

This is an attachment/amendment for the Alert 3 report AAU number 14-06-4389.

The following events occurred on Monday June 9, 2014 at KDAB:

At 9:56pm local I was in Operations vehicle #8 performing the airfield lighting inspection. With me in my vehicle were Airport employees James Scagila and Matt Burchfield. As we were crossing RWY 16 heading west, a Cessna C-172 registration number N5524L was heading east executing a touch and go on RWY 7R. We passed N5524L as the aircraft was rotating for takeoff. Shortly after rotation, I heard three or four backfires from the aircraft's engine in quick succession. I also heard the engine RPM decrease substantially but it did not appear to shut off. I immediately turned my vehicle around so we could watch the aircraft. The aircraft was struggling to gain altitude and speed and it was continuing straight on an easterly heading. It sounded like the engine never regained full power but the engine was still running. The aircraft appeared to reach a maximum altitude of 250-300 feet. I then observed the right wing dip followed by what appeared to be a left turn to the north and then an immediate stall and the plane entered a nose down attitude. The plane disappeared behind a tree line while still in a nose down attitude. The aircraft crashed just off Airport property approximately 1500 feet east of the departure end of RWY 7R. I heard the aircraft impact the ground. I immediately contacted ATCT on my radio announcing "Alert 3". I could see through the trees that the aircraft caught fire immediately after it hit the ground. I requested a clearance from ATCT to cross back over RWY 16 so we could proceed to the crash site. It took approximately 3 minutes to reach the aircraft as the crash site was located off Airport property and we had to go through 2 locked gates to reach the crash site. I pulled up approximately 35 feet from the aircraft and observed that by this time the aircraft was already engulfed in a large fire and was heavily damaged. I attempted to extinguish the fire with the small fire extinguisher that I carry in my vehicle, but the fire was too large and too intense for me to put it out. I waited for DBFD to respond which they did within approximately 6 minutes after our arrival at the crash site. The fire was extinguished by DBFD. KDAB ARFF arrived approximately 3 minutes after DBFD arrived. After the fire was extinguished it was apparent that there were no survivors. The site was secured and the Alert 3 notification process was started.

Stephen J. Ward ACE
Airport Operations Agent
Daytona Beach International Airport
June 16, 2014