



Aviation Investigation Final Report

Location:	Lone Rock, Wisconsin	Accident Number:	GAA17CA420
Date & Time:	July 17, 2017, 20:00 Local	Registration:	N445X
Aircraft:	COSTRUZIONI AERONAUTICHE TECNA P2008	Aircraft Damage:	Substantial
Defining Event:	Nose over/nose down	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The solo student pilot reported that he was practicing a stop-and-go landing on the asphalt runway. He recalled that, while on the downwind leg of the approach pattern, he was headed into a bright sunset. On short final, "a medium sized, reddish brown animal ran across the runway near the numbers from right to left." The student overflew the animal, and the airplane bounced upon touchdown. He applied full power to abort the landing, but the airplane veered left and exited the left side of the runway. About 40 ft from the runway, the airplane encountered soft soil and nosed over.

During a conversation with the National Transportation Safety Board investigator-in-charge, the student pilot stated that he may have become fixated on the animal during the approach. He could not recall whether he manipulated the yoke to avoid the animal.

The airplane sustained substantial damage to the left-wing strut.

The student reported that there were no preaccident mechanical malfunctions or failures with the airplane that would have precluded normal operation.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

The student pilot's improper landing flare, which resulted in a bounced landing and subsequent loss of directional control and runway excursion during the aborted landing. Contributing to the improper landing flare was the student's distraction by a deer running across the runway.

Findings

Aircraft	Landing flare - Not attained/maintained
Personnel issues	Aircraft control - Student/instructed pilot
Aircraft	Directional control - Not attained/maintained
Personnel issues	(general) - Student/instructed pilot
Environmental issues	Animal(s)/bird(s) - Effect on operation
Environmental issues	Soft surface - Contributed to outcome

Factual Information

History of Flight

Landing-landing roll	Loss of control on ground
Landing-landing roll	Runway excursion
Landing-landing roll	Nose over/nose down (Defining event)

Student pilot Information

Certificate:	Student	Age:	51, Male
Airplane Rating(s):	None	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	3-point
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Sport pilot None	Last FAA Medical Exam:	
Occupational Pilot:	No	Last Flight Review or Equivalent:	July 15, 2017
Flight Time:	(Estimated) 42 hours (Total, all aircraft), 42 hours (Total, this make and model), 5 hours (Pilot In Command, all aircraft), 30 hours (Last 90 days, all aircraft), 25 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	COSTRUZIONI AERONAUTICHE TECNA	Registration:	N445X
Model/Series:	P2008 NO SERIES	Aircraft Category:	Airplane
Year of Manufacture:	2016	Amateur Built:	
Airworthiness Certificate:	Special light-sport (Special)	Serial Number:	119
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	January 23, 2017	Certified Max Gross Wt.:	1320 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	65.6 Hrs at time of accident	Engine Manufacturer:	Rotax
ELT:	C126 installed, activated, did not aid in locating accident	Engine Model/Series:	914
Registered Owner:	On file	Rated Power:	115 Horsepower
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Dusk
Observation Facility, Elevation:	KLNR,721 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	00:56 Local	Direction from Accident Site:	273°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	/ None
Wind Direction:	160°	Turbulence Severity Forecast/Actual:	/ N/A
Altimeter Setting:	29.97 inches Hg	Temperature/Dew Point:	23°C / 18°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Lone Rock, WI (LNR)	Type of Flight Plan Filed:	None
Destination:	Lone Rock, WI (LNR)	Type of Clearance:	None
Departure Time:	19:35 Local	Type of Airspace:	Class E

Airport Information

Airport:	TRI-COUNTY RGNL LNR	Runway Surface Type:	Asphalt
Airport Elevation:	717 ft msl	Runway Surface Condition:	Dry
Runway Used:	09	IFR Approach:	None
Runway Length/Width:	5000 ft / 75 ft	VFR Approach/Landing:	Go around;Stop and go;Traffic pattern

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:	43.211944,-90.179725(est)

Administrative Information

Investigator In Charge (IIC):	Hicks, Michael
Additional Participating Persons:	Cathy Vuksanovic ; FAA; Milwaukee, WI
Original Publish Date:	December 15, 2017
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.nts.gov/Docket?ProjectID=95615

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](#).