0 Miscellaneous: Tracking: Local Use: Regional Use: National Use: Travel Time: Travel Cost: Activity Time: Geographic? Yes ☒ No ☐ Foreign? Yes No 🖾 Activity Number: Repeat Number: Triggers SECTION II - Personnel (unlimited) Remarks (23 Characters) Position Base Personnel Name SECTION III - Equipment (unlimited) Remarks (23 Characters) Model Serial # Manufacturer SECTION IV - COMMENT (unlimited) Opinion Code Comment Text (unlimited length) Primary Key Word Area 199 1 В I CALLED HUFFMAN AVIATION IN REFERENCE TO A NEW YORK TIMES ARTICAL DATED. 10/17/2001 CONCERNING MOHAMED ATTA. 1 SPOKE TO BOB MARTIN A HE WAS AWARE OF THE ARTICAL AND TOLD ME THAT MWH HAD CALLED DAN PURSELL AND ASKED FOR THE MAINT RECORDS ON N554HA. THE INSPECTOR ASKED THEY BE FAXED TO A WRONG NBR) AND THEY ATTEMPED TO DO SO. THE FAX DID NOT GO AND THEY DID NOT HEAR FROM THE INSPECTOR AGAIN. THEY DID SEND MECHANICS TO FIX THE PLANE AND THEY FOUND THE PLUGS FALLED. THEY CLEANED AND REINSTALLED THEM. Originator: Office: Date: Supervisor Initials: Inspector Signature:

SGGQ420P AYSOFDC

SECTION I - Rec Id : S019200208848 Insp Code : RTS Record 1 Insp Name : SHARRARD, ROBERT T Phone : Activity # : 3045 Far : 141 NPG : Planned : N
Callup Date : Start Date : 10/19/2001 Closed Date : 10/19/2001

Results : C Status : C

Designator : H32S Affil DSGN : Arcft Reg # : N544HS Depart Point : MIA OTNA Office : Arriv Point : Flight #: Complaint # : Occurence # : MMS Sim/Dev ID : Incident #: Insp Unit : MGMT Insp Type : ASI EIR Accident # :

Last DO Update : 10/20/2001

Process Date: 10/24/2001 Down Office : SO35

Related Record ID: Orig Insp :

Non-Cert Act Name/Company :

#/Name: Airman Examiner #/Name: Appl. #/Name: #/Name: RI

Exam Kind : 8430-13 # : Pass/Fail : Tracking : Local Use : Misc Num Misc : Natl Use : Rean Use Act Time : .0 Travel Time : Trav Cost : .0

Geographic : Y Foreign : N Triggers :

SECTION IV - COMMENTS

Record ID: S019200208848

CMNT CODE: B199I

I CALLED HUFFMAN AVIATION IN REFERENCE TO A NEW YORK TIMES ARTICAL DATED 10/17/2001 CONCERNING MOHAMED ATTA. I SPOKE TO BOB MARTIN AT TIDE(6) HE WAS AWARE OF THE ARTICAL AND TOLD ME THAT MWH HAD CALLED DAN PURSELL AND ASKED FOR THE MAINT RECORDS ON N544HA. THE INSPECTOR ASKED THEY BE FAXED TO (A WRONG NBR) AND THEY ATTEMPED TO DO SO. THE FAX DID NOT GO AND THEY DID NOT HEAR FROM THE INSPECTOR AGAIN. THEY DID SEND MECHANICS TO FIX THE PLANE AND THEY FOUND THE PLUGS FALLED. THEY CLEANED AND REINSTALLED THEM.

Confirmation Report

Nbr.	Job	Date	Time	Duration pgs To	Dept.	Account	Mode	Status
778	552	0ct-23	09:42am	00/40	E4		EC 503	OK

Date:

October 23, 2001

Pages:

2

Attached is all the available data at this time. Further information will follow as it becomes available.

Briefing Paper October 20, 2001

Subject: Mohamed Atta Incident at Miami International Airport (MIA)

Background: December 26, 2000, a PA28-151 (N554 HA) was abandoned on a taxi way at MIA due to a stalled engine that would not restart. From Signature Aircraft (FBO) the pilot notified the company that rented him the aircraft, Huffman Aviation (H32S) in Venice, Florida that the aircraft was inoperative. He and a passenger then rented a car and drove back to Venice. The aircraft was towed to Signature and repaired.

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R. Sharrard 10/22/01 Author: Michael C Thomas at ASOFSDO19

Date: 10/29/2001 12:09 PM

Normal

TO: Robert Sharrard

Subject: Mohamed Atta Incident at MIA, N554HA

----- Message Contents

Forward Header

Subject: Mohamed Atta Incident at MIA, N554HA

Author: Charles V Nolan at ASOTPAFSDO

Date: 10/29/2001 10:03 AM

Virginia,

Per your (AFS-1) request the maintenance records a reviewing them to confirm investigation, we learned engine stoppage occurrent when attempts were made aircraft sustained substitunairworthy as a result investigation of that in have been satisfied. The this office.

With regard to a previous this office contacted Hull requesting maintenance redenies ever receiving substall.

Please advise if we can

Charles V. Nolan Manager, Tampa FSDO DAN PURSOII

(1) (5) (6) Augustion (4325)

PTRS 5019 20020 8848

Author: Michael C Thomas at ASOFSDO19

Date: 10/20/2001 10:47 AM

Normal

TO: Robert Sharrard

Subject: Re[2]: Miami FSDO

----- Message Contents

Forward Header

Subject: Re[2]: Miami FSDO

Author: Donald Small at ANEFSFO-02

Date: 10/18/2001 9:17 AM

October 17, 2001

THE SUSPECTS
Mohamed Atta in Close Call in Incident at Miami Airport
By JIM YARDLEY

MIAMI, Oct. 16 - For Mohamed Atta, the meticulous and intensely disciplined figure who is believed to have helped organize the Sept. 11 attacks, mistakes did happen, or at least nearly did. One of them came on Dec. 26 at Miami International Airport.

There, Mr. Atta and Marwan al-Shehhi, another man the F.B.I. identifies as one of the 19 hijackers, taxied a small private plane toward a runway when, unexpectedly, it stalled.

Unable to restart the engine, the two men shut the plane down, flipped off the lights and, by one account, walked off. Flight controllers, according to airport records, guided the waiting passenger airliners around the stalled aircraft until it was towed away 35 minutes later.

The incident, which occurred on a busy travel day at the country's ninth-busiest passenger airport, is especially notable because of how close it brought the two men to official scrutiny.

One former flight instructor said a Federal Aviation Administration official placed an angry call on Dec. 27, threatening to investigate the maintenance record of the plane as well as the two pilots.

"Whatever came of that, I don't know," said Dan Pursell, who was then the chief instructor at Huffman Aviation in Venice, Fla., the flight school where Mr. Atta and Mr. Shehhi earned their pilot's licenses and had rented the Piper Cherokee that day. "They said I'd hear back from them, which I never did."

A spokesman for the F.A.A. refused to comment on whether any official investigation had ever been started against the two men, citing the criminal investigation into the hijackings.

An employee at Huffman confirmed that the flight school did send the agency the plane's maintenance records. As it turned out, the employee said, a spark plug had needed tightening and the two pilots had probably flooded the engine. The incident joins the short but tantalizing list of near-miss encounters involving Mr. Atta.

In January, after flying from Miami to Madrid, he was allowed to re-enter the United States despite overstaying his previous visa. In April, he was ticketed in South Florida for driving without a license. He failed to show up for court and a bench warrant was issued for his arrest.

But with more than 200,000 warrants pending on minor offenses in Broward County, he was never picked up.

Mr. Pursell described the incident at the Miami airport as a nuisance more than

a serious violation, an assessment shared by many others in general aviation. But, he agreed, it raised a host of questions, most notably one that remains unanswered: Why were the two novice pilots flying into a heavily trafficked airport on such a busy day?

Mr. Pursell later posted a sign inside the flight school forbidding novice pilots from flying into Miami International.

The timing of the incident also apparently came near the end of the time Mr. Atta and Mr. Shehhi spent in Venice and the start of the months they spent in South Florida before the attacks.

Dale Kraus, then the general manager at Huffman, recalled a telephone call that came within minutes of the incident in Miami from an irritated official in the flight tower.

The official, Mr. Kraus said, said the two pilots had abandoned the plane without radioing the tower and were walking across the airfield toward the main hanger used for general aviation.

"A guy said, 'Hey, some of your pilots are down here and they left the plane on the causeway,' " Mr. Kraus recalled. "Any time the tower calls, they are not in the best of moods."

Mr. Pursell, meanwhile, had already gotten a cellphone call from Mr. Atta and Mr. Shehhi. He said they wanted advice on trying to restart the plane. He assumed that they had already radioed the tower so he advised them to go to the offices of Signature, the private general aviation operator at the airport.

He also said he assumed that they had taxied the plane back to the hangar; he was not aware, he said, that they apparently abandoned the plane and walked away. Mr. Pursell said that because the airport was secured, the two men could not have simply left undetected.

He said he later called Signature to arrange to retrieve the airplane and was told that they did pass through the company's offices, at least briefly, before renting a car to return to Venice. Officials at Signature did not respond to several telephone requests to find out whether anyone at the company remembered Mr. Atta or Mr. Shehhi.

An airport incident report indicates that the Piper Cherokee stalled at 5:45 p.m. and was removed from the taxiway by 6:20 p.m. The report suggests that incident was an inconvenience but did not result in major delays. "Tower seemed to have no trouble taxiing around it at a busy time," the handwritten report reads.

Mr. Kraus and Mr. Pursell said that the breakdown could have happened to any pilot on any airfield, but that the response by the two men was wrong. When they later returned to Huffman, Mr. Pursell said, they were reprimanded. Mr. Kraus said Mr. Atta and Mr. Shehhi told him they had not been aware that they needed to radio the tower for instructions.

Mr. Kraus noted that the two men had been trained on smaller, "uncontrolled" airports that operate without flight towers. Miami International is controlled, that is, the tower controls the movement of all airplanes on the airfield.

Mr. Pursell, meanwhile, said the two men never explained why they chose to fly to Miami or apologized for the costs incurred by the school. He would soon post a note forbidding pilots from flying into Miami International.

"They were more concerned about being reimbursed for their rental car," he recalled. "I told them to forget it."

chamed Arta in Close Call in Incident at Miami Airport

wysiwyg://30/http://www.nytimes.co...searchpv=nytToday&pagewanted=print

October 17, 2001

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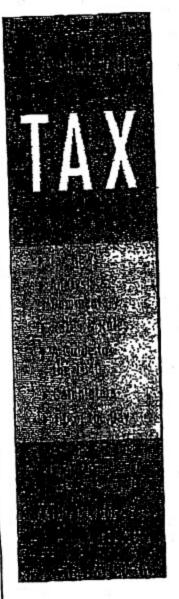
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A spokesman for the F.A.A. refused to comment on whether any official investigation had ever been started against the two men, citing the criminal investigation into the hijackings.

An employee at Huffman confirmed that the flight school did send the agency the plane's maintenance records. As it turned out, the employee said, a spark plug had needed tightening and the two pilots had probably flooded the engine.

The incident joins the short but tantalizing list of near-miss encounters involving Mr. Atta. In January, after flying from Miami to Madrid, he was allowed to re-enter the United States despite overstaying his previous visa. In April, he was ticketed in South Florida for driving without a license. He failed to show up for court and a bench warrant was issued for his arrest. But with more than 200,000 warrants pending on minor offenses in Broward County, he was never picked up.





But, he agreed, it raised a host of questions, most notably one that remains unanswered: Why were the two novice pilots flying into a heavily trafficked airport on such a busy day?

Mr. Pursell later posted a sign inside the flight school forbidding novice pilots from flying into Miami International.

The timing of the incident also apparently came near the end of the time Mr. Atta and Mr. Shehhi spent in Venice and the start of the months they spent in South Florida before the attacks.

Dale Kraus, then the general manager at Huffman, recalled a telephone call that came within minutes of the incident in Miami from an irritated official in the flight tower.

The official, Mr. Kraus said, said the two pilots had abandoned the plane without radioing the tower and were walking across the airfield toward the main hanger used for general aviation.

"A guy said, 'Hey, some of your pilots are down here and they left the plane on the causeway," Mr. Kraus recalled. "Any time the tower calls, they are not in the best of moods."

Mr. Pursell, meanwhile, had already gotten a cellphone call from Mr. Atta and Mr. Shehhi. He said they wanted advice on trying to restart the plane. He assumed that they had already radioed the tower so he advised them to go to the offices of Signature, the private general aviation operator at the airport. He also said he assumed that they had taxied the plane back to the hangar; he was not aware, he said, that they apparently abandoned the plane and walked away.

Mr. Pursell said that because the airport was secured, the two men could not have simply left undetected. He said he later called Signature to arrange to retrieve the airplane and was told that they did pass through the company's offices, at least briefly, before renting a car to return to Venice. Officials at Signature did not respond to several telephone requests to find out whether anyone at the company remembered Mr. Atta or Mr. Shehhi.

An airport incident report indicates that the Piper Cherokee stalled at 5:45 p.m. and was removed from the taxiway by 6:20 p.m. The report suggests that incident was an inconvenience but did not result in major delays. "Tower seemed to have no trouble taxiing around it at a busy time," the handwritten report reads.

Mr. Kraus and Mr. Pursell said that the breakdown could have happened to any pilot on any airfield, but that the response by the two men was wrong. When they later returned to Huffman, Mr. Pursell said, they were reprimanded. Mr. Kraus said Mr. Atta and Mr. Shehhi told him they had not been aware that they needed to radio the tower for instructions.

Mr. Kraus noted that the two men had been trained on smaller, "uncontrolled" airports that operate without flight towers. Miami International is controlled, that is, the tower controls the movement of all airplanes on the airfield.

T-013 P.004/004

phamed Atta in Close Call in Incident at Miami Airport

wysiwyg://30/http://www.nytimes.co...searchpv=nytToday&pagewanted=print

"They were more concerned about being reimbursed for their rental car," he recalled. "I told them to forget it."

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TOUT DID

US.Deponment of Transportation

Federal Aviation Administration

The Dopuly Administrator

AVR -1/2

Do you have Any

into an this

incident?

MIA-FSDO

MGR. MIKE THOMAS OR

MIKE WHAT DO YOU KNOW "ABOUT THIS Z

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"FAFC/...CHANGING TIME/" 2001 ANNUAL MEETING

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FLORIDA ASSOCIATION OF FAMILY & CONSUMER SCIENCES

!	MMS: PA-28-151 Manuf: PIPER	Reg.Code: 7102805	1							
i	Aircraft Registry Master File Information		1							
;	N#: N554HA Manuf Date: 1976 Serial#: 28-7715134 Mode-S-Code: 51607367									
1	Type Registration: CORPORATION	Dealer: NO	1							
1	Reg. Certificate Issued: 06 / 06 / 1995 Status:	VALID REGISTRATION	•							
	Certification: STANDARD NORMAL									
!	Airworthiness Date: 10 / 08 / 1976		1							
1	Pending N# Change to: Date Authorized:	/ /	;							
1	Owner: VENICE FLYING SERVICE		,							
1	Street: 400 AIRPORT AVE E		1							
	City: VENICE St: FL Zip: 34285		,							
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MORE

Reg.Code: 7102805 | Manuf: PIPER MMS: PA-28-151

Aircraft Reference Information (Generic Info. - Not Aircraft Specific)

Aircraft Model Name: PA28-151

Aircraft Type: F Wing Single Engine Engine Type: Reciprocating

No of Engines: 01 Max Seating: 4 Weight: CLASS 1 Cruising Speed: 80

Amat Cert Code: Not Amateur Land Category:

Engine Reference Information (Generic Info. - Not Aircraft Specific)

Manuf: LYCOMING Model: 0-320 SERIES Hspwr: 180 Fuel Consump: 12.00

Enter----F1----F2----F3----F4----F5----F6----F7----F8----F9---F10---F11---F12--PRINT RETRN LOGOF MMENU LVL2 LVL1

MORE

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thru				2)		thru		,	,		
3) thru				1 3)		thru	8	,	,		
RO/CHDO :		-	1	NPG			:	Tracking		:	
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Designator:			1	Pass,	/Fail		:	National	Use	:	
Geographic:			-1	Plan	ned		:	Misc		:	
Unit :			- 1	Stati	us		:	Departur	e	:	
FAR :			1	Date	From:			Arrival		:	
EIR No :			1		Thru:			Flight #		:	
Make-Model-Series	:							Aircraft Reg	#	:	N554HA
Inspector Name								Download Off		:	
Airman Name From	:							Down Dt From			
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SGGQ420P AYSOELW

SECTION I - Rec Id : S035200203104 Insp Code : CVN Record 11 Insp Name : NOLAN, CHARLES V Activity # : 1880 Far : Phone : Planned NPG: Far : Closed Date : 10/29/2001 Start Date : 10/26/2001 Callup Date : : C : C Results Status OTNA Office : Affil DSGN Designator : Arriv Point : Depart Point : TPA Arcft Reg # : N554HA Complaint # : # : Flight Occurence # : MMS Incident # : Sim/Dev ID : EIR Insp Type : MGR Insp Unit Accident # : Last DO Update : 04/11/2002 Process Date: 04/16/2002 Down Office Related Record ID: Orig Insp Non-Cert Act Name/Company : MOHAMED ATTA INCIDENT AT MIA Airman #/Name: Examiner #/Name: Appl. #/Name: #/Name: RI 8430-13 # : Exam Kind Pass/Fail : Num Misc : Tracking : Misc

.0

Geographic : N

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Trav Cost :

Foreign : N

NPTRS Query System Detail Format SGGQ420P AYSOELW

Status : C Results : C

Designator : Affil DSGN : OTNA Office :
Arcft Reg # : N554HA Depart Point : VNC Arriv Point :
Flight # : Complaint # :
MMS : PA-28-151 Occurence # :
Sim/Dev ID : Incident # :

Insp Unit : Insp Type : ASI EIR # : Accident # : MIA 01 LA 236

Last DO Update : 02/06/2002

Down Office : Process Date: 02/06/2002

Related Record ID: Orig Insp : OAS

Non-Cert Act Name
Airman #/Name: LEKLOU, THIERRY A.

Examiner #/Name:
Appl. #/Name:
RI #/Name:

 Pass/Fail:
 Exam Kind:
 8430-13 # :

 Tracking:
 Misc:
 Num Misc:

 Local Use:
 A2002-002 Regn Use:
 Natl Use:

 Act Time:
 .0 Travel Time:
 .0 Trav Cost:

Triggers : Geographic : N Foreign : N

SECTION IV - COMMENTS

Record ID: S0352002B0378

CMNT CODE: B725I

ENGINE FIRE DURING ATTEMPTED RESTART ON TAXIWAY AFTER LANDING.

Act Time :

Triggers :

. 0

SGGQ420P AYSOELW

SECTION I - Rec Id : S035200100865 Insp Code : JRB Record 9 Insp Name : BLAKE, J. ROBERT Phone : : P Far : 141 NPG : Planned Activity # : 3665 Closed Date : 02/07/2001 Callup Date : 09/01/2001 Start Date : 02/06/2001 : S Results Status : C OTNA Office : Affil DSGN : Designator : H32S Arriv Point : Depart Point : VNC Arcft Reg # : N554HA Complaint # : # : Flight Occurence # : : PA-28-161 MMS Incident # : Sim/Dev ID : EIR Insp Unit : : ASI Insp Type Accident # : Last DO Update : 02/14/2001 Process Date: 02/14/2001 : Down Office Related Record ID: : OAS Orig Insp Non-Cert Act Name/Company : #/Name: Airman Examiner #/Name: #/Name: Appl. #/Name: RI 8430-13 # : Exam Kind : Pass/Fail : Num Misc : Tracking : Misc Natl Use : Regn Use Local Use : Trav Cost :

.0

Geographic : N Foreign : N

Travel Time :

NPTRS Query System Detail Format

SGGQ420P AYSOELW

SECTION I - Rec Id : S035200100584 Insp Code : SJD Record Phone : Phone : Planned : P Callup Date : 09/01/2001 Start Date : 02/07/2001 Closed Date : 02/07/2001 Status : S

Designator : H32S Affil DSGN : Arcft Reg # : N554HA Depart Point : VNC Affil DSGN : OTNA Office : Arriv Point : Complaint # : Flight # : Occurence # : : PA-28 MMS Sim/Dev ID : Incident # : EIR Insp Unit : Insp Type : ASI Accident # :

Last DO Update : 02/14/2001

Down Office : Process Date: 02/22/2001

Related Record ID: Orig Insp :

Non-Cert Act Name/Company :

Airman #/Name: Examiner #/Name: Appl. #/Name: RI #/Name:

Pass/Fail: Exam Kind: 8430-13 #:
Tracking: Misc: Num Misc:
Local Use: Regn Use: Natl Use:
Act Time: .0 Travel Time: .0 Trav Cost:

12:20

NPTRS Query System Detail Format SGGQ420P AYSOELW

SECTION I - Rec Id : S035200100280 Insp Code : SJD Record Insp Name : DOBROVIC, STEPHEN J Activity # : 5666 Far : 141 NPG : Phone : : P Planned Callup Date: 09/01/2001 Start Date: 02/07/2001 Closed Date: 02/07/2001 Results : S : C Status OTNA Office : Designator : H32S Affil DSGN Arriv Point : Depart Point : VNC Arcft Reg # : N554HA Flight # : Complaint # : Occurence # : : PA-28 MMS Incident # : Sim/Dev ID : EIR : ASI Insp Unit Insp Type : Accident # : Last DO Update : 02/14/2001 Process Date: 02/22/2001 Down Office Related Record ID: Orig Insp Non-Cert Act Name/Company : Airman #/Name: Examiner #/Name: #/Name: Appl. #/Name: RI

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 8430-13 #:

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Act Time :

Triggers :

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SGGQ420P AYSOELW

SECTION I - Rec Id : S035200100235 Insp Code : JRB Record Insp Name : BLAKE, J. ROBERT Activity # : 3666 Far : Phone : Far : 141 NPG : : P Planned Closed Date : 02/07/2001 Start Date : 02/06/2001 Callup Date : 09/01/2001 Results : S : C Status OTNA Office : Affil DSGN Designator : H32S Arriv Point : Arcft Reg # : N554HA Depart Point : VNC Complaint # : # : Flight Occurence : : PA-28-161 MMS Incident # : Sim/Dev ID : Insp Type : ASI EIR Insp Unit Accident : 02/21/2001 Last DO Update Process Date: 02/22/2001 Down Office : Related Record ID: : OAS Orig Insp Non-Cert Act Name/Company : #/Name: Airman Examiner #/Name: #/Name: Appl. RI #/Name: 8430-13 # : Exam Kind Pass/Fail: Num Misc : Misc Tracking : Natl Use : Regn Use Local Use :

.0

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Foreign : N

NPTRS Query System Detail Format

SGG0420P AYSOELW

SECTION I - Rec Id : S035200001277 Insp Code : VXR Record Insp Name : ROXAS, VICTOR Activity # : 3664 Fa Phone : : P Far : 141 NPG : Planned

Callup Date : 09/01/2000 Start Date : 10/15/1999 Closed Date : 11/02/1999

Results : I : C Status

OTNA Office : Designator : HZAS Affil DSGN : Arriv Point : Depart Point : VNC Arcft Reg # : N554HA Complaint # : # : Flight Occurence # : : PA-28-151 MMS Incident # : Sim/Dev ID : EIR Insp Type : ASI Insp Unit Accident # :

Last DO Update : 01/27/2000

Process Date: 02/01/2000 Down Office :

Related Record ID: : OAS Orig Insp

Non-Cert Act Name/Company :

Airman #/Name: Examiner #/Name: #/Name: Appl. #/Name: RI

8430-13 # : Exam Kind : Pass/Fail : Num Misc : Misc Tracking : Natl Use : Regn Use : Local Use : Trav Cost : .0 Travel Time : .0 Act Time :

Foreign : N Geographic : N Triggers :

SECTION IV - COMMENTS

Record ID: S035200001277

CMNT CODE: F809U

PLACARDS DESCRIBING TYPE OF FUEL REQUIRED WERE DETERIORATED AT BOTH FUELING POINTS ON UPPER WING SURFACE.

NPTRS Query System Detail Format SGGQ420P AYSOELW

SECTION I - Rec Id : S035200001260 Insp Code : JRH Record 4 Insp Name : HERNDON, JAMES R. Activity # : 1648 Far : 141 NPG : Phone : (b) (6) Planned : P Callup Date : 09/01/2000 Start Date : 10/15/1999 Closed Date : 10/22/1999 Results : S : C Status Designator : H32S Affil DSGN : Arcft Reg # : N554HA Depart Point : VNC OTNA Office : Arriv Point : Complaint # : Flight # : MMS : PA-28-151 Occurence # : Incident # : Sim/Dev ID : Insp Type : ASI EIR Insp Unit : Accident # : Last DO Update : 11/03/1999 Down Office : Process Date: 11/04/1999 Related Record ID: Orig Insp : Non-Cert Act Name (6) GRANGEON, OLIVIER Examiner #/Name: Appl. #/Name: RI #/Name: 8430-13 # : Exam Kind

Pass/Fail: P Exam Kind: 8430-13 #:
Tracking: Misc: Num Misc:
Local Use: Regn Use: Natl Use:
Act Time: .0 Travel Time: .0 Trav Cost:

06/20/2002

NPTRS Query System Detail Format

SGGQ420P AYSOELW

12:20 SECTION I - Rec Id : S035199905766 Insp Code : WSS Record 3 Insp Name : SCHAMEL, WALTER S
Activity # : 1563 Far : 61 NPG :
Callup Date : Start Date : 10/04/1998 Phone : Planned : N Closed Date : 10/04/1998 : C Results : C Status Affil DSGN : OTNA Office : Designator : Arcft Reg # : N554HA Arriv Point : Depart Point : VNC Complaint # : Flight # : MMS : PA-28 Occurence # : Sim/Dev ID : Incident #: Insp Type : ASI EIR Insp Unit : Accident #: Last DO Update : 07/22/1999 Down Office : Process Date: 07/23/1999 Related Record ID: Orig Insp Non-Cert Act Name/Company : Airman #/Name: WHITMAN, DAVID KLEYSEN, BERNARD SEBASTIAAN PARROTT, ANTHONY Examiner #/Name:

#/Name: Appl.

#/Name: RI

Exam Kind : 1506/61 8430-13 # : Pass/Fail : P Misc Num Misc : Tracking : Regn Use Natl Use : Local Use : Act Time : .0 Travel Time : .0 Trav Cost :

Geographic: N Foreign: N Triggers :

NPTRS Query System Detail Format

SGGQ420P AYSOELW

SECTION I - Rec Id : S019199915968 Insp Code : BJM Record Insp Name : MEADOWS, BILLY Phone : (b) (6) : N Far : 61 NPG : Planned Activity # : 1563 Closed Date : 03/02/1999 Start Date : 02/10/1999 Callup Date : : C Results : C Status Designator : Arcft Reg # : N554HA Affil DSGN OTNA Office : Depart Point : APF Arriv Point : Complaint # : Flight # : : PA-28 Occurence # : MMS Incident # : Sim/Dev ID : EIR Insp Unit : D Insp Type : ASI Accident # : Last DO Update : 03/02/1999 Process Date: 03/03/1999 Down Office Related Record ID: Orig Insp Non-Cert Act Name/Company : #/Name: Airman KINGSTON, KENNETH Examiner #/Name: HEMMANN, THOMAS Appl. #/Name: PARROTT, ANTHONY #/Name: RI

→→→ MIA







FACSIMILE MESSAGE

AIR SAFETY REGULATIONS BRANCH, ASO-250

FACSIMILE TELEPHONE NUMBER: 404-305-6065

COMMERCIAL NUMBER: 404-305-6074

DATE: July 25, 2002

NUMBER OF PAGES TO FOLLOW: 1

SUBJECT: FOIA 2002-006789 SO

Manager

ASO FSDO-19

NAME OF RECEIVER

ROUTING SYMBOL/TELEPHONE NUMBER

Tom Stuntebeck

ASO-263/404-305-6074

NAME OF SENDER

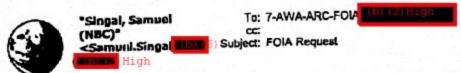
ROUTING SYMBOL/TELEPHONE NUMBER

COMMENTS:

Please provide to our office a copy of all documents that you can locate relative to the attached FOIA request. Please forward the documents or a confirmation that no documents could be located by COB August 2, 2002.

Thanks,

Ø 002/002



07/10/2002 04:07 PM

VIA E-MAIL

July 10, 2002

FUIA REQUEST SO CONTROL NO: ESPONSE TO BE COORDINATED S APPROPRIATE, SIGNED AND MAILED BY

cc: ARC-40, AGC-110

To Whom It May Concern:

This is a request for information under the U.S. Freedom of Information Act as amended, 5 U.S.C 552 et. seq. (herein referred to as FOIA).

Please forward to me all documents related to discussions or investigations concerning an incident that occurred at the Miami International Airport on December 26, 2000. On this day, Mohammed Atta and Marwan Yousef Mohamed R. Lekrab Alshehhi, now identified as 2 of the hijackers from 9/11, stalled a small aircraft on the runway and /or taxi area and abandoned it. It is my understanding that the FAA investigated this incident. The men had rented the aircraft from the Huffman Aviation flight school in Venice, Florida.

You may forward the documents to me at this address:

The requested documents include, but are not limited to: notes, records, reports, memoranda, summaries, logs, letters and any other papers of correspondence: and notes during, transcripts of, and opinions from, all relevant administrative and judicial proceedings, be the proceedings formal or informal.

FOIA allows you to deny this request in whole or in part. FOIA mandates that you must, with 10 business days, provide the requested information, or provide a written explanation for why you denied this request in whole or in part. If this request is denied in part, please forward the releasable portion immediately.

FOLA ensures the petitioner's rights to litigate and appeal. NBC News will use those rights.

NBC News reports to the public on an everyday basis. As such, it seeks an expedition of this request and a waiver of all reasonable fees.

If you have any questions, please call me at (D) (G) Thank you for attention to this matter.

Sincerely,

Sam Singal Associate Producer Dateline NBC

> Because e-mail can be altered electronically, the integrity of this communication cannot be guaranteed.