



Aviation Investigation Final Report

Location:	Miami, Florida	Accident Number:	GAA18CA559
Date & Time:	September 11, 2018, 10:30 Local	Registration:	N88AG
Aircraft:	Piper PA34	Aircraft Damage:	Substantial
Defining Event:	Loss of control in flight	Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

The flight instructor in the multiengine airplane reported that the pilot under instruction was conducting a simulated instrument approach in visual flight rules conditions. The instructor placed the left engine fuel selector in the "off" position to simulate an engine out, and the pilot under instruction initiated the left engine failure procedure by placing the engine and propeller levers in a simulated feathered zero-thrust configuration. The instructor became distracted by traffic and failed to place the left engine fuel selector back to the "on" position.

With full flaps and the landing gear extended and while about 250 ft above ground level, the instructor terminated the simulated instrument approach and instructed the pilot to land visually; however, the airspeed decreased below safe limits, and he instructed the pilot to increase the airspeed. The pilot increased power on both engines; however, the left engine power did not increase, and the airplane rolled to the left about 45°. The instructor took the controls and applied right aileron and rudder, but the airplane settled down in a level attitude in a shallow lagoon on the left side of the runway.

The airplane sustained substantial damage to the forward fuselage bulkheads.

The instructor reported that there were no mechanical malfunctions or failures with the airplane that would have precluded normal operation.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

The pilot under instruction's failure to maintain the twin-engine airplane's minimum control airspeed with one engine inoperative and the flight instructor's distraction when reconfiguring the airplane following the simulated engine failure, which resulted in no power being available to the left engine and a loss of control during landing when the throttles were advanced to increase airspeed.

Findings

Personnel issues	Use of policy/procedure - Instructor/check pilot
Personnel issues	Aircraft control - Student/instructed pilot
Aircraft	Airspeed - Not attained/maintained
Aircraft	Directional control - Not attained/maintained
Personnel issues	Lack of action - Instructor/check pilot

Factual Information

History of Flight

Landing	Loss of control in flight (Defining event)
Landing	Attempted remediation/recovery
Landing	Collision with terr/obj (non-CFIT)

Flight instructor Information

Certificate:	Airline transport; Flight engineer; Flight instructor	Age:	73,Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Right
Other Aircraft Rating(s):	None	Restraint Used:	3-point
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine; Instrument airplane	Toxicology Performed:	No
Medical Certification:	Class 2 With waivers/limitations	Last FAA Medical Exam:	January 9, 2017
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	June 22, 2018
Flight Time:	(Estimated) 28000 hours (Total, all aircraft), 600 hours (Total, this make and model), 15000 hours (Pilot In Command, all aircraft), 60 hours (Last 90 days, all aircraft), 30 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Pilot Information

Certificate:	Foreign; Private	Age:	30,Female
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	3-point
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 1 Without waivers/limitations	Last FAA Medical Exam:	July 7, 2017
Occupational Pilot:	No	Last Flight Review or Equivalent:	August 7, 2017
Flight Time:	(Estimated) 221 hours (Total, all aircraft), 8.5 hours (Total, this make and model), 72.6 hours (Pilot In Command, all aircraft), 22.2 hours (Last 90 days, all aircraft), 9.6 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N88AG
Model/Series:	PA34 200	Aircraft Category:	Airplane
Year of Manufacture:	1974	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	34-7450093
Landing Gear Type:	Retractable - Tricycle	Seats:	6
Date/Type of Last Inspection:	August 23, 2018 100 hour	Certified Max Gross Wt.:	4200 lbs
Time Since Last Inspection:		Engines:	2 Reciprocating
Airframe Total Time:	6698.6 Hrs as of last inspection	Engine Manufacturer:	Lycoming
ELT:	C91A installed, not activated	Engine Model/Series:	IO-360-C1E6
Registered Owner:		Rated Power:	200 Horsepower
Operator:		Operating Certificate(s) Held:	Pilot school (141)

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KMIA, 30 ft msl	Distance from Accident Site:	32 Nautical Miles
Observation Time:	14:53 Local	Direction from Accident Site:	98°
Lowest Cloud Condition:	Scattered / 2400 ft AGL	Visibility	10 miles
Lowest Ceiling:	Broken / 23000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	50°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.02 inches Hg	Temperature/Dew Point:	29°C / 25°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Hollywood, FL (HWO)	Type of Flight Plan Filed:	None
Destination:	Hollywood, FL (HWO)	Type of Clearance:	None
Departure Time:	09:30 Local	Type of Airspace:	Class E

Airport Information

Airport:	Dade-Collier Training And Tran TNT	Runway Surface Type:	Asphalt
Airport Elevation:	12 ft msl	Runway Surface Condition:	Dry
Runway Used:	09	IFR Approach:	RNAV;Visual
Runway Length/Width:	10499 ft / 150 ft	VFR Approach/Landing:	Full stop

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	25.861944,-80.896942(est)

Administrative Information

Investigator In Charge (IIC):	Hicks, Michael
Additional Participating Persons:	Juan Garcia; FAA; Miramar, FL
Original Publish Date:	September 26, 2019
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=98314

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