

Inspector Statement regarding Accident Investigation WPR14LA169

On April 21, 2014 at approximately 1400 hours, a Piper PA-30 Twin Commanche airplane impacted the terrain approximately one half mile north of Sun Valley Airport (A20) near Fort Mojave, Arizona. The airplane sustained substantial damage and the pilot and sole occupant sustained minor injuries and was treated at the scene by fire department personnel.

The pilot/owner later reported that he had been attempting to land at A20 and had elected to go around after landing too far down the runway. The pilot reported that the aircraft had initially began to climb and that shortly thereafter both engines quit and he glided to a landing in the desert and the aircraft was damaged upon landing.

The owner removed the aircraft from the crash site with the permission of the National Transportation Safety Board (NTSB) Inspector in Charge.

An investigation was conducted on April, 22, 2014 and the aircraft was found to be relatively intact with damage consistent with what the pilot had reported airplane debris was located in the area where the pilot had stated the aircraft had crashed.

During the interview of the pilot, it was discovered that the pilot had been improperly using the propeller governor controls, using them as throttle controls, with the throttle controls in the full forward position for the entire time of the flight. The pilot had pulled both propeller controls to full feather upon touching down on the runway and then abruptly advanced them to initiate the go-around. In essence, the pilot had utilized the throttle and propeller controls in a direct swap of how they should be used.

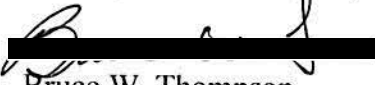
During further interview with the pilot, it was discovered that he had an extensive amount of flight time, flying a Beechcraft Baron. The Beechcraft Baron is configured in a fashion where the propeller and throttle are the exact opposite of the Piper Commanche.

The aircraft was found to have full flight and engine control continuity and the fuel system appeared to have sufficient quantity of fuel.

The fuel tanks were sumped and no contaminants were found to be present in the drained fuel.

Both engines were visually inspected with no noted anomalies, other than crash related damage.

On August 26, 2014, the pilot surrendered his multi-engine rating.


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