



# Aviation Investigation Final Report

<b>Location:</b>	Stevensville, Maryland	<b>Accident Number:</b>	MIA08LA034
<b>Date &amp; Time:</b>	January 3, 2008, 15:45 Local	<b>Registration:</b>	N26WR
<b>Aircraft:</b>	Costruzioni Aeronautiche P2002 Sierra	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Loss of engine power (total)	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

While on short final approach the pilot reduced engine power to idle and the engine lost power. A forced landing was made in a field short of the runway and the airplane incurred substantial damage. Examination of the engine by a Federal Aviation Administration inspector, and a representative of the engine manufacturer revealed that the carburetor mixture and throttle stop were found to be out of adjustment. The Rotax maintenance manual requires checking of these adjustments during each 100-hour inspection.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: A loss of engine power due to the failure of company maintenance personnel to comply with engine manufacturers requirements for carburetor adjustment during the 100-hour inspection.

## Findings

<b>Aircraft</b>	(general) - Incorrect service/maintenance
<b>Aircraft</b>	Scheduled maint checks - Incorrect service/maintenance
<b>Personnel issues</b>	Scheduled/routine inspection - Maintenance personnel

## Factual Information

### History of Flight

<b>Approach-VFR pattern final</b>	Loss of engine power (total) (Defining event)
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On January 3, 2008, at 1545 eastern standard time, a Costruzioni Aeronautiche Techna P2002 Sierra, certificated Light Sport airplane, N26WR, lost engine power during final approach and collided with the ground during the subsequent forced landing, at the Bay Bridge Airport (W29), Stevensville, Maryland. The airplane was substantially damaged. The commercial pilot was not injured. Visual meteorological conditions prevailed for the personal flight. The airplane was registered to and operated by CSP Leasing LLC under the provision of Title 14 Code of Federal Regulations Part 91. The flight originated from W29 at 1440.

The pilot stated that during approach to W29 he reported downwind, base, and then final to runway 29. At about 100 feet above ground level he reduced the engine power to idle and subsequently lost engine power. He then made an emergency landing in a field short of runway 29.

Examination of the airplane by a Federal Aviation Administration inspector, and the engine's manufacturer revealed that there were 10 gallons of AVGAS in the wing tanks. During the examination of the engine the mechanical settings of the carburetor mixture and throttle stop were found to be out of adjustment. According to the Rotax maintenance manual the carburetor adjustments and synchronization should be checked at the 100-hour inspection. Review of the engine maintenance logbook revealed that the 100-hour inspection was conducted on December 17, 2007 at a Hobbs and total time of 113.4 hours, 19 flight hours before the accident. There were no recorded entries of the carburetor inspection or adjustment.

## Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	66, Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Sport pilot None	<b>Last FAA Medical Exam:</b>	March 1, 2003
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	June 1, 2007
<b>Flight Time:</b>	2192 hours (Total, all aircraft), 3 hours (Total, this make and model), 2024 hours (Pilot In Command, all aircraft), 8 hours (Last 90 days, all aircraft), 4 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Costruzioni Aeronautiche	<b>Registration:</b>	N26WR
<b>Model/Series:</b>	P2002 Sierra	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>		<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Special light-sport (Special)	<b>Serial Number:</b>	144
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	December 1, 2007 100 hour	<b>Certified Max Gross Wt.:</b>	1320 lbs
<b>Time Since Last Inspection:</b>	19 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	133 Hrs at time of accident	<b>Engine Manufacturer:</b>	Rotax
<b>ELT:</b>	Installed, activated, did not aid in locating accident	<b>Engine Model/Series:</b>	912ULS
<b>Registered Owner:</b>	Chesapeake Sport Pilot LLC	<b>Rated Power:</b>	95 Horsepower
<b>Operator:</b>		<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	ESN,72 ft msl	<b>Distance from Accident Site:</b>	16 Nautical Miles
<b>Observation Time:</b>	15:55 Local	<b>Direction from Accident Site:</b>	130°
<b>Lowest Cloud Condition:</b>	Scattered / 5000 ft AGL	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	11 knots / 20 knots	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	320°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30.65 inches Hg	<b>Temperature/Dew Point:</b>	-1°C / -11°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Stevensville, MD (W29 )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>		<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	14:45 Local	<b>Type of Airspace:</b>	

## Airport Information

<b>Airport:</b>	BAY BRIDGE W29	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	15 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	29	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	2903 ft / 60 ft	<b>VFR Approach/Landing:</b>	Forced landing;Traffic pattern

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 None	<b>Latitude, Longitude:</b>	38.972499,-76.324447

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Alleyne, Eric
<b>Additional Participating Persons:</b>	John A Michelli; Baltimore FSDO; Baltimore, MD
<b>Original Publish Date:</b>	August 28, 2008
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=67372">https://data.nts.gov/Docket?ProjectID=67372</a>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).