



Aviation Investigation Final Report

Location:	Pikeville, North Carolina	Accident Number:	ERA23LA125
Date & Time:	February 6, 2023, 17:50 Local	Registration:	N116CL
Aircraft:	DIAMOND AIRCRAFT IND INC DA20-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 during the fifth solo landing of the day the airplane began to yaw to the left of centerline after touching down. He applied right rudder but was unable to correct the yaw and the right main landing gear collapsed, which resulted in substantial damage to the main wing spar and fuselage. The student pilot reported that there were no preaccident mechanical malfunctions or failures 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 directional control during the landing roll.

Findings

Aircraft	Directional control - Not attained/maintained
Personnel issues	Aircraft control - Student/instructed pilot

Factual Information

History of Flight

Landing	Loss of control on ground (Defining event)
Landing	Runway excursion

Pilot Information

Certificate:	Student	Age:	26,Male
Airplane Rating(s):	None	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	4-point
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 3 Without waivers/limitations	Last FAA Medical Exam:	January 17, 2023
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	12 hours (Total, all aircraft), 12 hours (Total, this make and model), 12 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	DIAMOND AIRCRAFT IND INC	Registration:	N116CL
Model/Series:	DA20-C1	Aircraft Category:	Airplane
Year of Manufacture:	1998	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	C0016
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	January 12, 2023 Annual	Certified Max Gross Wt.:	1764 lbs
Time Since Last Inspection:	34 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	6450 Hrs as of last inspection	Engine Manufacturer:	Continental Aerospace Technologies
ELT:	C91A installed, not activated	Engine Model/Series:	IO-240B
Registered Owner:	On file	Rated Power:	125 Horsepower
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	GWW,134 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	17:55 Local	Direction from Accident Site:	216°
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:	30.15 inches Hg	Temperature/Dew Point:	11°C / 2°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Pikeville, NC	Type of Flight Plan Filed:	None
Destination:	Pikeville, NC	Type of Clearance:	None
Departure Time:		Type of Airspace:	Class G

Airport Information

Airport:	WAYNE EXEC JETPORT GWW	Runway Surface Type:	Asphalt
Airport Elevation:	133 ft msl	Runway Surface Condition:	Dry
Runway Used:	23	IFR Approach:	None
Runway Length/Width:	5501 ft / 100 ft	VFR Approach/Landing:	Full stop;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	35.464585,-77.96094(est)

Administrative Information

Investigator In Charge (IIC):	Young, Joshua
Additional Participating Persons:	Brad McCauley; FAA/FSDO; Greensboro, NC
Original Publish Date:	March 30, 2023
Last Revision Date:	
Investigation Class:	Class 4
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=106732

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](#).