

Accident statement, N305JD. October 26th 2021, approach to runway 27 at KIMM, approximately 2:10 PM local time.

I am John Mariani, and I was acting as a CFI for the registered owner of the subject airplane, a 1996 Piper P46T Jetprop DLX (a single-engine turboprop), registration N305JD. I have approximately 22,000 hours total time, and approximately 12,000 hours in type. On October 26th 2021, I was providing refresher flight training to the owner/pilot John Dziuba. This training session was for an insurance-mandated annual recurrency check, and was not for FAA-mandated training. However, this training also qualifies as a Flight Review, and an Instrument Proficiency Check. I have provided this training to Mr. John Dziuba (and to hundreds of other pilots with the same type of airplane) for many years.

At the time of the accident, I was current in the aircraft, my medical was valid, and the airplane was within its annual inspection service period. The aircraft was maintained to a high standard, and there were no airframe or engine discrepancies at the time of the accident. All systems were functioning normally.

The accident occurred on the final landing (at KIMM) of a long day of training. We had flown over 3 hours, taken a break, refueled at KIMM, and then taken off for a shorter second flight session and return to KVRB (our point of departure that morning). The weather at the time of the accident was good VFR, with the wind favoring Runway 27 at KIMM. Our training objective was to practice simulated engine failures at altitude over the airport, glide at Best Glide speed, enter a high left downwind leg close to runway, turn to a close left base, extend the landing gear and the flaps on the

base, do a forward slip on final to dissipate any excess altitude, and then land to a fullstop.

The procedure was as follows.

From 2,000 feet AGL on a closein left downwind I pulled back the throttle (to approximately 130-140 ft-lbs of torque) to simulate the same aerodynamic effect of a flamed-out engine and a feathered propeller, and applied the friction lock to prevent the power lever from vibrating back. The engine was functioning normally. Mr. Dziuba performed the first simulated power-off landing perfectly, as we had done many times in the past, and I decided to do one more before returning to KVRB. Once best glide speed of 90 kts was achieved, the plan was to turn a close-in left base, where we expected to be very high. We would then add drag to the airplane by lowering the landing gear and flaps. Once we turned final, we would use a forward slip to dissipate the excess altitude and safely land on the runway. In the attempt that ended with the accident, we flew a longer downwind, and we were farther from the runway threshold when we turned base. Mr. Dziuba extended the landing gear and 10 degrees of flaps, and I advised him not to lower additional flaps until we got closer. He did follow my advice, and did not lower additional flaps. There was a stiff wind building from the west It became obvious that we did not have enough altitude to make the runway. John Dziuba and I discussed this developing situation as we continued to bleed altitude on the final. We were still flying with the landing gear extended and 10 degrees of flaps. We never performed a forward slip, obviously. The decent rate seemed to increase, possibly due to the gusting winds. By the time I added power and the engine began to spool up, it was too late and we impacted (pancaked in a wings-level attitude) the swampy

ground roughly 1000 feet before the runway. The airplane came to rest in a level attitude, with the left wing twisted (leading edge down) approximately 90 degrees, and the right wing even with the cabin. We never stalled the wing, and impacted the ground under control and in a level attitude. We noticed liquid on the windshield (turned out it was water, about 10-inch deep in the swampy area), and we exited the cabin immediately. The ELT was activated due to the impact and forward deceleration (I turned it off with the cockpit switch a few minutes later). The airport personnel and the Emergency Services (firefighters, ambulance, and sheriff) responded promptly and efficiently. We had no injuries, and declined any medical assistance.