

On March 6th, 2018, I was the Flight Instructor on board N33807, a Piper PA28R-200, which departed out of Reid Hillview Airport (RHV) to Paso Robles Airport (PRB) for a night dual cross country. I had just returned from a flight with this aircraft from Salinas Airport (SNS) with another student at approximately 5:40pm. I saw the Commercial Pilot Student Carl Liu, whom I was to fly with, inside working on his cross country plan. We discussed his planned route of flight, RHV-1C9-SNS-KIC-BRALY-PRB at an altitude of 7,500 feet. We talked about fuel burn, times and agreed to have a full tank of gas (48 Usable Gallons). I called the fueler and visibly watched as he put the gas in and I checked the oil levels which were at 6 quarts. When I saw that the fuel and oil were adequate for the flight I then returned in the FBO and talked to the student about night operations.

I asked the student to preflight the aircraft and I went inside to have a bite to eat. When the time neared approximately 6:50pm, we went to the aircraft and I asked the student fuel and oil levels, if he had a red headlamp and if he was good to go. The student reaffirmed the plane was ready to go. Approximately 7pm, we got into the aircraft and the student ran through his checklists and did the start and pre-taxi checklist and contacted ground and got our Squawk Code. Got our clearance to taxi to Runway 31R via Zulu and discussed with the student about night airport lights, taxi operations at night and did a normal run up. Runup was completed following all checklists items and did our pre takeoff checklist. Student wanted to do a short field takeoff and we departed. Contacted NorCal approach and climbed at 25" MP/25" RPM and all indications were normal. The student did his climb checklist and cruise checklist upon reaching 7,500 feet. We discussed the differences between a cross country during day and night. Once we passed SNS, we temporarily switched over to Oakland radio and I taught the student about picking up weather en Route through the use of nav aids, then returned back to NorCal Approach for flight following. Near KIC, I discussed with the student about Threat and Error Management (TEM) and talked about the airport environment. We discussed the terrain, the high clouds causing a moonless night, runways illusions and Top of Descent (TOD). As we approached closer to Paso Robles we also got the one minute weather and notified Approach. At this point, we had switched the tanks twice and began our descent past BRALY intersection. We notified Oakland Center of our VFR descent and were given a frequency change and squawk VFR approximately at 6,600 feet MSL.

The student elected to land straight in for runway 13. I told him in the future it's recommended not to fly straight in to an uncontrolled field and allowed a continuous descent. The field was silent and he made proper radio calls to Final and told him to perform a Touch and Go. As we approached, airspeed was normal, checklists items completed and the student landed long.

When we touched, the student advanced the prop and put full power. Oil pressure and temperature were in the green, and rotated with 25 Flaps. On rotation the student put flaps 25 to 10, announced positive rate, flaps 10 to 0 with the gear still down. Then we heard what sounded like a loud tick noise. I did not know what the origin was, but immediately noticed the Low Vacuum annunciator light came on and said that it's probably the engine driven vacuum pump fail and that it is a non-threatening issue. I then took over controls, said "my aircraft" and retracted the gear. I told him gear up then flaps. I then noticed the airplane was not climbing

appropriately and I told him we will make an early right base. I noticed the plane was only approximately 350-400 AGL and not climbing. By the time the gear retracted the engine produced an abnormal noise and then suddenly there was propeller stoppage.

When I saw the propeller stuck up and not moving I immediately put the gear back down and tried turning to Runway 1 at PRB. I saw a building to my right, a pole, and knew there were homes to straight ahead and to the left. I pitched the aircraft forward to gain speed and avoid a stall. At approximately 95 MPH, I saw the ground and leveled off, and then the aircraft impacted the ground.

Once the aircraft came to a full stop, I shut down mixture, master, and the key. I told the student to exit and I called 911 at approximately 8:26pm and told them my location. The witnesses told Fire and Rescue my location and they arrived approximately 10-15 mins later.

I was met by 2 out of 3 witnesses who heard the impact at a nearby museum within half a mile of the impact spot. I then inspected and ensured the fuel was in off position and the aircraft secured. The student and I sustained no injuries and we walked away from the forced landing. No fuel leak was visible post-accident.

The short time span we had for the entirety from recognition of the problem, to the engine fail and impact lasted not more than 45-60 seconds. I'm glad to have survived this forced landing into a field at night with no damage to persons or property on the ground.