



# Aviation Investigation Factual Report

<b>Location:</b>	WEST PALM BEACH, Florida	<b>Accident Number:</b>	ATL98LA006
<b>Date &amp; Time:</b>	October 21, 1997, 12:20 Local	<b>Registration:</b>	N534SS
<b>Aircraft:</b>	Diamond Aircraft Industries DA20-A1	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 Serious
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Factual Information

On October 21, 1997, about 1220 eastern daylight time, a Diamond Aircraft Industries DA20-A1, N534SS, collided with the ground between runways 27L and 27R while on approach to the Palm Beach International Airport, West Palm Beach, Florida. The airplane was operated by the private pilot under the provisions of Title 14 CFR Part 91, and visual flight rules. Visual meteorological conditions existed, and no flight plan was filed. The pilot and one passenger sustained serious injuries, and the airplane was substantially damaged. The flight originated from Melbourne, Florida at 1100.

The pilot stated that he passed over the airport and was told by air traffic control to expect 27R. After being vectored, he stated he was cleared to land on 27R. While on final approach at 200 feet, a MD-80 passed close to him on the right. The controller warned the pilot of possible wake turbulence. The airplane then rolled upside down and crashed into the ground.

The FAA inspector stated, and air traffic control audio tapes confirmed, that the airplane was cleared to land on runway 27L, and given the traffic, an MD-80, landing on 27R. After being cleared to land on 27L, the airplane was observed deviating towards 27R. The FAA inspector stated that the air traffic controllers observed the nose of the airplane go up and then the airplane rolled left, impacting the ground left wing low and partially inverted.

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	22, Male
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Valid Medical--w/ waivers/lim	<b>Last FAA Medical Exam:</b>	August 11, 1997
<b>Occupational Pilot:</b>	UNK	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	80 hours (Total, all aircraft), 55 hours (Total, this make and model), 31 hours (Pilot In Command, all aircraft), 80 hours (Last 90 days, all aircraft), 30 hours (Last 30 days, all aircraft), 5 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Diamond Aircraft Industries	<b>Registration:</b>	N534SS
<b>Model/Series:</b>	DA20-A1 DA20-A1	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Utility	<b>Serial Number:</b>	10108
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	October 13, 1997 Annual	<b>Certified Max Gross Wt.:</b>	1609 lbs
<b>Time Since Last Inspection:</b>	31 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	721 Hrs	<b>Engine Manufacturer:</b>	Rotax
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	912F3
<b>Registered Owner:</b>	MDFC EQUIPMENT LEASING CORP	<b>Rated Power:</b>	80 Horsepower
<b>Operator:</b>	ERIK RICHARD LINDQVIST	<b>Operating Certificate(s) Held:</b>	None
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	PBI ,17 ft msl	<b>Distance from Accident Site:</b>	1 Nautical Miles
<b>Observation Time:</b>	12:53 Local	<b>Direction from Accident Site:</b>	90°
<b>Lowest Cloud Condition:</b>	Scattered / 12000 ft AGL	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	3 knots / None	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	0°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30 inches Hg	<b>Temperature/Dew Point:</b>	26°C / 14°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	MELBOURNE (MLB )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>		<b>Type of Clearance:</b>	VFR
<b>Departure Time:</b>	11:00 Local	<b>Type of Airspace:</b>	Class C

## Airport Information

<b>Airport:</b>	PALM BEACH INTERNATIONAL PBI	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	17 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	27L	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	7989 ft / 150 ft	<b>VFR Approach/Landing:</b>	Traffic pattern

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Serious	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 Serious	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 Serious	<b>Latitude, Longitude:</b>	26.670507,-80.060729(est)

## Administrative Information

**Investigator In Charge (IIC):** Wilson, Butch

**Additional Participating Persons:** ROBERTO MALDONADO;  
REGAN H CAMPBELL;

**Report Date:** March 25, 1998

**Last Revision Date:**

**Investigation Class:** [Class](#)

**Note:**

**Investigation Docket:** <https://data.nts.gov/Docket?ProjectID=3942>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).