



RECORD OF CONVERSATION

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Western Pacific Region

Date: October 3, 2021
Person Contacted: William Dubel (Flight Instructor)
NTSB Accident Number: WPR22FA001

Narrative:

The following is a synopsis of the information provided by Mr. William Dubel during an interview.

On October 1, 2021, he and Jason Houle, student pilot, were conducting an instructional flight in N2868H, a Piper, PA-28-181 at the Chandler Municipal Airport, Chandler, Arizona.

The evening before the accident flight, he communicated with Houle via text message to discuss the planned flight training. Houle asked to work on landings and radio communications with the tower. They agreed to meet at 0600 the following morning.

Dubel awoke the next morning at 0430 and prepared to conduct flight training in N2868H. When he arrived at the airplane, Houle had already conducted a preflight inspection of the airplane and ordered fuel.

While waiting for fuel, they discussed check list items and the possibility of a different sequence of events. Some checklists may differ depending on the organization. They also discussed the possibility of flying with another flight instructor, the reasons why, and provided several examples.

Dubel then turned on the Stratus GPS puck and ensured his EFB had connected and operational.

He had previously provided Houle with written examples of taxi instructions. He had Houle obtain the weather information and received taxi instructions to runway 04L. While taxiing to runway 04L, another airplane was near the hold short line for the runway, obtaining an IFR clearance. Houle inquired about the airplane and the

discussed the reason why near the hold short line.

After the airplane departed on the IFR flight, the tower cleared N2868H for takeoff from runway 04L. They conducted about 3 touch and go's on runway 04L; the tower then switched them to runway 04R and requested they change frequencies to 133.1. Dubel changed the frequencies and check in with the tower. During one iteration of the touch and go's, the tower instructed them extend their crosswind leg for helicopter traffic, but did not recall on which iteration. During another iteration of the touch and go's, the tower instructed them extend their downwind leg for landing traffic.

During the last few landings, the tower instructed them to follow a Seminole (Piper), at that they would be number 2 for landing behind to Seminole. For the final approach to land, Dubel wanted Houle to practice a simulated engine failure. He told Houle, that depending on the spacing they might simulate an approach without power. While on the downwind leg, they received their clearance to land. Houle, read back, cleared touch and go, number 2, following the Seminole.

On the right downwind leg to runway 04R, he scanned the area for traffic, did not see any traffic, and abeam the numbers he reduced the engine power to idle. Dubel did not request a short approach from the tower. Dubel believed they had the spacing for traffic and did not anticipate doing a short approach.

Houle then made a shallow, descending right turn toward the runway. Dubel advised Houle to square out the pattern. Prior to turning final approach to land, they confirmed they had enough altitude to make the runway and extended the flaps. As the airplane turned final, they started a left wing down slip maneuver. Houle was not applying enough rudder or ailerons. Dubel assumed control of the airplane, applied full right rudder and left aileron. Houle was mirroring on the flight controls. They then felt and heard a loud bang. He believed they might have struck birds. He declared an emergency, advised (tower) he believed they might have hit some birds and requested the tower look at the landing gear. The tower confirmed they had 3 landing gear and cleared them to land.

During touchdown, he noticed the left wing continued to drop. He utilized ailerons to keep the wing up. The left wing settled and proceeded to drag on the runway, and the airplane veered left and exited the runway on the dirt between runway 04R and 04L. Once the airplane came to rest, both he and Houle exited the airplane.

Dubel then returned to the airplane, retrieved a handheld radio and contacted the tower. He asked the tower if they saw what they hit? The tower responded, they had not. He asked the tower for guidance, and the tower instructed them to stay by the airplane and await airport first responders.

Houle, then saw smoke near the approach end of runway 04R. A Chandler police officer arrived and asked if this accident was related to the helicopter crash?

Dubel further noted that, he keeps his EFB (iPad) on his knee during flight operations. Prior to starting the simulated engine failure, he recalls looking at the EFB, not seeing any traffic or receiving any traffic alerts. He also noted that he did not receive any traffic advisories, other than the Seminole.

He has been flying in the local area for about 12 years, he recently received his flight instructor certificate and has been instructing Houle for about 2 months.

According to the flight instructor there were no preimpact mechanical failures or malfunctions with the airframe or engine that would have precluded normal operation.