



Aviation Investigation Final Report

Location:	Slidell, Louisiana	Accident Number:	CEN22LA162
Date & Time:	March 29, 2022, 14:15 Local	Registration:	N4299C
Aircraft:	Piper PA-34-220T	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 reported that they were conducting a simulated single-engine approach in the multi-engine airplane when the airplane began to yaw to the left. In an effort to regain directional control, he took control of the airplane from the student, and increased power on the left engine while simultaneously decreasing power on the right engine. Although both engines were still operating, he did not apply full power to both engines. The airplane impacted the ground, resulting in substantial damage to the fuselage. The pilot did not report any mechanical malfunctions or anomalies 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 flight instructor’s failure to adequately correct for a loss of directional control during a simulated single engine approach.

Findings

Personnel issues	Aircraft control - Instructor/check pilot
Personnel issues	Decision making/judgment - Instructor/check pilot
Personnel issues	Incorrect action selection - Instructor/check pilot

Factual Information

History of Flight

Approach	Loss of control in flight (Defining event)
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Flight instructor Information

Certificate:	Commercial; Flight instructor	Age:	38
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:	
Medical Certification:	Class 2 None	Last FAA Medical Exam:	August 25, 2021
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	July 9, 2020
Flight Time:	1603 hours (Total, all aircraft), 1379 hours (Total, this make and model), 1501 hours (Pilot In Command, all aircraft), 266 hours (Last 90 days, all aircraft), 52 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Student pilot Information

Certificate:	Commercial	Age:	48
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:	
Medical Certification:	Class 1 With waivers/limitations	Last FAA Medical Exam:	May 3, 2021
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	November 16, 2021
Flight Time:	441 hours (Total, all aircraft), 6 hours (Total, this make and model), 338 hours (Pilot In Command, all aircraft), 14 hours (Last 90 days, all aircraft), 12 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N4299C
Model/Series:	PA-34-220T	Aircraft Category:	Airplane
Year of Manufacture:	1983	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	34-8333086
Landing Gear Type:	Retractable - Tricycle	Seats:	7
Date/Type of Last Inspection:	March 17, 2022 Annual	Certified Max Gross Wt.:	4750 lbs
Time Since Last Inspection:	18.9 Hrs	Engines:	2 Reciprocating
Airframe Total Time:	11100 Hrs at time of accident	Engine Manufacturer:	Continental
ELT:	C91A installed, not activated	Engine Model/Series:	TSIO360KB
Registered Owner:	AIR RELDAN INC	Rated Power:	220 Horsepower
Operator:	AIR RELDAN INC	Operating Certificate(s) Held:	On-demand air taxi (135), Commercial air tour (136), Pilot school (141), Certificate of authorization or waiver (COA)

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KASD, 25 ft msl	Distance from Accident Site:	5 Nautical Miles
Observation Time:	14:53 Local	Direction from Accident Site:	334°
Lowest Cloud Condition:	Scattered / 3900 ft AGL	Visibility	10 miles
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	19 knots / 24 knots	Turbulence Type Forecast/Actual:	/
Wind Direction:	180°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.01 inches Hg	Temperature/Dew Point:	27°C / 17°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Slidell, LA	Type of Flight Plan Filed:	None
Destination:	Slidell, LA	Type of Clearance:	None
Departure Time:		Type of Airspace:	Class G

Airport Information

Airport:	Slidell Municipal Airport KASD	Runway Surface Type:	Asphalt
Airport Elevation:	28 ft msl	Runway Surface Condition:	Dry
Runway Used:	18	IFR Approach:	Global positioning system;Practice
Runway Length/Width:	5002 ft / 100 ft	VFR Approach/Landing:	Full stop;Straight-in

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	30.272472,-89.782554(est)

Administrative Information

Investigator In Charge (IIC):	Williams, David
Additional Participating Persons:	Myron Billiot; FAA; Baton Rouge, LA
Original Publish Date:	July 5, 2022
Last Revision Date:	
Investigation Class:	Class 4
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=104864

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The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).