



MEMORANDUM FOR RECORD

Eleazar Nepomuceno
Aviation Accident Investigator
National Transportation Safety Board
Office of Aviation Safety – Western Pacific Region

NTSB Accident Number: WPR21LA179
Aircraft Registration & Make/Model: N125RJ; Piper PA-30
Accident Location: Corvallis, OR
Accident Date: 04/29/2021

Narrative:

The following is a synopsis of the information provided by John Huntsman, Chief Pilot in an email on June 18, 2021, at 1051 PDT:

The chief pilot reported that he was one of three club multiengine (ME) instructors, to include Alan and Conner. Conner trained Tyler, the accident copilot. Conner has since left the club's employment. The rule the club had for designated ME instructors were that all actual engine failure training would be done at 5,000 feet above the ground, completed, and restarted above 3,000 feet above the ground or if it was an emergency. He also directed the other instructors to limit the number of actual engine failure training to one or two per student, to limit stress and damage to the engines. Below 3,000 feet above the ground, they would simulate an engine failure by reducing the manifold pressure to about 10 inches but would not pull a mixture. If they did a single engine approach, they would brief that they would NOT do a single engine go around. They would also advance the simulated dead engine to verify it was still going to provide power if needed. They would also say "we are committed to landing" on short final, to prevent an attempt at a single engine go around. He would also emphasize to students how the airplane glides just fine with both engines pulled back. He always started a multi-engine student with a detailed discussion of V_{MC} , minimum control speed with critical engine inoperative and would show a video of a single engine roll over.

He added that he was never informed that the pilot and copilot were doing single engine practice in their plane; had he known, he would have stopped them. None of the other instructors had any idea that the accident pilot and copilot were doing single engine practice as well. He further added that per club policy, "No pilot will perform an actual or simulated engine shutdown unless in an actual emergency or with a CLUB MEI."