



# Aviation Investigation Final Report

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<b>Location:</b>	San Carlos, California	<b>Accident Number:</b>	GAA18CA395
<b>Date &amp; Time:</b>	July 5, 2018, 15:30 Local	<b>Registration:</b>	N75SY
<b>Aircraft:</b>	COSTRUZIONI AERONAUTICHE TECNA P2002 SIERRA	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Aerodynamic stall/spin	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

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## Analysis

The pilot reported that, while landing in a crosswind, the approach was "too low," and he added power. The airplane then "rolled and veered" left. He added that marks on the terrain indicated that the left wing struck the ground, and tracks showed that the airplane touched down on the pavement before the runway threshold. The airplane then exited the runway, the nose landing gear collapsed, and the airplane came to rest nose down.

The airplane sustained substantial damage to the engine mount, left wing, and fuselage.

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

The automated weather observation system located at the airport reported that, about the time of the accident, the wind was from 330° at 8 knots. The pilot landed the airplane on runway 30.

## 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 a proper glidepath and crosswind correction during landing, which resulted in an aerodynamic stall.

## Findings

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<b>Personnel issues</b>	Aircraft control - Pilot
<b>Aircraft</b>	Descent/approach/glide path - Not attained/maintained
<b>Aircraft</b>	Crosswind correction - Not attained/maintained
<b>Environmental issues</b>	Crosswind - Response/compensation
<b>Environmental issues</b>	Crosswind - Effect on operation

## Factual Information

### History of Flight

<b>Approach-VFR go-around</b>	Aerodynamic stall/spin (Defining event)
<b>Landing</b>	Landing area undershoot
<b>Landing</b>	Runway excursion
<b>Landing</b>	Landing gear collapse
<b>Landing</b>	Nose over/nose down

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	72, 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>	Unknown
<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>	July 23, 2016
<b>Flight Time:</b>	(Estimated) 802 hours (Total, all aircraft), 277 hours (Total, this make and model), 802 hours (Pilot In Command, all aircraft), 9 hours (Last 90 days, all aircraft), 3 hours (Last 30 days, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	COSTRUZIONI AERONAUTICHE TECNA	<b>Registration:</b>	N75SY
<b>Model/Series:</b>	P2002 SIERRA	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	2008	<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Special light-sport (Special)	<b>Serial Number:</b>	359
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	February 15, 2018 Annual	<b>Certified Max Gross Wt.:</b>	1320 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	355.1 Hrs at time of accident	<b>Engine Manufacturer:</b>	Rotax
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	912ULS
<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>	KSQL,5 ft msl	<b>Distance from Accident Site:</b>	0 Nautical Miles
<b>Observation Time:</b>	22:47 Local	<b>Direction from Accident Site:</b>	7°
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	8 knots /	<b>Turbulence Type Forecast/Actual:</b>	None / None
<b>Wind Direction:</b>	330°	<b>Turbulence Severity Forecast/Actual:</b>	N/A / N/A
<b>Altimeter Setting:</b>	30.12 inches Hg	<b>Temperature/Dew Point:</b>	23°C / 12°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	San Carlos, CA (SQL )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	San Carlos, CA (SQL )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	15:00 Local	<b>Type of Airspace:</b>	Class D

## Airport Information

<b>Airport:</b>	SAN CARLOS SQL	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	5 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	30	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	2600 ft / 75 ft	<b>VFR Approach/Landing:</b>	Full stop

## 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>	37.515277,-122.250274(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Swenson, Eric
<b>Additional Participating Persons:</b>	Stephen Rowell; FAA; San Jose, CA
<b>Original Publish Date:</b>	March 18, 2019
<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=97709">https://data.nts.gov/Docket?ProjectID=97709</a>

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.

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