



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

Juan C Garcia
Aviation Safety Inspector

South Florida Flight Standards District Office 19
Miramar, FL [REDACTED]

Juan C. Garcia IIC-Inspectors Statement – Accident Investigation

NTSB No.: WRA17LA266

ATQA No.: ASO

Registration: N56612

PTRS: 201714778

Make: Piper

Model: PA-28R-200

Serial Number: 28R-7335259

When: July 12th, 2017

What: Piper PA28R, N56612 with one pilot and a pilot student on board. Aircraft was operating under part 91. Aircraft took off from North Perry Airport (HWO) to conduct aircraft maneuvers, left, right banks, climbs and descent. After 30 minutes in flight, the crew decided to switch fuel tank from right to left. Immediately after switching the fuel tank supply, the aircraft started to experience an excessive engine vibration. Pilot decided to switch back to right fuel tank and decided to turn back to North Perry Airport. Within two minutes pilot encountered engine vibration again and loss of power. Pilot decided to restart the engine but was not successful, immediately he decided to perform an off field landing on a levy.

Who: PIC Pilot:

Carl A. Rodney

Miami, FL [REDACTED]

Cert. No.: [REDACTED] FI

Medical Certificate First Class: Date of Examination 10/05/2016

Student Pilot:

Luis P. Alvarez

Distrito Federal Mexico [REDACTED]

Medical Certificate First Class: Date of Examination 09/23/2016

Emailed Statement from Mr. Carl A. Rodney (PIC):

Dear Mr. Garcia,

In response to your request, I am making the following statement relating the forced landing of Piper PA28R-200, N56612, Serial Number 28R-7335259, on the day of July 12, 2017.

The flight originated at 10:30 AM from North Perry Airport (HWO) Pembroke Pines, Florida).

“A detailed pre-flight inspection was performed where everything was satisfactory. After departure and headed to the practice area where we began the inflight preparations for the practicing of maneuvers. After 30 minutes in-flight while doing the pre-maneuver checklist, we decided to switch the fuel tanks. Following all procedures, we switched tanks and after doing so, we began to experience engine vibrations, which were unusual along with power loss. Immediately we placed the boost pump back to the ‘ON’ position and switched the tank back to the original tank (right tank). That remedied the issue. We then proceeded back to the airport. While doing so, approximately two minutes after, we began once again to experience engine roughness/vibrations and a loss of power. After trying to restart the engine as per the checklist which deemed unsuccessful, the decision was immediately made to perform a of field landing on a levy not too far away”.

On July 17, 2017 Mr. Rodney was interviewed by FAA inspector at Wayman facility

According to the flight instructor, he conducted the required pre-flight checklist inspection, in which everything was ok. The student pilot had control of the aircraft during taking off. Student pilot proceeded to the practice area to perform the necessary maneuvers in which included: Climbs, descent, left and right bank. After thirty minutes, the student pilot was instructed to switch fuel tank from right to left. Fuel pump quantity, pressure, and flow were working normal.

The Instructor instructed the student to continue with their flight plans. At 2, 000 feet after half of minute or so of switching fuel tanks pilot started to experience engine vibration, he was instructed to switch back to the right tank engine worked normal for about 2 minutes. Student pilot started to experience engine vibration again. At that moment the flight instructor decided to take control of the aircraft and contacted ATC and followed the emergency checklist procedures.

The communication was delegated to student pilot via channel 121.5 and North Perry tower. The flight instructor contacted the school dispatch center, Coast Guard and Broward Police Department, The flight Instructor decided to made an off the field emergency landing on a levy.

Emailed Statement from Luis P. Alvarez (Student Pilot):

“On Wednesday, the 12 of this month, I was assigned to take my first hour of flight on the Piper Arrow N55612 with instructor Carl Rodney. We take off from the North Perry Airport we went to the practice area. We started maneuvers at 2000 feet climbs, turns, slow flight, and power off stall. Ending this stall we changed fuel tank and had engine stop. We immediately returned to the fuel tank with which we had done the maneuvers, and the engine started for a few seconds and again turned off the instructor take the controls and followed the emergency procedures. We declared the emergency with the tower of North Perry and began the landing to land in place where we were initially supported by a helicopter indicating that they would take us to the airport of Opa Locka. The instructor said he had to wait for FAA staff, moments after this person came and I answered some

questions, we returned to the place we landed and the engine runs, I reached my stuff and I leave the place”.

On July 17, 2017 Mr. Alvarez was interviewed by FAA inspector at Wayman facility regarding aircraft N55612 force landing. Mr. Alvarez statement duplicates his emailed statement sent on Friday July 14th.

Examination of Aircraft:

Inspection of the aircraft found collapsed right landing gear, damage to the right wing leading edge. The right wing fuel tank was impacted causing a small fuel leak. The cabin doorstep pushed into the fuselage damaged the right side of the fuselage. Inspection of the cockpit cabin found fuel selector in the off position with the locking mechanism engaged and locked. The owner of N56612, Mr. Wayman started the engine at the crash site, engine operated at 600 to 2000 rpm settings with the fuel selector on the left and right positions with no discrepancies noted and transitioning from left to right, right to left with no discrepancies noted. Full power runs where preformed for 5 to 10 seconds with fuel selector on left and right fuel tank with no issues but due to safety concerns, longer full rated engine runs where no accomplished due to safety. The Manifold Pressure/ Fuel Pressure gauge indicated normal operation during operation of engine. The magneto check performed at 2000 rpm for both the left and right mags with a 50 to 75 rpm drop. The left fuel tank indicated 7/8 fuel level and the right fuel tank indicated almost full. The fuel in the wings were drained with no contamination found and the wings where removed disconnecting all lines and draining all fuel lines. The fuel selector removed and there was no fuel left in the selector just some minor fuel residue and oily residue on the outside of the selector valve rotation area.

Juan C Garcia
Aviation Safety Inspector/FAA IIC