



# Aviation Investigation Final Report

<b>Location:</b>	DAYTONA BEACH, Florida	<b>Accident Number:</b>	MIA01LA023
<b>Date &amp; Time:</b>	November 3, 2000, 12:25 Local	<b>Registration:</b>	N1519T
<b>Aircraft:</b>	Piper PA-34-200	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>		<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Instructional		

## Analysis

Airwork followed by three uneventful landings and a practice VOR approach was performed by the student. While practicing an ILS approach, the CFI had the student remove his hood and advised him the flight was cleared to land. The CFI reported, about 100 feet, 'a wind gust sent us high and I saw how the airplane slowed down. At that time I took over the controls to correct for it adding power. After doing that the airplane started turning to the left. [It seemed] that the left engine did not react fully and the left turn continued.' She retarded the throttles and the airplane touched down on grass between taxiway 'N' and runway 7L. The airplane remained on the ground and the right wing collided with the taxiway 'N3' sign. The airplane came to rest on taxiway November. No wind gusts were reported at weather observations 32 minutes before or 28 minutes after the accident. Taxiway sign N3 was 'broke loose from cement pad. Only one mounting leg broke at shear point, the remainder of mounting legs broke away from pad by breaking cast mounting plates.' Postaccident, an engine run-up was performed; no discrepancies noted.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The CFI's inadequate supervision of the dual student and the dual student's loss of directional control during landing.

## Findings

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Occurrence #1: LOSS OF CONTROL - IN FLIGHT

Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

Findings

1. (F) DIRECTIONAL CONTROL - NOT MAINTAINED - DUAL STUDENT
2. (C) SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)

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Occurrence #2: ON GROUND/WATER COLLISION WITH OBJECT

Phase of Operation: LANDING - ROLL

Findings

3. OBJECT - AIRPORT SIGN/MARKER
4. (C) PROPER ALIGNMENT - NOT MAINTAINED - PILOT IN COMMAND(CFI)

## Factual Information

On November 3, 2000, about 1225 eastern standard time, a Piper PA-34-200, N1519T, registered to and operated by Phil Air Flight Center, Inc., experienced a loss of directional control on landing and collided with a taxiway sign at the Daytona Beach International Airport, Daytona Beach, Florida. Visual meteorological conditions prevailed at the time and no flight plan was filed for the 14 CFR Part 91 instructional flight. The airplane was substantially damaged and the certified flight instructor (CFI) and pilot-rated student were not injured. The flight originated about 1030, from the Daytona Beach International Airport.

The CFI stated that the purpose of the flight was a final review for the student who was training for the commercial, multi-engine course. After departure airwork was performed, the flight then proceeded to the Flagler Beach Airport where the student performed three uneventful landings. The flight returned to the departure airport where the student performed a practice VOR approach and a practice ILS approach. During the ILS approach when the flight was at 400 feet mean sea level (msl), she (CFI) had the student remove his hood and advised him that the flight was cleared to land. At about 100 feet, "a wind gust sent us high and I saw how the airplane slowed down. At that time I took over the controls to correct for it adding power. After doing that the airplane started turning to the left. [It seemed] that the left engine did not react fully and the left turn continued." She retarded the throttles; the airplane touched down on grass between taxiway "N" and runway 7L. The airplane remained on the ground and the right wing collided with the taxiway "N3" sign. The airplane came to rest on taxiway November.

A METAR weather observation taken at the Daytona Beach International Airport, at 1253, indicates in part that the wind was from 030 at 9 knots; there were no wind gusts reported. Additionally, a weather observation taken at 1153, indicates in part that the wind was variable at 4 knots; there were no wind gusts reported. A copy of the METAR observations is an attachment to this report.

Examination of the accident site by a Federal Aviation Administration (FAA) inspector revealed a scrape mark on taxiway "N2" associated with the left wing tip. The airplane touched down on taxiway "N2", and skidded off the taxiway onto grass between runway 7L and taxiway "N." The right wing of the airplane collided with taxiway "N3" sign. Taxiway sign "N3" was "broke loose from cement pad. Only one mounting leg broke at shear point, the remainder of mounting legs broke away from pad by breaking cast mounting plates." Postaccident, an engine run-up was performed with no discrepancies noted. A copy of the FAA inspector statement is an attachment to this report.

## Pilot Information

<b>Certificate:</b>	Commercial; Flight instructor	<b>Age:</b>	23, Female
<b>Airplane Rating(s):</b>		<b>Seat Occupied:</b>	Right
<b>Other Aircraft Rating(s):</b>		<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>		<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>		<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 1 Valid Medical--no waivers/lim.	<b>Last FAA Medical Exam:</b>	February 6, 1998
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	757 hours (Total, all aircraft), 96 hours (Total, this make and model), 648 hours (Pilot In Command, all aircraft), 160 hours (Last 90 days, all aircraft), 61 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Piper	<b>Registration:</b>	N1519T
<b>Model/Series:</b>	PA-34-200 PA-34-200	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	34-7250337
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	6
<b>Date/Type of Last Inspection:</b>	October 23, 2000 Annual	<b>Certified Max Gross Wt.:</b>	4200 lbs
<b>Time Since Last Inspection:</b>	21 Hrs	<b>Engines:</b>	2 Reciprocating
<b>Airframe Total Time:</b>	6380 Hrs	<b>Engine Manufacturer:</b>	Lycoming
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	IO/LIO360C1E6
<b>Registered Owner:</b>	PHIL AIR FLIGHT CENTER, INC.	<b>Rated Power:</b>	200 Horsepower
<b>Operator:</b>		<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>	DAB ,34 ft msl	<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>	12:53 Local	<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	9 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	30°	<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>	(DAB )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>		<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	10:30 Local	<b>Type of Airspace:</b>	Class C

## Airport Information

<b>Airport:</b>	DAYTONA BEACH INT'L ARPT KDAB	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	34 ft msl	<b>Runway Surface Condition:</b>	
<b>Runway Used:</b>	7L	<b>IFR Approach:</b>	Visual
<b>Runway Length/Width:</b>	10500 ft / 150 ft	<b>VFR Approach/Landing:</b>	

## Wreckage and Impact Information

<b>Crew Injuries:</b>	2 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 None	<b>Latitude, Longitude:</b>	29.189113,-81.050148(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Monville, Timothy
<b>Additional Participating Persons:</b>	GARY A VIDAK; ORLANDO , FL
<b>Original Publish Date:</b>	July 2, 2001
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	The NTSB traveled to the scene of this accident.
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=50588">https://data.nts.gov/Docket?ProjectID=50588</a>

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](#).