



# Aviation Investigation Final Report

<b>Location:</b>	VALPARAISO, Indiana	<b>Accident Number:</b>	CEN18LA165
<b>Date &amp; Time:</b>	May 8, 2018, 14:15 Local	<b>Registration:</b>	N99GN
<b>Aircraft:</b>	Piper PA 34-200	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Loss of control in flight	<b>Injuries:</b>	1 Serious, 1 Minor
<b>Flight Conducted Under:</b>	Part 91: General aviation - Instructional		

## Analysis

The pilot receiving instruction and the flight instructor were conducting multiple approaches to the airport. During a simulated engine-out go-around, when the pilot advanced the throttle of the operating engine to full power, he allowed the airspeed to drop below the single-engine minimum controllable airspeed. Subsequently, the pilot lost airplane control, and the airplane descended and impacted terrain. Examination of the airplane revealed no evidence of any preaccident mechanical malfunctions or failures that would have precluded normal operation. The instructor should have been monitoring the pilot's airspeed control and his failure to do so contributed to the accident.

## Probable Cause and Findings

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

The pilot receiving instruction's failure to maintain a safe operating airspeed, which resulted in a loss of airplane control. Contributing to the accident was the flight instructor's failure to monitor the pilot's airspeed control.

## Findings

<b>Aircraft</b>	Airspeed - Not attained/maintained
<b>Personnel issues</b>	Aircraft control - Student/instructed pilot
<b>Personnel issues</b>	Monitoring other person - Instructor/check pilot

## Factual Information

### History of Flight

<b>Approach-VFR go-around</b>	Loss of control in flight (Defining event)
<b>Uncontrolled descent</b>	Collision with terr/obj (non-CFIT)

On May 8, 2018, about 1315 central daylight time, a Piper PA-34-200 airplane, N99GN, collided with terrain following a go-around at the Porter County Airport (KVPZ), Valparaiso, Indiana. The flight instructor was seriously injured and the pilot receiving instruction had minor injuries. The airplane was substantially damaged. The airplane was registered to and operated by Griffith Aviation, Inc., under the provisions of 14 *Code of Federal Regulations* Part 91 as an instructional flight. Visual meteorological conditions prevailed for the flight, which operated without a flight plan. The flight departed Griffith-Merrillville Airport (05C), Griffith, Indiana, about 1000.

According to information provided by representatives from the Griffith Aviation Inc. flight school, the pilot receiving instruction was performing approaches to KVPZ. The second approach was a simulated engine out approach to a planned go-around. During the go-around, the airplane's speed dropped below the single-engine minimum controlled airspeed as the pilot advanced the throttle of the operating engine to full power. He lost control of the airplane, and the airplane descended and collided with terrain.

Representatives from the Federal Aviation Administration examined the wreckage and did not find any preimpact anomalies which would have contributed to the accident. Substantial damage was sustained to the right wing spar and fuselage.

### Student pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	23, Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	3-point
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 1 Without waivers/limitations	<b>Last FAA Medical Exam:</b>	April 28, 2017
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	February 18, 2018
<b>Flight Time:</b>	204 hours (Total, all aircraft), 25 hours (Total, this make and model), 151 hours (Pilot In Command, all aircraft), 120 hours (Last 90 days, all aircraft), 25 hours (Last 30 days, all aircraft), 8 hours (Last 24 hours, all aircraft)		

## Flight instructor Information

<b>Certificate:</b>	Commercial; Flight instructor	<b>Age:</b>	54,Male
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<b>Seat Occupied:</b>	Right
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	3-point
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>	Airplane multi-engine; Airplane single-engine; Instrument airplane	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 1 With waivers/limitations	<b>Last FAA Medical Exam:</b>	October 2, 2017
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	October 9, 2017
<b>Flight Time:</b>	2093 hours (Total, all aircraft), 94 hours (Total, this make and model), 1945 hours (Pilot In Command, all aircraft), 127 hours (Last 90 days, all aircraft), 55 hours (Last 30 days, all aircraft), 7 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Piper	<b>Registration:</b>	N99GN
<b>Model/Series:</b>	PA 34-200 200	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	1972	<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	34-7250030
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	6
<b>Date/Type of Last Inspection:</b>	April 2, 2018 100 hour	<b>Certified Max Gross Wt.:</b>	3999 lbs
<b>Time Since Last Inspection:</b>	89 Hrs	<b>Engines:</b>	2 Reciprocating
<b>Airframe Total Time:</b>	8558.6 Hrs at time of accident	<b>Engine Manufacturer:</b>	LYCOMING
<b>ELT:</b>	C91 installed, not activated	<b>Engine Model/Series:</b>	IO-360-C1E6
<b>Registered Owner:</b>		<b>Rated Power:</b>	200 Horsepower
<b>Operator:</b>		<b>Operating Certificate(s) Held:</b>	Pilot school (141)

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	KVPZ,770 ft msl	<b>Distance from Accident Site:</b>	0 Nautical Miles
<b>Observation Time:</b>	17:56 Local	<b>Direction from Accident Site:</b>	141°
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	6 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	240°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30.14 inches Hg	<b>Temperature/Dew Point:</b>	26°C / 6°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	GRIFFITH, IN (05C )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	GRIFFITH, IN (05C )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	10:00 Local	<b>Type of Airspace:</b>	

## Airport Information

<b>Airport:</b>	PORTER COUNTY RGNL VPZ	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	770 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	27	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	7001 ft / 150 ft	<b>VFR Approach/Landing:</b>	None

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Serious, 1 Minor	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 Serious, 1 Minor	<b>Latitude, Longitude:</b>	41.453887,-87.006942(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Aguilera, Jason
<b>Additional Participating Persons:</b>	Kurt Stiefel ; FAA FSDO; Des Plaines, IL
<b>Original Publish Date:</b>	December 16, 2019
<b>Note:</b>	The NTSB did not travel to the scene of this accident.
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=97222">https://data.nts.gov/Docket?ProjectID=97222</a>

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The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).