

06/17/18

ACCIDENT REPORT

1. HISTORY OF FLIGHT

On June 16, 2018, about 1023 Mountain standard time Platinum Aviation Inc, Katana DA20-C1(DA20), N992CT, operating as flight instruction, was on Takeoff RWY 30 @ KSPK (Spanish fork, Utah) to KPVU(planned for practicing approaches), Provo Utah, when it is crashed into a right hand side from runway 30 about 3500-4000 feet from departure point of rwy 30. The 2 pilots(one private pilot working towards instrument rating, and one flight instructor with instrument rating) aboard the airplane were not injured, and airplane was destroyed without catching fire. This flight was operating under part 61. Day VMC prevailed at the time of accident

The home base of operations for both pilots was KSPK, Spanish fork Utah. On June 15th, instructor just got back from trip via Korea, Las Vegas, Salt Lake 08:30 local time. Have taken a rest for work on June 16th. Also private pilot had dinner with his girl friend's house until 21:00 local time. He went to bed at midnight. On 16th of June, Flight instructor had a schedule for intro flight with 2 other passengers in PA28-201RT at 07:00AM. Student came late 40 minutes during the time flight instructor and private pilot who were involved accident when restaurant near by airport to have breakfast. Flight instructor got a phone call from student for intro and get back for work at 07:50. Finish preflight the airplane 08:10 and about to taxi, the flight instructor found out right side of brake on right seat does not have enough fluid and abort the intro flight and reschedule. Private pilot woke up at 6:22 to pick up flight instructor to get the airport KSPK. He went home to grab his flight bag at home roundway about 30 minutes. He got back to the airport at 09:40 local time @KSPK. To prepare for the flight.

About 09:55 Private pilot and Flight instructor preflight the airplane at north side of ramp since south side was closed by pave construction. About 10:05 After they finished their preflight, they taxi to fuel pump and fuel up to the top. About 10:10 Fuel tank accessibility was not good and flight instructor has another flight right next to its flight. Flight instructor is 140LB and private pilot is 140LB. Flight instructor knows weight and balance is good with full fuel for maximum t/o weight and C.G limit. Flight schedule remaining before departure was about 2hr and 10 minutes. Flight instructor think they can burn fuel as they practices approaches and holdings. They did not find exact number of T/O roll distance but flight instructor was sure to make it with experiences. He admit it was his mistake not to find. Flight instructor memorized landing roll distance in 4530 MSL.

About 10:12 After fuel up, flight instructor and private pilot taxi to runway. Private pilot realize he didn't bring his foggle. Flight instructor asked him to run-up while he is grabbing foggle. Private pilot taxi soloed via A, to north ramp and did run up next to Piper Cherokee (aboard another flight instructor named shaun) 10:17 Flight instructor got back to the cockpit and taxi down to Rwy 30. About 10:20 Flight instructor check primary flight control and engine gauges before T/O. 10:22 Both of them checked radio and hear one traffic on cross wind rwy 30. Checked left. AWOS was no working at that time. They used METAR @KPVU. Private pilot followed checklist, and flight instructor checked fuel pump, transponder(automatic), flap to T/O, all lights on, mixture full rich. They checked right base and final, start to roll into the runway. Flight instructor asked to private pilot to do Soft field T/O. Private pilot has flight control for initial T/O. Flight instructor check the engine gauge, and airspeed alive. As the airplane accelerate, private pilot release back pressure little bit but not enough so that initial pitch was higher than it supposed to be. Flight instructor heard stall warning horn and airspeed was slower than rotation speed which is normal in soft field take off but it was aggressive in the initial and Flight instructor commend pitch down. Private pilot pitch down little bit and airplane is still climbing. Flight instructor commend again to pitch down. Private pilot pitch down little bit but not enough not to climb and accelerate the airplane. Private pilot was afraid to pitch down more because of potential prop strike. Flight instructor commend lastly Pitch down and grabbed the stick to put little left aileron and pitch down. At that point, plane has loss of control and turning right and fell down to the ground. Flight instructor put power idle right after airplane is hit the ground, the wheel fell off and the airplane a horizontally spinning on the ground without prop strike to the ground. The airplane engine stopped and stationary, Flight instructor cut out mixture to idle, ignitions off and master switch off. He didn't pull out for fuel valve. And didn't turn lights off on the button on cockpit.

Because the airplane effectiveness of stabilizer and ailerons, flight instructor thought student input opposite direction of his commend in the beginning. But flight instructor realizes there is no locked on the stick which means private pilot didn't against instructor's control. Flight instructor realize it was loss of control on low level and departure stall has already been developed right after the left wing is out of ground effect while he grabbed the control.

There was no stall warning horn as private pilot try to pitch down but right after the airplane lose ground effect on left wing, about 10 feet above the ground, the airplane was stalled and lose control. Flight instructor did not see airspeed indicator after rotation but watch the nose direction and attitude. Private pilot did see airspeed indicator little less than 40kts while try to pitch down. The airplane start to turn to the right and private pilot did not kick the rudder since the nose was straight his side picture. Flight instructor did not think the coordination of flight was off so he kick right

rudder to maintain coordinate. Initial lift off was about 15 seconds, and try to maintain altitude and pitch down was about 15 seconds and instructor grabbed the control for 2 seconds before crash down to the ground. It was little to the right turning and nose but pretty straight down to the ground and after felling off the wheel, the plane start to skid to the north for about 50 feet's.

2. INJURIES

- i. Both of pilots are not injured at all. Private pilot has a bruise on his left triceps

3. DAMAGE TO AIRCRAFT

- i. The airplane was destroyed by impact force and didn't catch fire.

4. OTHER DAMAGE

- i. On right side of runway soft field was little dig

5. ACTIVITIES IN THE 72HRS PRECEDING THE ACCIDENT

. 72hrs before Flight instructor was in South Korea for last day of trip and try to pack the baggage and ready for getting back to USA. June 14, 5PM, went through custom and get approved to enter U.S.A in Las Vegas. He helped the Korean Lady to find out how to reschedule missed flight since she asked him to help. (mid 50). Went to the house for sleep because next flight to KSLC was 4AM in the morning at local time in Las Vegas. Arrived at 08:30 at KSLC local time. Took Lift to get home at 10:00. Took a rest and nap til 17:00. Had a flight schedule with student but cancelled it because of winds. Had dinner at 20:00 and went to friend's house to pick up stuff. Went to bed at 23:00 and woke up at 06:00. Took a shower for flight and wait for his private student pick up for intro flight. Intro flight student came late for 40 minutes and about to go but brake was not working properly and call no go. Private pilot student came back from his home to pick up his flight back and started to preflight and finding the airplane at north ramp.

72 hours before the accident, at 7 a.m., on June 13th, he woke up and then started studying about PTS for CFI. He got a message at around 8:30 a.m. about which his flight got delayed, so he ended up cancelling the flight schedule. After that he ate brunch at his place and then kept studying and taking breaks until 8 p.m. At 8:30 p.m. he drove to the SLC airport to pick up a friend of his, got back to Orem at 10:30 p.m. and then had dinner with the friend at around 11p.m. Right after that, he went back to his place, and went to bed. On June 14th, he woke up at 11:00 a.m. and headed to the Spanish Fork airport at 12:30 p.m. with the friend yesterday. He took a nap as he got to the airport. At around 3 p.m. he and his

friend left the airport, had lunch, and then went to the UVU library. While studying, he found his computer had a problem, so he went to the Best Buy in Orem to fix it and then got back home. After playing games a little bit, he fell asleep at around 1 a.m. On June 15th, he woke up at 10 a.m. He went to school for his class at 12 p.m. He had lunch at school and then took the class at 2 p.m. After the class, at 3 p.m., he headed to the Best Buy to drop off his laptop. After that he got home at 4 p.m. He went to a car repair shop to pick up a car at 5 p.m. He gave his instructor a ride, and then headed to his girlfriend's place for dinner around at 7 p.m. After dinner, he went to Starbucks near her place at round 10 p.m. and then went back to her place at 11 p.m. He went to bed at around midnight. On June 16th, he woke up at 6:20 a.m. and then picked up his instructor. They got to the Spanish Fork airport at 7 a.m., but a intro flight person didn't show up and respond, so they decided to have breakfast. They got back to the airport at around 8 a.m. for the instructor's flight. After dropping off his instructor, he realized that he did not bring his flight bag, so he went home to pick it up at 8:30 p.m. After chilling out a little bit, he came back to the airport at 9:40 a.m.

6. METEOROLOGICAL INFORMATION

KPVU 1656290 06KTS 10SM 24/10 2977 RMK A02 SLP020

**KSPK – AWOS SYSTEM IS NOT WORKING(NOTAMS) WINDS SOCK
FLAVORED AT RWY 30. WIND WAS LESS THAN 3 KTS OF HEAD
WIND. AIRMET T WAS ACTIVIE. DENSITY ALTITUDE WAS
APPROXIMATELY 7,200 FEET.**