

SUMMARY

An airplane of model Piper PA 34 took off from Malmö/Sturup airport for a training flight. On board were an instructor, a student pilot and an observer. The intention was to carry out a check flight before the student's skill test, where – among other items – engine failure should be trained. Just after lift off the instructor retarded the throttle to the left engine. The student levelled off at about 100-150 feet, but hesitated on further actions. After the instructor repeatedly had called out "speed", he reduced the power even on the right engine and instructed the student to land.

In this position, however, airspeed and height was insufficient for a controlled flare and landing which resulted in the aircraft struck hard onto the runway and was substantially damaged. Of those on board - who themselves could leave the aircraft wreckage - two got back injuries of varying degrees. The instructor had planned to carry out the simulated engine failure during take-off with the intention that the student himself would retard power on the second engine and land straight ahead, so-called "Decision" procedure. The exercise had not been communicated to the student before the flight. No cameras at the airport were directed against the runway system, and the sequence of events in the report is based solely on witness interviews.

The Swedish Transport Agency had approved the current training organization and exerted continuous supervision of the operations. Rules for flight training are based on common regulations issued by the European Aviation Safety Agency (EASA). The practical execution of flight lessons, with associated risk assessment, is not assessed during supervision but is assumed to be managed by the school's quality system.

The Transport Agency, at standardization meetings with their authorized examiners, have discussed a minimum altitude of 300 feet for simulation of engine failure during skill tests in aircraft. This information had not reached the training organization in question, and reportedly neither to all examiners. There is no guidance material (Guidance Material - GM) regarding the practical execution of flight training issued by EASA.

The accident was caused by the following factors:

- Emergency exercise with a high risk factor,
- Inadequate planning of the flight training session regarding options for the handling of hazardous situations,
- Absence of guidance material from regulatory authorities regarding the practical execution of certain exercises in flight training.

Safety recommendations

EASA is recommended to:

- Identify exercises in flight training that might entail an increased risk factor and to issue Guidance Material (GM) for the practical execution of these. *(RL 2016:05 R1)*
- Investigate the conditions for the installation of operational CCTV cameras for investigative purposes at European commercial airports that are covered by EASA's regulations under Regulation (EC) 216/2008. *(RL 2016:05 R2)*

The Swedish Transport Agency is recommended to:

- During the certifying process and operational controls of air training organisations to tighten its supervision concerning the identification of training elements that might entail increased flight safety risks. *(RL 2016:05 R3)*
- Review the process of standardization among its authorized examiners in order to achieve a safe and consistent performance regarding emergency exercises during skill tests in aircraft. *(RL 2016:05 R4)*