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Date: August 4, 2025

Subject: CEN25LA174 - Copy of FAA Form 8020-23 Narrative

Contact: William G. Muller - FAA Aviation Safety Inspector

This is a copy of the FAA Form 8020-23 Narrative section as submitted by Inspector Muller:

The pilot-in-command/instructor and student pilot planned a simulated single-engine failure, restart scenario and emergency descent, including a diversion to an alternate airport, as part of the students commercial flight lab. The student and PIC noted no anomalies during the aircraft preflight checklist and walk-around inspection. The student pilot noted that the brakes and controls operated correctly on taxi checks. They took off and ran the simulated malfunction exercise. The student advised ATIS of the simulation and wanted to divert to the nearby airport. ATIS weather called for winds variable at 6 knots and that the altimeter was 30.29.

The instructor let the student have both engines back after the emergency descent and the student landed the aircraft. No aircraft anomalies were noted by either pilot, so they proceeded to perform a short field takeoff followed by a short field landing. As they touched down, the student pilot noticed some weird shaking/vibration with the plane. He stated that he applied normal brake pressure, but the aircraft took a hard yaw to the left. The student attempted to correct course by applying right rudder, as did the instructor. The right rudder correction did not maintain directional control and the aircraft veered off the left side of the runway. While in the grass, the left main landing gear struck a concrete runway light base and collapsed the left main landing gear. The pilots attempted to get the aircraft back on the runway and the right tire briefly went back on the runway. At that point, the left propeller struck the ground. The student pilot stated the plane took another hard yaw

to the left and spun about 130-145 degrees to the left off the left side of the runway. That movement damaged the left wing substantially as the aircraft rested and pivoted upon it. Upon the aircraft coming to rest in the grass, the pilots shut down engines and egressed.

FAA investigators noted the left main tire had a flat spot and a hole exceeding two inches in radius. Tire signatures on the runway noted by the investigators suggest the tire went flat on the runway and signatures in the grass indicate the tire separated from the rim in the grass prior to striking the runway light assembly and collapsing the left main landing gear.

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