Aviation Investigation Final Report

Location:	Palmyra, Pennsylvania	**Accident Number:**	GAA18CA258
Date & Time:	May 3, 2018, 15:56 Local	**Registration:**	N914BB
Aircraft:	BERGER BERNARD M PULSAR SERIES III	**Aircraft Damage:**	Substantial
Defining Event:	Abnormal runway contact	**Injuries:**	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that, during the preflight inspection, he observed no discrepancies and noted that the oil level was "inside the lower bound of normal oil capacity." He reported that en route, the oil pressure "was in the 30s [pounds per square inch] and trending downward" but still within the normal engine oil pressure limits. He decided to divert to a nearby airport as a precaution.

The pilot reported that, while maneuvering to the alternate airport, the engine instruments appeared normal. However, during left base for the runway, he observed "a few seconds of white smoke" coming from the engine over the left wing. He reduced power, added flaps, and noticed that the airplane's approach speed was too fast. He decided he would not attempt a go-around due to the smoke and shut the engine off "thinking of the possibility of an engine fire." Subsequently, the airplane bounced during the initial touchdown and landed near the runway's halfway point. The pilot applied brakes, but the airplane overran the runway into a dirt field, and the nose landing gear collapsed.

The airplane sustained substantial damage to the fuselage.

The pilot reported that there were no preaccident mechanical failures or malfunctions 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 pilot's failure to maintain an appropriate approach speed, which resulted in a bounced landing and a runway overrun.

Findings

Aircraft	Airspeed - Not attained/maintained
Personnel issues	Aircraft control - Pilot
Aircraft	Oil - Related operating info

Factual Information

History of Flight

Enroute-cruise	Miscellaneous/other
Landing	Off-field or emergency landing
Landing-flare/touchdown	Abnormal runway contact (Defining event)
Landing	Runway excursion
Landing	Landing gear collapse

Pilot Information

Certificate:	Commercial; Military; Private	**Age:**	49,Male
Airplane Rating(s):	Single-engine land; Multi-engine land	**Seat Occupied:**	Left
Other Aircraft Rating(s):	Helicopter	**Restraint Used:**	4-point
Instrument Rating(s):	Airplane; Helicopter	**Second Pilot Present:**	No
Instructor Rating(s):	None	**Toxicology Performed:**	No
Medical Certification:	Class 2 Without waivers/limitations	**Last FAA Medical Exam:**	September 28, 2017
Occupational Pilot:	Yes	**Last Flight Review or Equivalent:**	September 29, 2016
Flight Time:	(Estimated) 1413.5 hours (Total, all aircraft), 91 hours (Total, this make and model), 790.2 hours (Pilot In Command, all aircraft), 7.8 hours (Last 90 days, all aircraft), 1 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BERGER BERNARD M	**Registration:**	N914BB
Model/Series:	PULSAR SERIES III NO SERIES	**Aircraft Category:**	Airplane
Year of Manufacture:	2002	**Amateur Built:**	Yes
Airworthiness Certificate:	Experimental (Special)	**Serial Number:**	P9802-0550
Landing Gear Type:	Tricycle	**Seats:**	2
Date/Type of Last Inspection:	July 9, 2017 Annual	**Certified Max Gross Wt.:**	1325 lbs
Time Since Last Inspection:		**Engines:**	1 Reciprocating
Airframe Total Time:	771.6 Hrs at time of accident	**Engine Manufacturer:**	Rotax
ELT:	C91A installed, activated, did not aid in locating accident	**Engine Model/Series:**	914UL
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:	KMUI,488 ft msl	**Distance from Accident Site:**	9 Nautical Miles
Observation Time:	19:56 Local	**Direction from Accident Site:**	4°
Lowest Cloud Condition:	Few / 8000 ft AGL	**Visibility**	10 miles
Lowest Ceiling:		**Visibility (RVR):**	
Wind Speed/Gusts:	13 knots / 20 knots	**Turbulence Type Forecast/Actual:**	None / None
Wind Direction:	220°	**Turbulence Severity Forecast/Actual:**	N/A / N/A
Altimeter Setting:	29.93 inches Hg	**Temperature/Dew Point:**	33°C / 14°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	CARLISLE, PA (N94)	**Type of Flight Plan Filed:**	None
Destination:	CARLISLE, PA (N94)	**Type of Clearance:**	VFR flight following
Departure Time:	14:57 Local	**Type of Airspace:**	Class G

Airport Information

Airport:	REIGLE FIELD 58N	**Runway Surface Type:**	Asphalt
Airport Elevation:	489 ft msl	**Runway Surface Condition:**	Dry
Runway Used:	31	**IFR Approach:**	None
Runway Length/Width:	1955 ft / 40 ft	**VFR Approach/Landing:**	Precautionary landing;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:**	40.287776,-76.580001

Administrative Information

Investigator In Charge (IIC):	Benhoff, Kathryn
Additional Participating Persons:	Henry H Tscha; FAA; Harrisburg, PA
Original Publish Date:	October 24, 2018
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=97188