



# Aviation Investigation Final Report

<b>Location:</b>	Stockport, Ohio	<b>Accident Number:</b>	CEN11CA052
<b>Date &amp; Time:</b>	October 29, 2010, 09:30 Local	<b>Registration:</b>	N619CS
<b>Aircraft:</b>	COSTRUZIONI AERONAUTICHE TECNA P2004 BRAVO	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Abnormal runway contact	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

The pilot reported that he maintained a higher-than-normal approach speed due to the gusty wind conditions. Upon touchdown, the airplane bounced back airborne and the pilot's knee inadvertently moved the throttle control forward, increasing the engine power. Shortly after he realized that the airplane was accelerating between his applications of brakes. The airplane continued off the end of the airstrip and impacted a ditch, resulting in substantial damage to the right wing.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's inadvertent movement of the throttle control during landing, which resulted in an increase in power and excursion from the runway.

## Findings

<b>Personnel issues</b>	Aircraft control - Pilot
<b>Aircraft</b>	Power lever - Unintentional use/operation

## Factual Information

### History of Flight

<b>Landing-flare/touchdown</b>	Abnormal runway contact (Defining event)
<b>Landing-landing roll</b>	Runway excursion
<b>Landing-landing roll</b>	Collision with terr/obj (non-CFIT)

### Pilot Information

<b>Certificate:</b>	Sport Pilot	<b>Age:</b>	60, 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	<b>Last FAA Medical Exam:</b>	
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	640 hours (Total, all aircraft), 514 hours (Total, this make and model), 640 hours (Pilot In Command, all aircraft), 35 hours (Last 90 days, all aircraft), 14 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	COSTRUZIONI AERONAUTICHE TECNA	<b>Registration:</b>	N619CS
<b>Model/Series:</b>	P2004 BRAVO	<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>	049
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	1
<b>Date/Type of Last Inspection:</b>	October 20, 2010 100 hour	<b>Certified Max Gross Wt.:</b>	
<b>Time Since Last Inspection:</b>	4 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	1106 Hrs at time of accident	<b>Engine Manufacturer:</b>	ROTAX
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	912
<b>Registered Owner:</b>	N619CS LLC	<b>Rated Power:</b>	100 Horsepower
<b>Operator:</b>	Joseph F. Conte Jr.	<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>	CMH,815 ft msl	<b>Distance from Accident Site:</b>	66 Nautical Miles
<b>Observation Time:</b>	09:51 Local	<b>Direction from Accident Site:</b>	299°
<b>Lowest Cloud Condition:</b>		<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	Overcast / 4500 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	11 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	280°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30.31 inches Hg	<b>Temperature/Dew Point:</b>	6°C / 0°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Lancaster, OH (LHQ)	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Stockport, OH (80A7)	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	09:00 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	Bald Eagle Field 80A7	<b>Runway Surface Type:</b>	Grass/turf
<b>Airport Elevation:</b>	0 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	04	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	2260 ft / 65 ft	<b>VFR Approach/Landing:</b>	Full stop;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>	
<b>Total Injuries:</b>	1 None	<b>Latitude, Longitude:</b>	39.556388,-81.78083(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Sullivan, Pamela
<b>Additional Participating Persons:</b>	Melanie Weddle; FAA-COL-FSDO; Columbus, OH
<b>Original Publish Date:</b>	March 16, 2011
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	This accident report documents the factual circumstances of this accident as described to the NTSB.
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=77727">https://data.nts.gov/Docket?ProjectID=77727</a>

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