



Aviation Investigation Final Report

Location:	Clewiston, Florida	Accident Number:	WPR18LA124
Date & Time:	April 20, 2018, 17:00 Local	Registration:	N8404B
Aircraft:	Piper PA 34-220T	Aircraft Damage:	Substantial
Defining Event:	Runway excursion	Injuries:	4 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot was performing touch-and-go takeoffs and landings in the airport traffic pattern. After touching down, the pilot retracted the flaps and advanced both throttles to takeoff power. Shortly thereafter, he felt the airplane yaw to the right, observed an overboost indicator light for the right engine, and the airplane exited the right side of the runway. The pilot said that once the airplane was in the grass, he regained control of the airplane and reduced both engines to idle power; however, the airplane impacted the edge of a crossing taxiway and briefly became airborne before landing on the opposite side of the taxiway, resulting in substantial damage.

Postaccident examination of the airplane did not reveal any evidence of any preexisting mechanical malfunction of the engines or turbocharger systems that would have precluded normal operation. The circumstances of the accident are consistent with the pilot's failure to maintain directional control following an inadvertent overboost of the right engine during takeoff.

Probable Cause and Findings

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

The pilot's failure to maintain directional control during takeoff following an overboost of the right engine during takeoff.

Findings

Personnel issues	Use of equip/system - Pilot
Aircraft	Turbocharger - Capability exceeded
Personnel issues	Aircraft control - Pilot
Aircraft	Directional control - Not attained/maintained

Factual Information

History of Flight

Takeoff	Loss of control on ground
Takeoff	Runway excursion (Defining event)
Takeoff-rejected takeoff	Collision with terr/obj (non-CFIT)

On April 20, 2018, about 1700 eastern daylight time, a Piper PA-34-220T, N8404B, was substantially damaged when it was involved in an accident near Clewiston, Florida. The airline transport pilot and three passengers were not injured. The airplane was operated as a Title 14 *Code of Federal Regulations* Part 91 personal flight.

The pilot reported that, following an uneventful flight, he intended to practice landings at the destination airport. After a full-stop landing, the pilot taxied back to the end of the runway for another takeoff and remained within the traffic pattern with the intent of conducting a touch-and-go landing. After touching down on the runway, he retracted the flaps and advanced both throttles to takeoff power. Shortly after, he felt the airplane yaw to the right, observed an overboost indicator light for the right engine, and lost control as the airplane exited the right side of the runway.

The pilot said that he regained control of the airplane when it entered the grass. He reduced both engines to idle power to stop the airplane; however, it impacted the edge of a crossing taxiway and briefly became airborne before landing on the opposite side of the taxiway. The landing gear collapsed, and the airplane came to rest upright, resulting in substantial damage to the fuselage and right wing.

The pilot-rated passenger, who was seated in the front right seat, reported that the airplane touched down slightly to the right side of the runway centerline. He observed the pilot retract the flaps and immediately push both throttles to the "wall." Both engines spooled up rapidly and both [engine] overboost lights came on.

Examination of both engines, including their respective turbochargers, overboost valves, and wastegates, revealed no evidence of mechanical anomalies or malfunctions that would have precluded normal operation. A complete report of the engine examinations is in the public docket for this accident.

Pilot Information

Certificate:	Airline transport; Foreign	Age:	57, Male
Airplane Rating(s):	Single-engine land; Multi-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:	October 19, 2017
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	1950 hours (Total, all aircraft), 25 hours (Total, this make and model), 46 hours (Last 90 days, all aircraft), 25 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N8404B
Model/Series:	PA 34-220T 220T	Aircraft Category:	Airplane
Year of Manufacture:	1981	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	34-8133142
Landing Gear Type:	Tricycle	Seats:	
Date/Type of Last Inspection:	January 30, 2018 Annual	Certified Max Gross Wt.:	
Time Since Last Inspection:	15 Hrs	Engines:	2 Reciprocating
Airframe Total Time:	3546.2 Hrs as of last inspection	Engine Manufacturer:	CONT MOTOR
ELT:	Installed, not activated	Engine Model/Series:	LTSIO-360-KB1
Registered Owner:	On file	Rated Power:	200 Horsepower
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KOBE,33 ft msl	Distance from Accident Site:	34 Nautical Miles
Observation Time:	21:15 Local	Direction from Accident Site:	18°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.04 inches Hg	Temperature/Dew Point:	29°C / 14°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Lakeland, FL	Type of Flight Plan Filed:	None
Destination:	Clewiston, FL (2IS)	Type of Clearance:	None
Departure Time:	15:50 Local	Type of Airspace:	Class G

Airport Information

Airport:	AIRGLADES 2IS	Runway Surface Type:	Asphalt
Airport Elevation:	19 ft msl	Runway Surface Condition:	Dry
Runway Used:	31	IFR Approach:	None
Runway Length/Width:	5901 ft / 75 ft	VFR Approach/Landing:	Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	3 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	4 None	Latitude, Longitude:	26.733612,-81.048332(est)

Administrative Information

Investigator In Charge (IIC):	Cawthra, Joshua
Additional Participating Persons:	Juan Garcia; Federal Aviation Administration; Miramar, FL Kurt Gibson; Continental Motors Inc.; Mobile, AL
Original Publish Date:	May 20, 2021
Last Revision Date:	
Investigation Class:	Class 3
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=97104

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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](#).