Aviation Investigation Final Report

Location:	DAYTONA BEACH, Florida	**Accident Number:**	MIA98LA232
Date & Time:	August 31, 1998, 11:53 Local	**Registration:**	N15541
Aircraft:	Piper PA-34-200	**Aircraft Damage:**	Substantial
Defining Event:		**Injuries:**	2 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

The instructor stated the left engine quit as the dual-student flared for landing. The dual student initiated a go-around and the aircraft rolled uncontrollably to the left. As the instructor attempted to regain control, the dual-student froze on the controls. The instructor placed the left propeller in the feathered position and as he continued to attempt to gain control from the dual-student, the aircraft struck the ground left wing first and spun around coming to rest. The left engine and propeller were placed on a engine test stand after the accident and operated to full power with no evidence of mechanical failure or malfunction that would cause loss of power.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The dual-student's attempt to perform a go-around after a reported loss of power in the left engine during landing flare and his failure to relinquish the controls to the instructor when control was lost during the go-around resulting in the aircraft rolling uncontrollably to the left and colliding with the ground left wing first.

Findings

Occurrence #1: LOSS OF ENGINE POWER
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

1. 1 ENGINE
2. REASON FOR OCCURRENCE UNDETERMINED

Occurrence #2: LOSS OF CONTROL - IN FLIGHT
Phase of Operation: GO-AROUND (VFR)

Findings
3. (C) GO-AROUND - ATTEMPTED - DUAL STUDENT
4. AIRSPEED(VMC) - NOT ATTAINED - DUAL STUDENT
5. (C) RELINQUISHING OF CONTROL - NOT PERFORMED - DUAL STUDENT
6. DIRECTIONAL CONTROL - NOT POSSIBLE - DUAL STUDENT
7. DIRECTIONAL CONTROL - NOT POSSIBLE - PILOT IN COMMAND(CFI)

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: DESCENT - UNCONTROLLED

Findings
8. TERRAIN CONDITION - GROUND

Factual Information

On August 31, 1998, about 1153 eastern daylight time, a Piper PA-34-200, N15541, registered to Nurnberg Family Enterprises, Inc., crashed while on approach to land at Daytona Beach International Airport, Daytona Beach, Florida, while on a Title 14 CFR Part 91 instructional flight. Visual meteorological conditions prevailed at the time and no flight plan was filed. The aircraft received substantial damage and the commercial-rated flight instructor and private-rated dual student received minor injuries. The flight originated from Daytona Beach, the same day, about 1035.

The flight instructor stated that the dual-student flew a normal approach to runway 7 left. During the landing flare, the left engine quit. The dual-student did not recognize the left yaw caused by the failed left engine and initiated a go-around by applying full power on the operative engine and rotating the nose to a climb attitude. The aircraft began to roll to the left and the instructor attempted to gain control of the aircraft from the dual-student, who was frozen on the controls. The instructor placed the left propeller in the feathered position and attempted to perform a single engine go-around. The dual-student finally let go of the controls and as the instructor was attempting to reduce engine power and make a forced landing in the grass adjacent to the runway, the left wing struck the ground and the aircraft spun around, coming to rest.

The dual-student stated he performed a normal approach to runway 7 left. As he flared for landing, the aircraft ballooned. He applied power to increase airspeed because the aircraft was below Vmc speed. He noticed the aircraft was yawing to the left, which his instructor took as a sign that the left engine had failed. The instructor placed the left propeller in the feathered position and attempted to regain control of the aircraft. The aircraft hit the ground with the left wing and spun around, coming to rest.

Postcrash examination of the aircraft's fuel system and left engine controls showed no evidence of mechanical failure or malfunction. The left engine and propeller were removed from the aircraft and mounted on an engine test stand. The propeller was in the feathered position. The engine was started and operated to full power with no evidence of mechanical failure or malfunction. The engine-driven fuel pump was found to have a small leak in the diaphragm, which was draining overboard. The engine was operated to full power using only the engine-driven fuel with no loss of power.

Pilot Information

Certificate:	Commercial; Flight instructor	**Age:**	26,Male
Airplane Rating(s):	Single-engine land; Multi-engine land	**Seat Occupied:**	Right
Other Aircraft Rating(s):	None	**Restraint Used:**	
Instrument Rating(s):	Airplane	**Second Pilot Present:**	Yes
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine; Instrument airplane	**Toxicology Performed:**	No
Medical Certification:	Class 1 Valid Medical--no waivers/lim.	**Last FAA Medical Exam:**	April 24, 1998
Occupational Pilot:	Yes	**Last Flight Review or Equivalent:**	
Flight Time:	400 hours (Total, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	**Registration:**	N15541
Model/Series:	PA-34-200 PA-34-200	**Aircraft Category:**	Airplane
Year of Manufacture:		**Amateur Built:**	
Airworthiness Certificate:	Normal	**Serial Number:**	34-7350074
Landing Gear Type:	Retractable - Tricycle	**Seats:**	6
Date/Type of Last Inspection:	August 24, 1998 100 hour	**Certified Max Gross Wt.:**	4000 lbs
Time Since Last Inspection:	15 Hrs	**Engines:**	2 Reciprocating
Airframe Total Time:	3285 Hrs	**Engine Manufacturer:**	Lycoming
ELT:	Installed, not activated	**Engine Model/Series:**	IO-360-C1E6
Registered Owner:	NURNBERG FAMILY ENTER., INC.	**Rated Power:**	200 Horsepower
Operator:	WRIGHTWAY AVIATION, INC.	**Operating Certificate(s) Held:**	None
Operator Does Business As:		**Operator Designator Code:**	

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	**Condition of Light:**	Day
Observation Facility, Elevation:	DAB ,35 ft msl	**Distance from Accident Site:**	1 Nautical Miles
Observation Time:	12:00 Local	**Direction from Accident Site:**	250°
Lowest Cloud Condition:	Clear	**Visibility**	10 miles
Lowest Ceiling:	None	**Visibility (RVR):**	
Wind Speed/Gusts:	7 knots /	**Turbulence Type Forecast/Actual:**	/
Wind Direction:	290°	**Turbulence Severity Forecast/Actual:**	/
Altimeter Setting:	29 inches Hg	**Temperature/Dew Point:**	32°C / 23°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	(DAB)	**Type of Flight Plan Filed:**	None
Destination:		**Type of Clearance:**	VFR
Departure Time:	10:35 Local	**Type of Airspace:**	Class D

Airport Information

Airport:	DAYTONA BEACH INT'L DAB	**Runway Surface Type:**	Asphalt
Airport Elevation:	35 ft msl	**Runway Surface Condition:**	Dry
Runway Used:	7L	**IFR Approach:**	ILS
Runway Length/Width:	10500 ft / 150 ft	**VFR Approach/Landing:**	

Wreckage and Impact Information

Crew Injuries:	2 None	**Aircraft Damage:**	Substantial
Passenger Injuries:		**Aircraft Fire:**	None
Ground Injuries:	N/A	**Aircraft Explosion:**	None
Total Injuries:	2 None	**Latitude, Longitude:**	29.189468,-81.049087(est)

Administrative Information

Investigator In Charge (IIC):	Kennedy, Jeffrey
Additional Participating Persons:	MARTIN POLOMSKI; ORLANDO , FL EDWARD ROGALSKI; WILLIAMSPORT , PA PAUL LEHMAN; VERO BEACH , FL
Original Publish Date:	February 22, 2001
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=43809