Aviation Investigation Final Report

Location:	Mason, Michigan	**Accident Number:**	CEN10LA571
Date & Time:	September 17, 2010, 15:17 Local	**Registration:**	N508LM
Aircraft:	CA Tecnam SRL P2004 Bravo	**Aircraft Damage:**	Substantial
Defining Event:	Loss of engine power (total)	**Injuries:**	1 Serious
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

A witness observed the airplane between 50 and 100 feet above ground level during its initial climb after takeoff when it sounded like the engine lost power. He subsequently saw the propeller stop turning. It appeared to him that the pilot attempted to land on the runway; however, the airplane ultimately impacted a bean field about 150 feet north of the runway. The pilot informed local authorities who responded to the accident that the engine lost power during takeoff. The pilot was transported from the scene with serious injuries. He remained hospitalized and subsequently died 39 days later. The pilot's death was attributed to the consequences of trauma as a result of the accident. However, NTSB regulations define a fatal injury as one which results in death within 30 days of the accident. A postaccident examination of the aircraft, including a detailed examination of the engine, airframe, and fuel system, was unable to identify a reason for the loss of power.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: A total loss of engine power for undetermined reasons, which resulted in a forced landing to a bean field.

Findings

Aircraft	(general) - Not specified
Not determined	(general) - Unknown/Not determined

Factual Information

History of Flight

Initial climb	Loss of engine power (total) (Defining event)
Emergency descent	Off-field or emergency landing
Emergency descent	Collision with terr/obj (non-CFIT)

On September 17, 2010, about 1517 eastern daylight time, a CA Tecnam SRL P2004 Bravo light sport airplane, N508LM, impacted terrain during a forced landing following a loss of engine power. The loss of engine power occurred on initial climb out after takeoff from runway 28 (4,000 feet by 75 feet, asphalt) at Mason Jewett Field (TEW), Mason, Michigan. The pilot was seriously injured. He remained hospitalized and subsequently died on October 26, 2010. The airplane sustained substantial damage to the fuselage. The airplane was registered to and operated by the pilot under the provisions of 14 Code of Federal Regulations (CFR) Part 91 without a flight plan. Visual meteorological conditions prevailed. The flight was originating at the time of the accident.

After the accident, the pilot informed local authorities who responded to the scene that the engine lost power during takeoff.

A witness reported that he observed the airplane between 50 to 100 feet above ground level, when it sounded like the engine lost power. He subsequently saw the propeller stop turning. It appeared to him that the pilot attempted to land on the runway; however, it ultimately impacted a bean field about 150 feet north of the runway.

A postaccident examination of the aircraft, including a detailed examination of the engine, did not reveal any anomalies consistent with a preimpact failure or malfunction. A fuel sample was checked for water and ethanol content with no discrepancies noted.

The pilot, age 76, held a private pilot certificate with airplane single-engine land and glider ratings. He was issued a third-class airman medical certificate on April 18, 2008, with a limitation for corrective lenses. According to his logbook, the pilot had accumulated about 1,493 hours total flight time, with approximately 41 hours in the same make and model as the accident airplane. According to a logbook endorsement, the pilot's most recent flight review was satisfactorily completed on March 3, 2009.

The pilot's death was attributed to the consequences of trauma as a result of the accident. However, NTSB regulations (49 CFR Part 830) define a fatal injury as one which results in death within 30 days of the accident.

The accident airplane was issued a Federal Aviation Administration Light Sport Airplane

Airworthiness Certificate on April 12, 2007. The accident pilot purchased the airplane on May 14, 2010. According to maintenance records, the most recent annual inspection was completed on January 26, 2010. The last entry was dated August 30, 2010, and referenced the replacement of the main landing gear bolts. This entry noted a total airframe time of 155 hours. The airplane had accumulated about 162 hours at the time of the accident.

Pilot Information

Certificate:	Private	**Age:**	76,Male
Airplane Rating(s):	Single-engine land	**Seat Occupied:**	Left
Other Aircraft Rating(s):	Glider	**Restraint Used:**	
Instrument Rating(s):	None	**Second Pilot Present:**	No
Instructor Rating(s):	None	**Toxicology Performed:**	No
Medical Certification:	Class 3 With waivers/limitations	**Last FAA Medical Exam:**	April 1, 2008
Occupational Pilot:	No	**Last Flight Review or Equivalent:**	April 30, 2010
Flight Time:	1493 hours (Total, all aircraft), 42 hours (Total, this make and model), 1428 hours (Pilot In Command, all aircraft), 29 hours (Last 90 days, all aircraft), 10 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CA Tecnam SRL	**Registration:**	N508LM
Model/Series:	P2004 Bravo	**Aircraft Category:**	Airplane
Year of Manufacture:		**Amateur Built:**	
Airworthiness Certificate:	Special light-sport (Special)	**Serial Number:**	097
Landing Gear Type:	Tricycle	**Seats:**	2
Date/Type of Last Inspection:	January 26, 2010 Condition	**Certified Max Gross Wt.:**	1323 lbs
Time Since Last Inspection:	49 Hrs	**Engines:**	1 Reciprocating
Airframe Total Time:	162 Hrs at time of accident	**Engine Manufacturer:**	Rotax
ELT:	C91A installed, not activated	**Engine Model/Series:**	912ULS
Registered Owner:	On file	**Rated Power:**	100 Horsepower
Operator:	On file	**Operating Certificate(s) Held:**	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	**Condition of Light:**	Day
Observation Facility, Elevation:	TEW,920 ft msl	**Distance from Accident Site:**	0 Nautical Miles
Observation Time:	15:12 Local	**Direction from Accident Site:**	360°
Lowest Cloud Condition:	Scattered / 3900 ft AGL	**Visibility**	10 miles
Lowest Ceiling:	None	**Visibility (RVR):**	
Wind Speed/Gusts:	/	**Turbulence Type Forecast/Actual:**	/
Wind Direction:		**Turbulence Severity Forecast/Actual:**	/
Altimeter Setting:	30.13 inches Hg	**Temperature/Dew Point:**	16°C / 7°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Mason, MI (TEW)	**Type of Flight Plan Filed:**	None
Destination:	New Hudson, MI (Y47)	**Type of Clearance:**	None
Departure Time:	15:15 Local	**Type of Airspace:**	

Airport Information

Airport:	Mason Jewett Field TEW	**Runway Surface Type:**	Asphalt
Airport Elevation:	920 ft msl	**Runway Surface Condition:**	Dry
Runway Used:	28	**IFR Approach:**	None
Runway Length/Width:	4000 ft / 75 ft	**VFR Approach/Landing:**	None

Wreckage and Impact Information

Crew Injuries:	1 Serious	**Aircraft Damage:**	Substantial
Passenger Injuries:		**Aircraft Fire:**	None
Ground Injuries:	N/A	**Aircraft Explosion:**	None
Total Injuries:	1 Serious	**Latitude, Longitude:**	42.565834,-84.423057(est)

Administrative Information

Investigator In Charge (IIC):	Sorensen, Timothy
Additional Participating Persons:	George Padalec; FAA-Detroit FSDO; Belleville, MI
Original Publish Date:	June 8, 2011
Last Revision Date:	
Investigation Class:	Class
Note:	
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=77427