



RECORD of CONVERSATION

Millicent Hill
Air Safety Investigator
Eastern Region Aviation

Date: June 14, 2018
Person Contacted: Patrick Halpin- CFI

This investigator interviewed Mr. Halpin by telephone, and he stated he and the student pilot departed at 1400 in visual flight rules conditions. They flew north and climbed to 5,500 ft and practiced maneuvers for about 30 to 45 minutes and a landing at Flagler Executive Airport (FIN). After departing FIN they received a local instrument flight rules clearance and were cleared for the RNAV 16 approach to Daytona Beach International Airport (DAB). They began encountering precipitation on the approach, upon reaching the final approach fix the precipitation increased in intensity. Shortly after passing the fix, about 800 ft, they received a low altitude warning from air traffic control. He took the flight controls and added full power. He stated the airspeed was 90 knots but they were still losing altitude. They continued to lose altitude, the airplane impacted houses and came to rest inverted in a retention pond. He reported coming out of the clouds shortly before impacting the houses.

He stated at ATP the flight instructors reserve an airplane for their instructional flights. They check the weather using Meteorological Aerodrome Reports (METAR), Terminal Aerodrome Forecast (TAF), and radar, then dispatch their own airplane. He stated thunderstorms are an everyday occurrence in the afternoon. When they departed FIN the storms were east of DAB, but they moved quicker than they anticipated. He stated in hindsight they could have waited at FIN because the storms can change so quickly and they do not have onboard weather radar. It was the last flight before the student's commercial practical test.



Jim Koziarski [REDACTED]

N21161 Statement Patrick Halpin

Patrick Halpin [REDACTED]

Wed, Jun 13, 2018 at 3:30 PM

To: [REDACTED]

Gentleman,

Here is my preliminary draft for my statement of the events involving N21161 on 6/9/18. I also have the Hull Loss Report form and will get that completed and to Paul ASAP.

Thanks,
Patrick Halpin

Statement:

On the 9th of June 2018 we departed KDAB at approximately 14:00 EST with full tanks of full (approximately 5 hours) in VFR conditions. We then proceeded to do maneuvers over the shore and a landing at KFIN. Leaving KFIN we departed to the south and prepared to come back into KDAB, we contacted approach and received a local IFR clearance for the RNAV 16 approach. We encountered precipitation just before the final approach fix for the approach which began to increase in intensity. Shortly After passing the final approach fix we received a low altitude alert from ATC at that point i immediately engaged full power and attempted to maintain VY to gain altitude. We were indicating approximately 90 knots and still losing altitude and continued to receive low altitude alerts from ATC the plane was still indicating approximately 90 knots throughout the descent and upon impact. After impact I immediately evacuated my self and a few seconds after coming to the surface of the water Namoon surfaced as well. We then got in contact with a resident of the neighborhood and contact 911 and received emergency services from that point.

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Namoon Lee

My instructor and I requested straight out departure at KFIN and climbed at 2000ft. We then contacted to KDAB approach (125.8). At that time, I saw that clouds were built up quickly, so we requested local IFR for RNAV runway 16 at KDAB. During on course RNAV 16, strong downdraft pushed the plane down when we were about at 900ft. My instructor got the controls and tried to recover the plane as applying more power, pulling up the yoke, and putting the flaps up. I believe that we lost our altitude in about 10 seconds. After crash, I realized that I'm under water and tried to escape through left side of window. I swam out the pond to the shore and walked to nearest house. Owner of the house gave us some towels for pressing our wound. They called 911. 911 arrived the place about 5-10 minutes later.