



# Aviation Investigation Final Report

<b>Location:</b>	Palmyra, Pennsylvania	<b>Accident Number:</b>	GAA18CA258
<b>Date &amp; Time:</b>	May 3, 2018, 15:56 Local	<b>Registration:</b>	N914BB
<b>Aircraft:</b>	BERGER BERNARD M PULSAR SERIES III	<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, 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

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

## Factual Information

### History of Flight

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

### Pilot Information

<b>Certificate:</b>	Commercial; Military; Private	<b>Age:</b>	49, Male
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	Helicopter	<b>Restraint Used:</b>	4-point
<b>Instrument Rating(s):</b>	Airplane; Helicopter	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 Without waivers/limitations	<b>Last FAA Medical Exam:</b>	September 28, 2017
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	September 29, 2016
<b>Flight Time:</b>	(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

<b>Aircraft Make:</b>	BERGER BERNARD M	<b>Registration:</b>	N914BB
<b>Model/Series:</b>	PULSAR SERIES III NO SERIES	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	2002	<b>Amateur Built:</b>	Yes
<b>Airworthiness Certificate:</b>	Experimental (Special)	<b>Serial Number:</b>	P9802-0550
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	July 9, 2017 Annual	<b>Certified Max Gross Wt.:</b>	1325 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	771.6 Hrs at time of accident	<b>Engine Manufacturer:</b>	Rotax
<b>ELT:</b>	C91A installed, activated, did not aid in locating accident	<b>Engine Model/Series:</b>	914UL
<b>Registered Owner:</b>	On file	<b>Rated Power:</b>	100 Horsepower
<b>Operator:</b>	On file	<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>	KMUI,488 ft msl	<b>Distance from Accident Site:</b>	9 Nautical Miles
<b>Observation Time:</b>	19:56 Local	<b>Direction from Accident Site:</b>	4°
<b>Lowest Cloud Condition:</b>	Few / 8000 ft AGL	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>		<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	13 knots / 20 knots	<b>Turbulence Type Forecast/Actual:</b>	None / None
<b>Wind Direction:</b>	220°	<b>Turbulence Severity Forecast/Actual:</b>	N/A / N/A
<b>Altimeter Setting:</b>	29.93 inches Hg	<b>Temperature/Dew Point:</b>	33°C / 14°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	CARLISLE, PA (N94 )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	CARLISLE, PA (N94 )	<b>Type of Clearance:</b>	VFR flight following
<b>Departure Time:</b>	14:57 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	REIGLE FIELD 58N	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	489 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	31	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	1955 ft / 40 ft	<b>VFR Approach/Landing:</b>	Precautionary landing;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>	None
<b>Total Injuries:</b>	1 None	<b>Latitude, Longitude:</b>	40.287776,-76.580001

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Benhoff, Kathryn
<b>Additional Participating Persons:</b>	Henry H Tscha; FAA; Harrisburg, PA
<b>Original Publish Date:</b>	October 24, 2018
<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=97188">https://data.nts.gov/Docket?ProjectID=97188</a>

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