



Aviation Investigation Final Report

Location:	Winnemucca, Nevada	Accident Number:	WPR23LA133
Date & Time:	March 17, 2023, 16:00 Local	Registration:	N326AF
Aircraft:	DIAMOND AIRCRAFT IND INC DA 40	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

The flight instructor reported that, during an instructional flight with the student pilot at the flight controls, just prior to touchdown, the airplane started drifting left of center. The instructor told his student to go around, but the airplane had already reached the edge of the runway. When the instructor took control, the airplane had already exited the runway and came to rest on the adjacent dirt terrain, which resulted in substantial damage to the left wing. The flight instructor reported that there were no preaccident mechanical malfunctions or failures with the airplane that would have precluded normal operation.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

The student pilot’s failure to maintain directional control, and the flight instructor’s delayed remedial action.

Findings

Personnel issues	Aircraft control - Pilot
Aircraft	Directional control - Not attained/maintained
Personnel issues	Delayed action - Instructor/check pilot
Personnel issues	Monitoring other person - Instructor/check pilot

Factual Information

History of Flight

Landing-flare/touchdown	Loss of control on ground (Defining event)
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Pilot Information

Certificate:	Student	Age:	53
Airplane Rating(s):	None	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	3-point
Instrument Rating(s):	None	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 3 With waivers/limitations	Last FAA Medical Exam:	May 13, 2021
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	115 hours (Total, all aircraft), 24 hours (Total, this make and model), 26 hours (Last 90 days, all aircraft), 26 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

Flight instructor Information

Certificate:	Commercial; Flight instructor	Age:	23
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Right
Other Aircraft Rating(s):	None	Restraint Used:	3-point
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine	Toxicology Performed:	
Medical Certification:	Class 1 With waivers/limitations	Last FAA Medical Exam:	January 19, 2023
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	November 30, 2022
Flight Time:	325 hours (Total, all aircraft), 4 hours (Total, this make and model), 267 hours (Pilot In Command, all aircraft), 41 hours (Last 90 days, all aircraft), 17 hours (Last 30 days, all aircraft), 4 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	DIAMOND AIRCRAFT IND INC	Registration:	N326AF
Model/Series:	DA 40	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	40.986
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	February 1, 2023 Annual	Certified Max Gross Wt.:	2646 lbs
Time Since Last Inspection:	50 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	9250 Hrs at time of accident	Engine Manufacturer:	LYCOMING
ELT:	C91 installed, not activated	Engine Model/Series:	IO-360-M1A
Registered Owner:	K2 AVIATION LLC	Rated Power:	180 Horsepower
Operator:	K2 AVIATION LLC	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KWMC,4300 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	15:56 Local	Direction from Accident Site:	343°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	40°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.13 inches Hg	Temperature/Dew Point:	12°C / -7°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Olympia, WA (KOLM)	Type of Flight Plan Filed:	None
Destination:	Winnemucca, NV (KWMC)	Type of Clearance:	VFR flight following
Departure Time:	12:00 Local	Type of Airspace:	Class E

Airport Information

Airport:	Winnemucca Municipal Airport WMC	Runway Surface Type:	Asphalt
Airport Elevation:	4301 ft msl	Runway Surface Condition:	Dry
Runway Used:	14	IFR Approach:	None
Runway Length/Width:	7000 ft / 100 ft	VFR Approach/Landing:	Full stop

Wreckage and Impact Information

Crew Injuries:	N/A	Aircraft Damage:	Substantial
Passenger Injuries:	2 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	40.896611,-117.80588(est)

Administrative Information

Investigator In Charge (IIC):	Basti, Paymaun
Additional Participating Persons:	Russel Parker; FAA ; RENO, NV
Original Publish Date:	August 10, 2023
Last Revision Date:	
Investigation Class:	Class 4
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=106917

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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](#).