



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	Van Nuys, CA	<b>Accident Number:</b>	GAA18CA474
<b>Date &amp; Time:</b>	07/17/2018, 1925 PDT	<b>Registration:</b>	N309EF
<b>Aircraft:</b>	Diamond DA20	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Loss of control on ground	<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Instructional		

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## Analysis

The student pilot reported that, during landing, shortly after touchdown, a "crosswind...lifted the left wing," and the airplane "fishtailed." He said he and the instructor corrected by applying right aileron, but the airplane ground looped, and the right main landing gear collapsed.

The airplane sustained substantial damage to the lower right section of the fuselage.

The student reported that there were no preaccident mechanical failures or malfunctions with the airplane that would have precluded normal operation.

The airport's automated weather observation station reported that, about 30 minutes before the accident, the wind was from 130° at 8 knots and that, about 15 minutes after the accident, the wind was from 100° at 9 knots. The pilot landed the airplane on runway 16R.

## 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 landing in a left quartering headwind, which resulted in a ground loop.

## Findings

<b>Aircraft</b>	Directional control - Not attained/maintained (Cause)
<b>Personnel issues</b>	Aircraft control - Student pilot (Cause)
<b>Environmental issues</b>	Crosswind - Effect on operation

## Factual Information

### History of Flight

Landing-landing roll	Other weather encounter Loss of control on ground (Defining event) Attempted remediation/recovery
Landing	Landing gear collapse

### Flight Instructor Information

Certificate:	Flight Instructor; Commercial; Private	Age:	24, Male
Airplane Rating(s):	Multi-engine Land; Single-engine Land	Seat Occupied:	Right
Other Aircraft Rating(s):	None	Restraint Used:	
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 None	Last FAA Medical Exam:	08/01/2017
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:	(Estimated)		

### Student Pilot Information

Certificate:	Student	Age:	24, Male
Airplane Rating(s):	None	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 1 Without Waivers/Limitations	Last FAA Medical Exam:	08/09/2018
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	(Estimated) 21 hours (Total, all aircraft), 13 hours (Total, this make and model)		

## Aircraft and Owner/Operator Information

Aircraft Make:	Diamond	Registration:	N309EF
Model/Series:	DA20 C1	Aircraft Category:	Airplane
Year of Manufacture:	2004	Amateur Built:	No
Airworthiness Certificate:	Utility	Serial Number:	C0262
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	Annual	Certified Max Gross Wt.:	
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Continental
ELT:		Engine Model/Series:	IO-240 SER
Registered Owner:	Amval Llc	Rated Power:	
Operator:	Amval Llc	Operating Certificate(s) Held:	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Dusk
Observation Facility, Elevation:	KVNY, 770 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	0241 UTC	Direction from Accident Site:	71°
Lowest Cloud Condition:	Clear	Visibility	10 Miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	9 knots /	Turbulence Type Forecast/Actual:	None / None
Wind Direction:	100°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	29.92 inches Hg	Temperature/Dew Point:	26° C / 16° C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Van Nuys, CA (VNY)	Type of Flight Plan Filed:	None
Destination:	Van Nuys, CA (VNY)	Type of Clearance:	VFR
Departure Time:	PDT	Type of Airspace:	Class D

## Airport Information

Airport:	VAN NUYS (VNY)	Runway Surface Type:	Asphalt
Airport Elevation:	802 ft	Runway Surface Condition:	Dry
Runway Used:	16R	IFR Approach:	None
Runway Length/Width:	8000 ft / 150 ft	VFR Approach/Landing:	Full Stop

## Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	34.209722, -118.490000

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Eleazar Nepomuceno	<b>Report Date:</b>	11/06/2019
<b>Additional Participating Persons:</b>	Adrian Rivera; FAA; Van Nuys, CA		
<b>Publish Date:</b>	11/06/2019		
<b>Note:</b>	This accident report documents the factual circumstances of this accident as described to the NTSB.		
<b>Investigation Docket:</b>	<a href="http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=98016">http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=98016</a>		

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The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).