



# Aviation Investigation Final Report

<b>Location:</b>	Daytona Beach, Florida	<b>Accident Number:</b>	MIA06CA029
<b>Date &amp; Time:</b>	December 12, 2005, 14:40 Local	<b>Registration:</b>	N56825
<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

The student stated that during the practice single engine approach, the airplane's descent rate was greater than he anticipated and the airplane touched down early. He said that his flight instructor, sitting in the right seat, instructed him to execute a go-around, and during the go-around he only advanced the throttle for the right engine. The instructor said that the student touched down during the landing flare, but continued to flare causing the airplane to become airborne again. Prior to gaining control, the instructor said the student advanced the throttle for the right engine only, causing the left wingtip to strike the runway. The flight crew stated that prior to the accident there were no mechanical failures or malfunctions to the airplane or any of its systems.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The flight instructor's inadequate supervision, and the student pilot's improper go-around procedures, which resulted in the airplane's left wing striking the runway.

## Findings

Occurrence #1: DRAGGED WING, ROTOR, POD, FLOAT OR TAIL/SKID  
Phase of Operation: GO-AROUND (VFR)

Findings

1. (C) SUPERVISION - INADEQUATE - PILOT IN COMMAND(CFI)
2. (C) GO-AROUND - IMPROPER - DUAL STUDENT

## Factual Information

On December 12, 2005, about 1440 eastern daylight time, a Piper PA-34-200, N56825, registered to Daytona Aircraft Leasing LLC. and operated by Phoenix East Aviation, Inc., as a Title 14 CFR Part 91 instructional flight, experienced an in-flight loss of control during landing at Daytona Beach International Airport, Daytona Beach, FL. Visual meteorological conditions prevailed, and no flight plan was filed. The airplane incurred substantial damage, and neither the student pilot nor the commercial-rated flight instructor were injured. The flight originated from Daytona Beach, Florida, the same day, about 1330.

The student pilot stated that during a practice single engine approach the airplane's descent rate was greater than he anticipated, which subsequently caused the airplane to touch down early. He said that the flight instructor, sitting in the right seat, instructed him to execute a go-around, and during the go-around he only advanced the throttle for the right engine, and had that control in his hands. He said the airplane yawed to the left, at which point the flight instructor took control, adding full power, and executed the go-around.

The flight instructor stated that the private-rated student was the pilot flying the airplane, and during the touchdown the pilot continued flaring which caused the airplane to go airborne a second time, and at that point he stated "my controls". He said that prior to releasing the controls the student added power to the right engine only causing the left wing tip to strike the runway. He said he continued the go-around, and landed the airplane without further incident.

### Flight instructor Information

<b>Certificate:</b>	Commercial; Flight instructor	<b>Age:</b>	43, Male
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<b>Seat Occupied:</b>	
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>	Airplane multi-engine; Airplane single-engine; Instrument airplane	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2	<b>Last FAA Medical Exam:</b>	July 1, 2005
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	2300 hours (Total, all aircraft), 30 hours (Total, this make and model), 200 hours (Last 90 days, all aircraft)		

## Student pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	26, Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Right
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 1	<b>Last FAA Medical Exam:</b>	March 1, 2005
<b>Occupational Pilot:</b>		<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	146 hours (Total, all aircraft), 9 hours (Total, this make and model)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Piper	<b>Registration:</b>	N56825
<b>Model/Series:</b>	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>	34-7450035
<b>Landing Gear Type:</b>	Retractable - Tricycle	<b>Seats:</b>	6
<b>Date/Type of Last Inspection:</b>	November 1, 2005 100 hour	<b>Certified Max Gross Wt.:</b>	4200 lbs
<b>Time Since Last Inspection:</b>	41 Hrs	<b>Engines:</b>	2 Reciprocating
<b>Airframe Total Time:</b>	6116 Hrs	<b>Engine Manufacturer:</b>	Lycoming
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	IO-360
<b>Registered Owner:</b>	Daytona Aircraft Leasing Inc.	<b>Rated Power:</b>	200 Horsepower
<b>Operator:</b>	PHOENIX EAST AVIATION INC	<b>Operating Certificate(s) Held:</b>	None
<b>Operator Does Business As:</b>		<b>Operator Designator Code:</b>	IHMS

## 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	<b>Distance from Accident Site:</b>	
<b>Observation Time:</b>	14:53 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>	/	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>		<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30.02 inches Hg	<b>Temperature/Dew Point:</b>	16°C / 1°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Daytona Beach, FL (KDAB)	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Daytona Beach, FL (KDAB)	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	13:30 Local	<b>Type of Airspace:</b>	

## Airport Information

<b>Airport:</b>	Daytona Beach International KDAB	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>		<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	25R	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>		<b>VFR Approach/Landing:</b>	Traffic pattern

## 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>	29.179721,-81.058052

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Lovell, John
<b>Additional Participating Persons:</b>	Larry Enlow; FAA FSDO ; Orlando, FL
<b>Original Publish Date:</b>	March 28, 2006
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	This accident report documents the factual circumstances of this accident as described to the NTSB.
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=62939">https://data.nts.gov/Docket?ProjectID=62939</a>

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