



Aviation Investigation Final Report

Location:	Salisbury, Maryland	Accident Number:	GAA15CA155
Date & Time:	June 24, 2015, 13:30 Local	Registration:	N577MA
Aircraft:	DIAMOND AIRCRAFT IND INC DA 20 C1	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

The student pilot reported that the high-wing airplane in which she had received her initial flight training had been sold, and she had transitioned to the low-wing (accident) airplane. She stated that she acquired 5.9 hours of flight training in the low-wing airplane before she was authorized to solo in that airplane. During the accident landing, she reported that, "My final approach speed was a little higher than recommended and the nose of the plane was pointed slightly left of the centerline upon landing." During the landing roll, the pilot reported that she applied full back pressure and stepped on the brakes hard, but was unable to prevent the runway excursion. After departing the runway to the left, the airplane impacted a ditch. The airplane sustained substantial damage to the fiberglass fuselage structure.

The student pilot reported that there were no pre-impact mechanical failures or malfunctions 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 loss of directional control during the landing roll, resulting in a runway excursion and collision with terrain.

Findings

Personnel issues

Aircraft control - Pilot

Aircraft

Directional control - Not attained/maintained

Factual Information

History of Flight

Landing-landing roll	Loss of control on ground (Defining event)
Landing-landing roll	Runway excursion
Landing-landing roll	Collision with terr/obj (non-CFIT)

Pilot Information

Certificate:	None	Age:	28
Airplane Rating(s):	None	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Unknown
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Without waivers/limitations	Last FAA Medical Exam:	August 7, 2014
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	(Estimated) 44.5 hours (Total, all aircraft), 22.8 hours (Total, this make and model), 5.9 hours (Last 90 days, all aircraft), 5.9 hours (Last 30 days, all aircraft), 2.9 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	DIAMOND AIRCRAFT IND INC	Registration:	N577MA
Model/Series:	DA 20 C1 C1	Aircraft Category:	Airplane
Year of Manufacture:	2004	Amateur Built:	
Airworthiness Certificate:	Normal; Utility	Serial Number:	C0277
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	May 20, 2015 100 hour	Certified Max Gross Wt.:	1764 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	2812 Hrs at time of accident	Engine Manufacturer:	Continental
ELT:	C91 installed, not activated	Engine Model/Series:	TCM IO-240-B
Registered Owner:	On file	Rated Power:	125 Horsepower
Operator:	On file	Operating Certificate(s) Held:	Pilot school (141)

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	SBY,53 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	17:24 Local	Direction from Accident Site:	0°
Lowest Cloud Condition:	Few / 4100 ft AGL	Visibility	10 miles
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	8 knots / 15 knots	Turbulence Type Forecast/Actual:	/ None
Wind Direction:	350°	Turbulence Severity Forecast/Actual:	/ N/A
Altimeter Setting:	30.04 inches Hg	Temperature/Dew Point:	27°C / 18°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	BALTIMORE, MD (MTN)	Type of Flight Plan Filed:	VFR
Destination:	Salisbury, MD (SBY)	Type of Clearance:	None
Departure Time:	10:00 Local	Type of Airspace:	Class D

Airport Information

Airport:	SALISBURY-OCEAN CITY WICOMICO SBY	Runway Surface Type:	Asphalt
Airport Elevation:	52 ft msl	Runway Surface Condition:	Dry
Runway Used:	32	IFR Approach:	None
Runway Length/Width:	6400 ft / 100 ft	VFR Approach/Landing:	Full stop;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	38.340278,-75.509445(est)

Administrative Information

Investigator In Charge (IIC):	Hicks, Michael
Additional Participating Persons:	David B Garey; Federal Aviation Administration; Baltimore, MD
Original Publish Date:	October 8, 2015
Last Revision Date:	
Investigation Class:	Class
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=91483

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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](#).