



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	Opa Locka, FL	<b>Accident Number:</b>	GAA20CA050
<b>Date &amp; Time:</b>	10/25/2019, 1945 EDT	<b>Registration:</b>	N8816Y
<b>Aircraft:</b>	Piper PA 30	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Loss of control on ground	<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Instructional		

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## Analysis

The pilot receiving instruction in the multiengine airplane reported that, during the runup, he and the flight instructor briefed for a simulated engine failure during takeoff. He added that, during the takeoff, the instructor reduced the left engine throttle, and the airplane veered left. He "lost the control," and the instructor took the flight controls. The airplane lifted off into ground effect, the left wing struck the ground, and the airplane then exited the runway and came to rest in grass. The instructor, who was seated in the left seat, reported that, after he reduced power on the left engine during takeoff, the pilot became confused by the sudden left yaw and did not react. He repeatedly told the pilot to abort the takeoff. Brakes were only installed on the pilot's (left) side, so the instructor was unable to apply brakes. The pilot panicked, moved the left throttle to full, remained locked on the controls, and applied back pressure on the yoke. The instructor continued to attempt to take the flight controls from the pilot, but the airplane entered ground effect. The instructor eventually took the flight controls, and as the airplane settled to the ground, he reduced both throttles to idle. The airplane touched down in a "left yawing, slight left bank attitude," and the landing gear collapsed. The airplane skidded on the runway to the left, rotated counterclockwise, exited the runway, and then came to rest in grass. The airplane sustained substantial damage to the left wing. The pilot and instructor reported that there were no preaccident mechanical failures or malfunctions 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 receiving instruction's failure to relinquish the flight controls to the flight instructor during a simulated engine failure during takeoff, which resulted in the airplane touching down in a left banking attitude and the landing gear collapsing.

## Findings

<b>Aircraft</b>	Directional control - Not attained/maintained (Cause)
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<b>Personnel issues</b>	Aircraft control - Student pilot (Cause)
	Lack of action - Student pilot (Cause)
	Following instructions - Student pilot (Cause)

## Factual Information

### History of Flight

<b>Takeoff</b>	Loss of control on ground (Defining event) Attempted remediation/recovery Landing gear collapse Runway excursion
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### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	20, 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>	
<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 With Waivers/Limitations	<b>Last FAA Medical Exam:</b>	05/16/2018
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	09/24/2019
<b>Flight Time:</b>	(Estimated) 235 hours (Total, all aircraft), 8 hours (Total, this make and model), 153 hours (Pilot In Command, all aircraft), 63 hours (Last 90 days, all aircraft), 20 hours (Last 30 days, all aircraft)		

### Flight Instructor Information

<b>Certificate:</b>	Flight Instructor; Commercial	<b>Age:</b>	30, Male
<b>Airplane Rating(s):</b>	Multi-engine Land; Single-engine Land	<b>Seat Occupied:</b>	Right
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<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>	03/25/2019
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	03/12/2019
<b>Flight Time:</b>	(Estimated) 1459 hours (Total, all aircraft), 45 hours (Total, this make and model), 1400 hours (Pilot In Command, all aircraft), 111 hours (Last 90 days, all aircraft), 25 hours (Last 30 days, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Piper	<b>Registration:</b>	N8816Y
<b>Model/Series:</b>	PA 30 No Series	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	1969	<b>Amateur Built:</b>	No
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	301974
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	4
<b>Date/Type of Last Inspection:</b>	09/30/2019, 100 Hour	<b>Certified Max Gross Wt.:</b>	3600 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	2 Reciprocating
<b>Airframe Total Time:</b>	3256.2 Hours as of last inspection	<b>Engine Manufacturer:</b>	Lycoming
<b>ELT:</b>	Installed	<b>Engine Model/Series:</b>	IO-320-B1A
<b>Registered Owner:</b>	Saddy Barraza	<b>Rated Power:</b>	160 hp
<b>Operator:</b>	Pilot Training Center North Miami	<b>Operating Certificate(s) Held:</b>	Pilot School (141)

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	KOPF, 10 ft msl	<b>Distance from Accident Site:</b>	0 Nautical Miles
<b>Observation Time:</b>	2353 UTC	<b>Direction from Accident Site:</b>	162°
<b>Lowest Cloud Condition:</b>	Scattered / 3000 ft agl	<b>Visibility</b>	10 Miles
<b>Lowest Ceiling:</b>		<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	11 knots /	<b>Turbulence Type Forecast/Actual:</b>	None / None
<b>Wind Direction:</b>	100°	<b>Turbulence Severity Forecast/Actual:</b>	N/A / N/A
<b>Altimeter Setting:</b>	29.96 inches Hg	<b>Temperature/Dew Point:</b>	28° C / 22° C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Miami, FL (OPF)	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Miami, FL (OPF)	<b>Type of Clearance:</b>	VFR
<b>Departure Time:</b>	1945 EDT	<b>Type of Airspace:</b>	Class D

## Airport Information

<b>Airport:</b>	MIAMI-OPA LOCKA EXECUTIVE (OPF)	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	8 ft	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	09L	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	8002 ft / 150 ft	<b>VFR Approach/Landing:</b>	None

## Wreckage and Impact Information

<b>Crew Injuries:</b>	2 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	N/A	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 None	<b>Latitude, Longitude:</b>	25.913056, -80.282222 (est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Kathryn R Benhoff	<b>Report Date:</b>	06/16/2020
<b>Additional Participating Persons:</b>	Conner McCauley; FAA; Miramar, FL		
<b>Publish Date:</b>	06/16/2020		
<b>Note:</b>	This accident report documents the factual circumstances of this accident as described to the NTSB.		
<b>Investigation Docket:</b>	<a href="http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=100502">http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=100502</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](#).