



U.S. Department
of Transportation
**Federal Aviation
Administration**

Juan C Garcia
Aviation Safety Inspector

South Florida Flight Standards District Office 19
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Miramar, FL 33027

Juan C. Garcia IIC-Inspectors Statement – Accident Investigation

NTSB # ERA16LA295
ATQA No.: ASO-19-16-184
Registration: N16499
PTRS: 201616117
Make: Piper
Model: PA-34-200
Serial Number: 34-7350132

Aircraft Last Annual: 05/27/2016 @ TT 7099.7/Hobbs 1708.8
Aircraft Last 100Hr.: 10/20/2015 @ TT 6972.7/Hobbs 13990.1
Left\Right Engine Last Annual: 10/20/2015 @ TT 6972.7/Hobbs 13990.1
Left\Right Engine Last 100Hr: 05/27/2016 @ TT 7099.7/Hobbs 1708.8
Left\Right Propeller Last Annual: 10/20/2015 @ TT 6972.7/Hobbs 13990.1
Left \Right Propeller Last 100Hr: 05/27/2016 @ TT 7099.7/Hobbs 1708.8

When: August 19, 2016

Where: Aircraft Piper PA-34-200, N16499 with Flight Instructor and Student Pilot departed HWO from runway 10R at 11:00 am and climb to 3300 feet to the west of HWO airport to practices multi-engine maneuvers. Aircraft lost propeller blade in flight, causing right engine to malfunction and aircraft unable to maintain flight. Aircraft crashed in Everglades GPS location North 26°01.596, West 080°35.572 with both occupants surviving the crash.

What: Part 141 Operation, operated Piper PA-34-200, N16499 was owned and operated by American Flight Training LLC, located Opa Locka, Florida.

Who: CFI Pilot:

Alejandro Alvarez

[REDACTED]

Miami, FL 33172

CFI Certificate No.: [REDACTED]

Medical Certificate First Class: Date of Examination 04/18/2016

Student Pilot:

Pedro Kazys Krisciunas Kazimierenas

[REDACTED]

[REDACTED], Venezuela

Pilot Certificate No.: [REDACTED]

Medical Certificate First Class: Date of Examination 08/12/2014

Interview with CFI Alejandro Alvarez and Student Pilot Pedro Kazys Krisciunas

Kazimierenas: Both pilots were interviewed and found their written statements collaborated with the events with crash with aircraft N16499.

Alejandro Alvarez Written Statement

August, 21 2016

Alejandro Alvarez

[REDACTED]
Miami, Florida 33172

Aircraft: PA-34-200

Registration: N16499

Accident Date: August, 19, 2016

On August 19 2016 about 9:30 a.m. I proceed to brief my Multi Engine Instructor student, Pedro Krisciunas, about the objective of the flight and the maneuvers that will be involve in this flight. At 10:00 AM and under my supervision Pedro Proceed to perform the preflight of N16499 at HWO. After completion of the pre take off check list, Pedro requested clearance for west departure. At the practice area and after completion of the first maneuver, I asked Pedro to turn right and fly heading north and maintain 3,330FT. At the completion of the turn, I heard a loud noise on the right engine and observed something that separated from the propeller (this observation is based on peripheral vision). I asked Pedro for the flight controls, proceed to secure the right engine and commanded Pedro to radio the distress call and squawk 7700. I flew the aircraft toward the east, noticed that we were not holding altitude and asked Pedro if he can see the right engine and he said no. As we approach for landing, I aimed for tall sawgrass and advise Pedro to Brace for impact, unlatch the door and before contact, I secured the left engine. We both exited the aircraft and assisted each other for cuts or bruises. Then I asked Pedro to call 911.

Alejandro Alvarez.

Pedro Kazys Krisciunas Kazimierenas Written Statement

Reference: N16499 Accident on August 19th 2016

Dear Inspector:

On the morning of Friday of August 19th 2016 at 10 AM my instructor Mr. Alex Alvarez and I set and perform a visual pre-flight and inspection of the Seneca N16499 on KHWO

The purpose of this flight was a review of the Multi-engine maneuvers for Multi-engine Instructor check-ride. After the pre-flight was completed, we proceeded to request taxi instruction to the run-up area; we did the run-up and request taxi instruction to the active runway for a North West departure.

We departed KHOW from Rwy 10R at 11:00 AM and climb to 3,300 FT to the West to Practices Maneuvers. Then we turned to the North in preparation to do a steep turn, when my instructor saw with his peripheral vision something pass above the cockpit, after a few seconds, we heard a loud noise and lot of vibration, he called for the flight controls, I released them and he took over the controls. Then I looked to the right side of the airplane and I saw how the engine felt from the wing mount. He was flying the aircraft, I did the radios and made the emergency call on frequency 121.5 then I proceeded to open the door of the aircraft as soon as I opened I hear my instructor telling me brace for impact

We exit the airplane as soon as we landed and I proceeded to call 911 for help.

Pedro Kazys Krisciunas Kazimierenas.

Examination of the aircraft and crash site:

Aircraft nose section to the cockpit fire was destroyed but the nose landing gear and compartment was found next to aircraft. Aircraft crash landing with land gear retracted. The right engine came off the aircraft right wing on impact and was found around 75 feet to the 11 o'clock position of the aircraft nose position. Aircraft final resting position was pointing due north. The right engine only had 1 propeller attached; the propeller hub housing had indications of catastrophic failure. Due to vast area of the everglades and terrain locating missing propeller is not possible. Right engine mounts welding joints had indications of metal shearing and tearing. Left engine was still attached to aircraft with damage to cowling and propeller. Aircraft left and right wings sustained damage to flaps ailerons and section of the wings. Aircraft empennage at the mid-section attachment point buckled and had multiple popped rivets at the attachment point. Rudder, elevator, vertical and horizontal stabilizer had no signs of damage. Aircraft was submerged in about 2 feet of water with 1 foot of water inside the cabin. Aircraft fuel tanks were about 7/8 full of fuel, there was also fuel leaking from the right wing engine compartment due to the right engine coming off on impact.

Aircraft Maintenance Records Review Right Engine and Propeller

Review of right propeller and right engine maintenance records found Hartzell Propeller PN: HC-C2YK-2CLUF, SN: AU3337E has an Airworthiness Directive 2009-22-03. This Airworthiness Directive 2009-22-03 is for Initial and Repetitive Propeller Hub Eddy Current Inspections (ECI) to be performed every 50 hours' time in service for initial inspection and every 100 hours' time in service for repetitive inspection. Aircraft owner/operator has not completed the mandatory AD 2009-22-03 since the propeller was overhauled on 06/02/2015. The aircraft flew 439.74 hours without performing mandatory AD 2009-22-03 ECI inspection of propeller hub.

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