



Aviation Investigation Final Report

Location:	LaGrange, Georgia	Accident Number:	GAA18CA282
Date & Time:	May 13, 2018, 17:20 Local	Registration:	N143MA
Aircraft:	DIAMOND AIRCRAFT IND INC DA 20	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 a soft-field takeoff, the student kept the stick back and allowed the airplane's nose to rise. The airplane drifted to the left and he reminded the student to apply right rudder and right aileron. He added that it seemed like the student applied too much right aileron, and the right wing was close to dragging on the runway. The flight instructor prepared to take the flight controls, and the student overcorrected to the left and the left wing impacted the ground. The flight instructor took control of the airplane, reduced power, and taxied to park without further incident.

The student pilot reported that, during a soft-field takeoff, about 30 to 35 knots, the airplane lifted off the ground and encountered a crosswind that rolled the airplane to the right. The right wing dragged on the ground, he rolled the airplane to the left, and the left wing then impacted the ground.

The airplane sustained substantial damage to the left aileron.

The school's chief flight instructor reported that there were no preaccident mechanical failures or malfunctions 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 lateral control during a soft-field takeoff.

Findings

Aircraft	Lateral/bank control - Not attained/maintained
Personnel issues	Aircraft control - Student/instructed pilot
Environmental issues	Crosswind - Effect on operation

Factual Information

History of Flight

Takeoff	Loss of control on ground (Defining event)
Takeoff	Dragged wing/rotor/float/other
Takeoff	Attempted remediation/recovery
Takeoff	Collision with terr/obj (non-CFIT)

Student pilot Information

Certificate:	Student	Age:	21,Male
Airplane Rating(s):	None	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	4-point
Instrument Rating(s):	None	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Without waivers/limitations	Last FAA Medical Exam:	December 20, 2017
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	(Estimated) 34 hours (Total, all aircraft), 34 hours (Total, this make and model), 1 hours (Pilot In Command, all aircraft), 31 hours (Last 90 days, all aircraft), 10 hours (Last 30 days, all aircraft)		

Flight instructor Information

Certificate:	Commercial; Flight instructor	Age:	32,Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Right
Other Aircraft Rating(s):	None	Restraint Used:	4-point
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 Without waivers/limitations	Last FAA Medical Exam:	February 1, 2018
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	May 5, 2018
Flight Time:	(Estimated) 635 hours (Total, all aircraft), 246 hours (Total, this make and model), 564 hours (Pilot In Command, all aircraft), 239 hours (Last 90 days, all aircraft), 77 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	DIAMOND AIRCRAFT IND INC	Registration:	N143MA
Model/Series:	DA 20 C1	Aircraft Category:	Airplane
Year of Manufacture:	2003	Amateur Built:	
Airworthiness Certificate:	Utility	Serial Number:	C0243
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	May 5, 2018 Annual	Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	6429.9 Hrs	Engine Manufacturer:	Continental
ELT:	C91A installed, not activated	Engine Model/Series:	IO-240-B
Registered Owner:		Rated Power:	125 Horsepower
Operator:		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:	KCCO,970 ft msl	Distance from Accident Site:	24 Nautical Miles
Observation Time:	21:15 Local	Direction from Accident Site:	40°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	None / None
Wind Direction:		Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	30.04 inches Hg	Temperature/Dew Point:	32°C / 8°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Atlanta, GA (CCO)	Type of Flight Plan Filed:	VFR
Destination:	LaGrange, GA (LGC)	Type of Clearance:	None
Departure Time:	16:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	LAGRANGE-CALLAWAY LGC	Runway Surface Type:	Asphalt
Airport Elevation:	693 ft msl	Runway Surface Condition:	Dry
Runway Used:	31	IFR Approach:	None
Runway Length/Width:	5599 ft / 150 ft	VFR Approach/Landing:	None

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:	33.009166,-85.069725(est)

Administrative Information

Investigator In Charge (IIC):	Benhoff, Kathryn
Additional Participating Persons:	Jim Chaney; FAA; Atlanta, GA
Original Publish Date:	October 24, 2018
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=97268

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