



NATIONAL TRANSPORTATION SAFETY BOARD

Eastern Region – Ashburn, Virginia

RECORD OF TELEPHONE CONVERSATION

Who: Geoffrey White, CFI

When: June 13, 2016

RE: ERA16FA170, Pompano Beach, Florida

In a telephone conversation, Mr. White stated that on the day of the accident he met his two multi-engine students, Silvia and Fernando, at the Florida Aviation Academy flight school, located at the Pompano Beach Airpark. He briefed the flight with them before departing at 0845. Silvia flew first and Fernando sat in the back and observed. Mr. White said they practiced several simulated single-engine emergencies before they landed at another airport and had a brief lunch. They departed again; however, Fernando was now sitting in the front left seat receiving instruction. Mr. White said that like Silvia, he had Fernando practice numerous simulated engine failures before returning back to Pompano Beach. He said Fernando responded well to each simulated emergency. When they arrived at Pompano Beach, Fernando executed a single-engine ILS approach to a full stop on Runway 10. After landing, they taxied back to the runway because Mr. White wanted Fernando to practice simulated engine failures in the traffic pattern. Mr. White said that he was handling the radios and air traffic control cleared them for departure and to make right traffic. He told Fernando before they departed to expect a right engine failure. After takeoff, Mr. White said he had Fernando extend the upwind before turning a right crosswind. At an altitude of 550 ft, Mr. White said he tapped the back of Fernando's right hand, which was up on the power quadrant, and brought the right engine to idle to simulate the engine failure. Mr. White said he did not verbally announce that he was failing the right engine since he had already told Fernando his intentions on the ground.

Mr. White said that when he reduced the right engine to idle, the airplane simultaneously rolled and yawed sharply to the right about 90 degrees. Fernando had pressed the right rudder and the airplane began to skid with the nose pointed toward the ground and the tail of the airplane in the air. Mr. White said he had his feet guarding the rudder pedals before he pulled the engine to idle, but Fernando pushed the pedal so hard that it pushed his foot back. Mr. White said he immediately yelled "my airplane" while reducing power on the left engine, rolling the wings level and applying full left rudder; however, he did not have enough altitude to pull out of the dive and the airplane struck a home. Mr. White said that if he had another 100 ft of altitude he would have recovered the airplane. He did not

know why Fernando responded to the emergency the way he did and speculated that maybe it was because he was used to left traffic on that particular runway.

Additionally, Mr. White reported that both engines were operating normally and there were no mechanical problems with the airplane.

Leah D. Read

Sr. Air Safety Investigator

National Transportation Safety Board