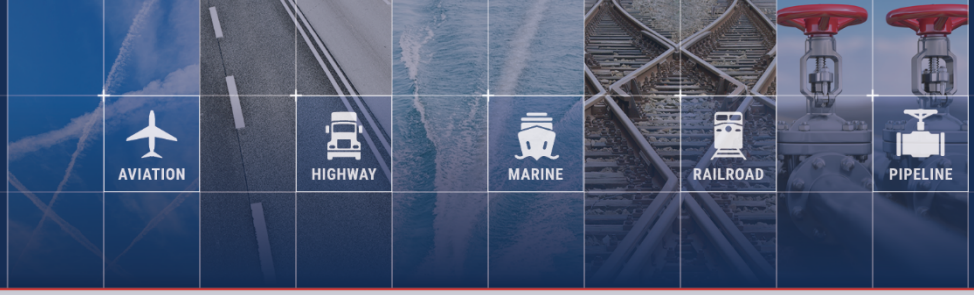

Aviation Investigation Final Report

Location:	Carlsbad, California	**Accident Number:**	WPR13CA039
Date & Time:	November 11, 2012, 15:30 Local	**Registration:**	N153TB
Aircraft:	COSTRUZIONI AERONAUTICHE TECNA P2004 BRAVO	**Aircraft Damage:**	Substantial
Defining Event:	Loss of control in flight	**Injuries:**	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot intended to practice touch-and-go landings on a runway nearly aligned with the reported 9-knot wind, in clear weather conditions. He noted no mention of any wind gusts in the airport's automatic terminal information service weather information before he took off. However, the pilot noticed light turbulence during the right crosswind and downwind legs in the traffic pattern. After a short approach and a smooth landing, he applied power, achieved rotation speed, and lifted off again. However, when the airplane was only a few feet off the ground, the wind started to blow it left of the center line. Although the pilot applied full rudder and aileron deflection to counter the crosswind, the airplane continued to track toward the side of the runway and was not climbing at a rate that would clear parked aircraft. The pilot aborted the takeoff, and the airplane subsequently collided with the tail of a parked helicopter, spun a few degrees clockwise, and came to rest on its left wing, which sustained substantial damage. The pilot reported no preimpact mechanical malfunctions or failures with the airplane that would have precluded normal operation.

The pilot reported that he had flown about 3 hours in the accident airplane, which was a light sport airplane. He believed that because of the airplane's relatively light weight, it was more susceptible to crosswind and turbulence than other airplanes he had flown. He also noted that the controls were configured significantly different than any of the other airplanes he had flown. His previous flights took place in calm air, and the pilot thought that his time in the accident airplane was insufficient to instill the reflexive familiarity necessary to control the airplane during the accident takeoff.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot’s failure to maintain directional control during takeoff, which resulted in a runway excursion and collision with parked aircraft. Contributing to the accident was the pilot's lack of experience in the airplane make/model.

Findings

Aircraft	Crosswind correction - Not attained/maintained
Aircraft	Directional control - Not attained/maintained
Personnel issues	Total experience w/ equipment - Pilot
Personnel issues	Incorrect action performance - Pilot

Factual Information

History of Flight

Takeoff	Loss of control in flight (Defining event)
Takeoff-rejected takeoff	Runway excursion
Takeoff-rejected takeoff	Collision during takeoff/land

Pilot Information

Certificate:	Private	**Age:**	58,Male
Airplane Rating(s):	Single-engine land	**Seat Occupied:**	Left
Other Aircraft Rating(s):	None	**Restraint Used:**	
Instrument Rating(s):	Airplane	**Second Pilot Present:**	No
Instructor Rating(s):	None	**Toxicology Performed:**	No
Medical Certification:	Class 3 Without waivers/limitations	**Last FAA Medical Exam:**	May 27, 2011
Occupational Pilot:	No	**Last Flight Review or Equivalent:**	May 15, 2012
Flight Time:	564 hours (Total, all aircraft), 3 hours (Total, this make and model), 478 hours (Pilot In Command, all aircraft), 12 hours (Last 90 days, all aircraft), 5 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	COSTRUZIONI AERONAUTICHE TECNA	**Registration:**	N153TB
Model/Series:	P2004 BRAVO	**Aircraft Category:**	Airplane
Year of Manufacture:		**Amateur Built:**	
Airworthiness Certificate:	Special light-sport (Special)	**Serial Number:**	081
Landing Gear Type:	Tricycle	**Seats:**	2
Date/Type of Last Inspection:	August 31, 2012 Annual	**Certified Max Gross Wt.:**	1530 lbs
Time Since Last Inspection:	37 Hrs	**Engines:**	1 Reciprocating
Airframe Total Time:	1104 Hrs at time of accident	**Engine Manufacturer:**	ROTAX
ELT:	Installed, not activated	**Engine Model/Series:**	912ULS
Registered Owner:	WHITE JEFFREY M	**Rated Power:**	100 Horsepower
Operator:	Plus One Flyers	**Operating Certificate(s) Held:**	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	**Condition of Light:**	Day
Observation Facility, Elevation:	KCRQ,328 ft msl	**Distance from Accident Site:**	
Observation Time:	14:53 Local	**Direction from Accident Site:**	
Lowest Cloud Condition:	Clear	**Visibility**	10 miles
Lowest Ceiling:	None	**Visibility (RVR):**	
Wind Speed/Gusts:	8 knots /	**Turbulence Type Forecast/Actual:**	/
Wind Direction:	270°	**Turbulence Severity Forecast/Actual:**	/
Altimeter Setting:	30.19 inches Hg	**Temperature/Dew Point:**	16°C / 1°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Carlsbad, CA (CRQ)	**Type of Flight Plan Filed:**	None
Destination:	Carlsbad, CA (CRQ)	**Type of Clearance:**	None
Departure Time:	15:15 Local	**Type of Airspace:**	

Airport Information

Airport:	McClellan-Palomar CRQ	**Runway Surface Type:**	Asphalt
Airport Elevation:	331 ft msl	**Runway Surface Condition:**	Dry
Runway Used:	24	**IFR Approach:**	None
Runway Length/Width:	4897 ft / 150 ft	**VFR Approach/Landing:**	Touch and go

Wreckage and Impact Information

Crew Injuries:	1 None	**Aircraft Damage:**	Substantial
Passenger Injuries:		**Aircraft Fire:**	None
Ground Injuries:	N/A	**Aircraft Explosion:**	None
Total Injuries:	1 None	**Latitude, Longitude:**	33.128334,-117.279998(est)

Administrative Information

Investigator In Charge (IIC):	Plagens, Howard
Additional Participating Persons:	Scott Worthington; FAA FSDO; San Diego, CA
Original Publish Date:	March 13, 2013
Last Revision Date:	
Investigation Class:	Class
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=85557