



NTSB RECORD OF CONVERSATION

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Date: 8/17/2021
Person Contacted: DYLON ONEAL (Flight Instructor)
NTSB Accident Number: ERA21LA322

Narrative:

The individual noted above provided the following information via telephone. The below contents are a summary of what was reported:

- The AHRS (Attitude Heading Reference System) failure occurred during the emergency descent. After 500ft-1000ft into the descent, the AHRS failed. He instructed the student to recover from the training maneuver. He told him to “come out nice and easy”.
- During the emergency descent, the instructor simulated a left engine fire. The left throttle, propeller, and mixture controls were pulled to idle, idle-cutoff.
- He described that an emergency descent typically required a right turn (for example), a bank of 30-45°, and a pitch down of 15°.
- The AHRS failure did not resolve itself and it still said ‘aligning keep wings level’ after the recovery from the emergency descent.
- He noticed that the airplane continued to lose altitude and airspeed was over 100 knots at about 3,000 ft.
- The student stated that he “could not pitch up.” About this moment, the right engine began to spudder.
- The flight instructor reported that he took the flight controls and went “full forward” on everything (engine controls).
- He described that the left engine did restart, and the right engine had sputtered, but it did not completely lose power. He described that it seemed that both engines were not producing full power, but they were operating.
- He reported that after taking the flight controls, he could not pitch the airplane up and could not stop the descent. He said that he visually checked the trim, and it was slightly nose down.
- He described that both he and his student had their hands on the flight controls pulling back, but the pitch would not return to the horizon.



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- The student noticed they were about 500 ft above ground, so the student added full flaps and put the landing gear down.
- The flight instructor stated that, "we both were pulling back as hard as we could but could not get the nose to come up." He stated further, "we were able to use the ailerons to turn towards the field."
- The flight instructor reported that he, nor the student, moved the manual trim wheel during the event.
- He reported that he could not see anything in the students lap or his lap that would have obstructed the flight controls in the cockpit.
- After the landing in the field, he "shut everything down."
- He reported that the autopilot was collared and pulled and as part of that condition, the electric trim was disabled. They had used manual trim throughout the flight.
- He stated that "we never heard the stall warning horn" during the emergency descent and loss of control into the field. He recalled that the stall warning horn was working throughout the flight previously.

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