



National Transportation Safety Board Aviation Accident Final Report

Location:	URBANA, IL	Accident Number:	CHI89DEV04
Date & Time:	12/03/1988, 1520 CST	Registration:	CGFSY
Aircraft:	TESORI REGIONNE 2002	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 Fatal
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

THE PLT TRANSMITTED ON AN ADVISORY FREQUENCY 'CLEAR THE AREA I HAVE ENGINE TROUBLE'. WHILE TURNING FROM DOWNWIND TO THE BASE LEG OF HIS EMERGENCY APPROACH TO THE AIRPORT, WITNESSES OBSERVED THE AIRPLANE IN A STEEP RIGHT BANK WHEN IT SUDDENLY BANKED LEFT AND DESCENDED INTO THE GROUND. TEMPERATURE AND DEWPOINT WERE 54 DEGS AND 39 DEGS RESPECTIVELY. THESE TEMPS ARE CONDUCTIVE TO THE FORMATION OF CARBURETOR ICE.

Probable Cause and Findings

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

Findings

Occurrence #1: LOSS OF ENGINE POWER

Phase of Operation: CRUISE - NORMAL

Findings

1. (F) WEATHER CONDITION - CARBURETOR ICING CONDITIONS
2. (C) FUEL SYSTEM, CARBURETOR - ICE
3. (C) CARBURETOR HEAT - DELAYED - PILOT IN COMMAND

Occurrence #2: LOSS OF CONTROL - IN FLIGHT

Phase of Operation: MANEUVERING - TURN TO LANDING AREA (EMERGENCY)

Findings

4. (C) MANEUVER - EXCESSIVE - PILOT IN COMMAND
5. (C) AIRSPEED(VSO) - NOT MAINTAINED - PILOT IN COMMAND

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER

Phase of Operation: DESCENT - UNCONTROLLED

Factual Information

Pilot Information

Certificate:	Private	Age:	46, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Front
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Unknown Unknown	Last FAA Medical Exam:	
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:	1500 hours (Total, all aircraft), 112 hours (Total, this make and model), 1455 hours (Pilot In Command, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	TESORI	Registration:	CGFSY
Model/Series:	REGIONNE 2002 REGIONNE 2	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	Yes
Airworthiness Certificate:	Experimental	Serial Number:	001
Landing Gear Type:	Retractable - Tailwheel	Seats:	2
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	2300 lbs
Time Since Last Inspection:	112 Hours	Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	PZL-KALISZ
ELT:	Installed	Engine Model/Series:	AT-14RA
Registered Owner:	ROBERT V TESORI	Rated Power:	252 hp
Operator:	ROBERTO TESORI	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	CMI, 735 ft msl	Distance from Accident Site:	5 Nautical Miles
Observation Time:	1445 CST	Direction from Accident Site:	260°
Lowest Cloud Condition:	Scattered / 25000 ft agl	Visibility	20 Miles
Lowest Ceiling:	None / 0 ft agl	Visibility (RVR):	0 ft
Wind Speed/Gusts:	Light and Variable /	Turbulence Type Forecast/Actual:	/
Wind Direction:	300°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30 inches Hg	Temperature/Dew Point:	12° C / 4° C
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1510 CST	Type of Airspace:	Class G

Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 Fatal	Latitude, Longitude:	

Administrative Information

Investigator In Charge (IIC):	L. WAYNE DUNHAM	Report Date:	06/25/1990
Additional Participating Persons:	RUSSELL E ATKINS; SPRINGFIELD, IL		
Publish Date:			
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at pubinquiry@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).