

Ft Lauderdale, April 24, 2018
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N8404B INCIDENT/ACCIDENT, AIRGLADES – CLEWISTON, FLORIDA (2IS)

On Friday April 19, 2018, Mr. Sergio Ambrosio asked me to fly with him on his recently purchased Piper Seneca III (PA-34) N8404B. Since he is a foreign Pilot (Argentinean), he wanted me to support him with the language and radios in case of any difficulty. He invited two friends (Argentinean as well) to fly on the plane with him.

We asked for a VFR Flight Following from Ft Lauderdale Executive Airport (KFXE) to Lakeland Regional Airport (KLAL) at 10,500 Ft. Departure time was around 12:15 PM local time. Total fuel on board was around 75 Gals. Mr Ambrosio performed all duties as PIC, including pre-flight and before takeoff checks; everything normal. Takeoff on Runway 09 went smooth, once we reached 10,500 Ft, he engaged the AutoPilot; set a cruise power per the POH of 32"MP, 2400 RPM, about 12 Gals per Hr per side and the flight was normal. We landed in Runway 09 at Lakeland Regional Airport (KLAL), Mr Ambrosio performed all the check lists and before landing tasks normal, we entered on a direct 3 NM Right Base with a fair landing. Weather during all flight phases was perfect VMC, with a layer of scattered clouds between 8,000 Ft and 5,000 ft during descent (nothing significant). We had an average of 8 kts of headwind at cruise altitude.

After having lunch in the Main Terminal at Lakeland Regional Airport, we taxied to Sheltair's FBO and set a Top Off fuel on N8404B. We departed VFR to the South this time on our own (1200 transponder code). Again, Mr Ambrosio performed all PIC duties, this time I noticed both Overboost Warning Lights came on during takeoff roll and he adjusted the Throttle Levers accordingly to reduce the Manifold Pressure and lights went off. Take off occurred at around 3:30 PM. Weather was again perfect and we climbed to 9,500 Ft VFR. This time, Mr Ambrosio said that he wanted to hand fly the aircraft all the time with no AutoPilot, so he did. About 20 min after leveling off, he said he wanted to do some turns and basic maneuvers because he wanted to "feel" the plane. We started a VFR descent to 7,500 ft, and Mr Ambrosio performed one 360 turn to the right at about 30 to 40 degrees bank and a second 360 turn to the left at the same 30 to 40 degrees. In my opinion, both turns were fairly good with little altitude loss.

After the turns, he told me he wanted to practice some landings and take-offs, so we flew towards Airglades Airport (2IS). We entered on a direct Left Down Wind for runway 31 behind one C172. Once on the final approach, Mr Ambrosio executed a go-around because the C172 was still on the runway. We flew due west for some miles to make space with the slower traffic in the pattern and then return to the field. We entered on a midfield left downwind into the pattern. This time, the approach was a little high and a little fast, with a slightly fast touch down in my opinion. We exited the runway and taxied back to runway 31. Mr Ambrosio performed again all the PIC before takeoff checks and initiate the takeoff roll. Again, this time both Overboost Lights came alive during the roll; he adjusted the manifold Levers accordingly to extinguish the lights.

We stayed in the pattern (LH pattern), entered on a left downwind and he said he wanted to do a touch and go this time and then go home. The approach again was a little high with a faster than normal touch down (in my opinion), we touched slightly to the right side of the runway centerline. Mr Ambrosio set the flaps up and immediately push both throttle full up to the "wall". Both engines spooled up rapidly and both Overboost Lights came on. This time, I felt the Right engine went stalled – I assume the Right Engine Overboost Valve open to prevent damage to the engine – and the aircraft immediately yawed to the right. From the right seat, I wasn't able to see the indication of the Airspeed or the Manifold Pressure at any time. Mr Ambrosio fight to control the aircraft on the ground and try to go airborne before crashing with a runway light but we were not fast enough, we landed on the grass right after crossing the border of the runway. Once on the grass, Mr Ambrosio set the power levers to idle and try to maintain control of the aircraft. I can estimate our speed was at about 60 to 70 Kts by the time we touched the grass. We were running fast but now controlled and the Pilot was trying to stop the aircraft when we hit the Bump (rise terrain) of the Taxiway; we jumped again and landed on the grass at the other side of the taxiway with the Nose Gear and RH Main Gear collapsed.

The crash felt like a speed bump on a car, and did not cause any injury to all people on board, everybody was conscious and alert. We evacuated the aircraft and I couldn't see any fuel spill or fire. Mr. Ambrosio Radioed to the other aircrafts in the pattern and stated we were all OK and walking out, he shut off the Fuel Selector Valves, Avionics, Magnetos and Battery Switches and evacuated the aircraft. Crash time was around 5:00 PM.