



National Transportation Safety Board Aviation Accident Final Report

Location:	Stevensville, MD	Accident Number:	MIA08LA034
Date & Time:	01/03/2008, 1545 EST	Registration:	N26WR
Aircraft:	Costruzioni Aeronautiche P2002 Sierra	Aircraft Damage:	Substantial
Defining Event:		Injuries:	1 None
Flight Conducted Under:	Part 91: General Aviation - Personal		

Analysis

While on short final approach the pilot reduced engine power to idle and the engine lost power. A forced landing was made in a field short of the runway and the airplane incurred substantial damage. Examination of the engine by a Federal Aviation Administration inspector, and a representative of the engine manufacturer revealed that the carburetor mixture and throttle stop were found to be out of adjustment. The Rotax maintenance manual requires checking of these adjustments during each 100-hour inspection.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: A loss of engine power due to the failure of company maintenance personnel to comply with engine manufacturers requirements for carburetor adjustment during the 100-hour inspection.

Findings

Occurrence #1: LOSS OF ENGINE POWER(TOTAL) - NONMECHANICAL
Phase of Operation: APPROACH - VFR PATTERN - FINAL APPROACH

Findings

1. FUEL SYSTEM,CARBURETOR - IMPROPERLY SERVICED
2. (C) MAINTENANCE,100-HOUR INSPECTION - IMPROPER - COMPANY MAINTENANCE PERSONNEL
3. (C) PROCEDURES/DIRECTIVES - NOT COMPLIED WITH - COMPANY MAINTENANCE PERSONNEL

Occurrence #2: FORCED LANDING
Phase of Operation: EMERGENCY DESCENT/LANDING

Occurrence #3: IN FLIGHT COLLISION WITH TERRAIN/WATER
Phase of Operation: LANDING - FLARE/TOUCHDOWN

Findings

4. TERRAIN CONDITION - GROUND

Factual Information

On January 3, 2008, at 1545 eastern standard time, a Costruzioni Aeronautiche Techna P2002 Sierra, certificated Light Sport airplane, N26WR, lost engine power during final approach and collided with the ground during the subsequent forced landing, at the Bay Bridge Airport (W29), Stevensville, Maryland. The airplane was substantially damaged. The commercial pilot was not injured. Visual meteorological conditions prevailed for the personal flight. The airplane was registered to and operated by CSP Leasing LLC under the provision of Title 14 Code of Federal Regulations Part 91. The flight originated from W29 at 1440.

The pilot stated that during approach to W29 he reported downwind, base, and then final to runway 29. At about 100 feet above ground level he reduced the engine power to idle and subsequently lost engine power. He then made an emergency landing in a field short of runway 29.

Examination of the airplane by a Federal Aviation Administration inspector, and the engine's manufacturer revealed that there were 10 gallons of AVGAS in the wing tanks. During the examination of the engine the mechanical settings of the carburetor mixture and throttle stop were found to be out of adjustment. According to the Rotax maintenance manual the carburetor adjustments and synchronization should be checked at the 100-hour inspection. Review of the engine maintenance logbook revealed that the 100-hour inspection was conducted on December 17, 2007 at a Hobbs and total time of 113.4 hours, 19 flight hours before the accident. There were no recorded entries of the carburetor inspection or adjustment.

Pilot Information

Certificate:	Commercial	Age:	66, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Sport Pilot None	Last Medical Exam:	03/01/2003
Occupational Pilot:		Last Flight Review or Equivalent:	06/01/2007
Flight Time:	2192 hours (Total, all aircraft), 3 hours (Total, this make and model), 2024 hours (Pilot In Command, all aircraft), 8 hours (Last 90 days, all aircraft), 4 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Manufacturer:	Costruzioni Aeronautiche	Registration:	N26WR
Model/Series:	P2002 Sierra	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Special Light-Sport	Serial Number:	144
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	12/01/2007, 100 Hour	Certified Max Gross Wt.:	1320 lbs
Time Since Last Inspection:	19 Hours	Engines:	1 Reciprocating
Airframe Total Time:	133 Hours	Engine Manufacturer:	Rotax
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	912ULS
Registered Owner:	Chesapeake Sport Pilot LLC	Rated Power:	95 hp
Operator:	Chesapeake Sport Pilot LLC	Air Carrier Operating Certificate:	None

Meteorological Information and Flight Plan

Observation Facility, Elevation:	ESN, 72 ft msl	Observation Time:	1555 EST
Distance from Accident Site:	16 Nautical Miles	Condition of Light:	Day
Direction from Accident Site:	130°	Conditions at Accident Site:	Visual Conditions
Lowest Cloud Condition:	Scattered / 5000 ft agl	Temperature/Dew Point:	-1° C / -11° C
Lowest Ceiling:	None	Visibility	10 Miles
Wind Speed/Gusts, Direction:	11 knots/ 20 knots, 320°	Visibility (RVR):	
Altimeter Setting:	30.66 inches Hg	Visibility (RVV):	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Stevensville, MD (W29)	Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:	1445 EST	Type of Airspace:	

Airport Information

Airport:	BAY BRIDGE (W29)	Runway Surface Type:	Asphalt
Airport Elevation:	15 ft	Runway Surface Condition:	Dry
Runway Used:	29	IFR Approach:	None
Runway Length/Width:	2903 ft / 60 ft	VFR Approach/Landing:	Forced Landing; Traffic Pattern

Wreckage and Impact Information

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

Administrative Information

Investigator In Charge (IIC):	Eric H Alleyne	Adopted Date:	08/28/2008
Additional Participating Persons:	John A Michelli; Baltimore FSDO; Baltimore, MD		
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 pubinq@ntsb.gov , or at 800-877-6799. Dockets released after this date are available at http://dms.nts.gov/pubdms/ .		

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