



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	San Carlos, CA	<b>Accident Number:</b>	GAA18CA395
<b>Date &amp; Time:</b>	07/05/2018, 1530 PDT	<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

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

## Factual Information

### History of Flight

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

### Pilot Information

Certificate:	Private	Age:	72, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Unknown
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Sport Pilot	Last FAA Medical Exam:	
Occupational Pilot:	No	Last Flight Review or Equivalent:	07/23/2016
Flight Time:	(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

Aircraft Make:	COSTRUZIONI AERONAUTICHE TECNA	Registration:	N75SY
Model/Series:	P2002 SIERRA	Aircraft Category:	Airplane
Year of Manufacture:	2008	Amateur Built:	No
Airworthiness Certificate:	Special Light-Sport	Serial Number:	359
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	02/15/2018, Annual	Certified Max Gross Wt.:	1320 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	355.1 Hours at time of accident	Engine Manufacturer:	Rotax
ELT:	Installed, not activated	Engine Model/Series:	912ULS
Registered Owner:	On file	Rated Power:	100 hp
Operator:	On file	Operating Certificate(s) Held:	None

## Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	KSQL, 5 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	2247 UTC	Direction from Accident Site:	7°
Lowest Cloud Condition:	Clear	Visibility	10 Miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	8 knots /	Turbulence Type Forecast/Actual:	None / None
Wind Direction:	330°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	30.12 inches Hg	Temperature/Dew Point:	23° C / 12° C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	San Carlos, CA (SQL)	Type of Flight Plan Filed:	None
Destination:	San Carlos, CA (SQL)	Type of Clearance:	None
Departure Time:	1500 PDT	Type of Airspace:	Class D

## Airport Information

Airport:	SAN CARLOS (SQL)	Runway Surface Type:	Asphalt
Airport Elevation:	5 ft	Runway Surface Condition:	Dry
Runway Used:	30	IFR Approach:	None
Runway Length/Width:	2600 ft / 75 ft	VFR Approach/Landing:	Full Stop

## 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	Latitude, Longitude:	37.515278, -122.250278 (est)

## Administrative Information

Investigator In Charge (IIC):	Eric A Swenson	Report Date:	03/18/2019
Additional Participating Persons:	Stephen Rowell; FAA; San Jose, CA		
Publish Date:	03/18/2019		
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
Investigation Docket:	<a href="http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=97709">http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=97709</a>		

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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](#).