



Investigator Name: Leah D. Read

Title: Sr. ASI

Division: ERA

Date: April 2, 2024

Subject: ERA24FA157

Contact: Toan The Vo, Pilot Receiving Multi-engine Instruction

Mr. Toan was interviewed at the HCA Lawnwood Hospital, Fort Pierce, Florida. He was informed of the NTSB's role in the investigation and was asked he was willing to speak to me about the accident. Mr. Toan said he was. His girlfriend, Aor, was also in the room and present for the interview. Detective Daniel Tomaszewski of the St. Lucie County Sheriff's Department, who had escorted me to Mr. Toan's hospital room, was also present. Mr. Toan was lucid and had a good recall of the events that led to the accident.

Mr. Toan said he was working on his commercial/multi-engine land certificate/rating. The accident flight was his 3rd flight in the airplane (total 6-hr block). He completed a 2-hr training session in the simulator prior to the accident flight where he and his instructor Valentina Guillen worked on single-engine emergency procedures. After the simulator session, he and Ms. Guillen were scheduled to fly N595ND. He went out to the flight line and completed a preflight inspection. Mr. Toan said he had "7-inches" of fuel placed in each wing tank for a total of about 80-90 gallons. He drained a fuel sample from each tank and said it was absent of water/debris. No issues or squawks were noted during the preflight inspection.

Mr. Toan and Ms. Guillen boarded the airplane, started the engines, and made a south departure from runway 10R. Mr. Toan said there was no issue starting either engine and the engine-run up was normal. After departure, they climbed to 5,000 ft mean sea level (msl) and practiced single-engine out procedures. These procedures included shutting down and feathering the right engine (they selected the right engine because it was the "hottest" engine). Then they returned to the airport and made a simulated single-engine instrument "low" approach to runway 10R. To

simulate the engine out, thrust on the right engine was reduced to idle. The propeller was not feathered. The left engine was operated normally.

Mr. Toan said he completed a "GUMPS" check at 1,000 ft msl. He brought the mixture and propeller levers for both engines full forward. Everything was normal at this point.

Mr. Toan said that when they reached decision height, he executed a missed approach. He brought both throttles full forward to go-around but there was no thrust on either engine. He made a right turn to the missed approach heading provided by air traffic control. He could not recall if the heading was 160 or 180 degrees. Ms. Guillen realized there was no engine power and took control of the airplane. She declared an emergency and continued to turn the airplane back toward the airport to try and land on runway 14. Mr. Toan said the airplane was only about 100 ft above the ground. They had "no airspeed and no engine thrust." The airplane stalled and impacted the ground.

Mr. Toan said that he did not recall hearing the stall horn prior to impact. He did not look at the RPM or MP gauges after the power loss because he was focused on the emergency. He said if the airplane had power on at least one engine, they should have been able to climb at the single-engine best rate of climb speed. They did not have time to pull an emergency checklist and did not feather either engine. Ms. Guillen was hoping that engine thrust would come back online. Mr. Toan did not recall the flap setting and he did not touch the fuel selectors. He said the selectors were both in the "on" position. Mr. Toan was asked what he thought had happened, and he said he did not know, and hoped the NTSB would tell him.

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