



National Transportation Safety Board Aviation Accident Preliminary Report

Location:	Goodyear, AZ	Accident Number:	WPR17LA099
Date & Time:	04/20/2017, 0719 MST	Registration:	N154BY
Aircraft:	DIAMOND AIRCRAFT IND GMBH DA 40 NG	Injuries:	1 None
Flight Conducted Under:	Part 91: General Aviation - Instructional		

On April 20, 2017, at 0719 mountain standard time, a single-engine Diamond Aircraft DA 40 NG airplane, N154BY, lost engine power during the takeoff from the Phoenix Goodyear Airport (GYR), Goodyear, Arizona. CTC Aviation Training (US) operated the airplane under the provisions of *14 Code of Federal Regulations Part 91* as an instructional flight. The student pilot, the sole occupant, was not injured. The airplane sustained substantial damage. Visual meteorological conditions prevailed for the local area solo flight and no flight plan had been filed.

According to the student pilot, he performed a preflight check in accordance with the airplane flight manual; it included a check of the ECU, with no discrepancies noted. Taxi and takeoff were normal until about 400 feet above ground level (agl). The pilot noticed a change in the engine sound. When he looked at the engine load indicator, it read 35%, he then tried to cycle the power level to see if he had any control, but the load indication remained at 35%. Shortly thereafter, the pilot reported the annunciator lights for the ECU illuminate; ECU A FAIL and ECU B FAIL.

The pilot stated that he did not believe there was sufficient altitude to turn back to the airport. Per the flight schools standard operating procedures (SOP), below 1,000 feet it is advised to not turn back to the airport. The student pilot maneuvered to a field to the right of him, however, he stated that his altitude was low, and he did not think the airplane was going to be able to clear power lines. He decided to go under the power lines, and as the airplane went under the power lines, it struck the bottom wire. There was a white flash in the cockpit, and the pilot stated that he tried to get the airplane to a field for landing. When the airplane touched down, it bounced, and then eventually struck a ditch. He switched off the fuel pumps, opened the canopy, and exited the airplane.

Two Federal Aviation Administration (FAA) inspectors responded to the accident site.

The airplane was recovered for further examination.

Aircraft and Owner/Operator Information

Aircraft Make:	DIAMOND AIRCRAFT IND GMBH	Registration:	N154BY
Model/Series:	DA 40 NG NO SERIES	Aircraft Category:	Airplane
Amateur Built:	No		
Operator:	CTC AVIATION LEASING (US) INC	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	KGYR, 968 ft msl	Observation Time:	0647 MST
Distance from Accident Site:	1 Nautical Miles	Temperature/Dew Point:	19° C / -1° C
Lowest Cloud Condition:	Clear	Wind Speed/Gusts, Direction:	3 knots / , Variable
Lowest Ceiling:	None	Visibility:	10 Miles
Altimeter Setting:	29.98 inches Hg	Type of Flight Plan Filed:	None
Departure Point:	Goodyear, AZ (GYR)	Destination:	Goodyear, AZ (GYR)

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	Unknown
Total Injuries:	1 None	Latitude, Longitude:	33.405833, -112.408611 (est)

Administrative Information

Investigator In Charge (IIC):	Tealeye Cornejo
Additional Participating Persons:	Thomas Dickerson; Federal Aviation Administration; Scottsdale, AZ
Note:	The NTSB did not travel to the scene of this accident.