



# National Transportation Safety Board Aviation Accident Preliminary Report

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<b>Location:</b>	Endicott, NY	<b>Accident Number:</b>	ERA19FA196
<b>Date &amp; Time:</b>	06/17/2019, 1125 EDT	<b>Registration:</b>	N450C
<b>Aircraft:</b>	Trella T-21	<b>Injuries:</b>	1 Fatal
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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On June 17, 2019, about 1125 eastern daylight time, an experimental Trella T-21, N450C, was substantially damaged when it impacted terrain near Tri-Cities Airport (CZG), Endicott, New York. The commercial pilot was fatally injured. The airplane was privately owned and operated under the provisions of Title 14 *Code of Federal Regulations* Part 91. Visual meteorological conditions prevailed, and no flight plan was filed for the local personal flight, which originated about 1115.

According to the airport manager, the pilot had recently fueled the airplane and was conducting a flight in the local area. The airport manager stated he watched the airplane depart runway 3 and fly the runway heading. He then heard a reduction of engine power and saw the airplane turn to the left. During the turn, the airplane transitioned from a nose high attitude into a spiraling left turn. He then lost sight of the airplane behind a row of trees.

The accident site was located 2,322 ft to the northwest of the runway 3 centerline. Examination of the wreckage revealed that all major components of the airplane were present at the accident site. The airframe displayed multiple areas of crush and compression damage. The engine remained attached to its mounting location. Further examination revealed that the engine mounts were fractured in multiple locations. The wooden propeller hub remained attached to the engine crankshaft. Both propeller blades were fractured and splintered with a majority of the blades missing. Both wings remained attached to the fuselage in approximately their normal mounting locations. The cockpit was compressed and tilted forward with the nose wheel folded to the left of the fuselage. The main landing gear remained attached in its mounting location but was displaced in a rearward direction.

Control continuity was traced from all flight control surfaces to their respective cockpit controls through, with all breaks displaying fracture features consistent overload separation. The cockpit throttle control assembly was extended aft with approximately 1 inch of travel from the closed position. The throttle shaft handle was bent over approximately 90° in the direction of the instrument panel. The cockpit mixture control assembly was found in the full rich position.

All engine accessories were found attached to the engine except for the carburetor float bowl, which was impact-separated and impact damage was noted on all the exhaust tubes. Crankshaft and valvetrain continuity were confirmed by rotating the propeller by hand. In addition, thumb compression and suction were obtained on all cylinders. Both engine magnetos were secured to the engine, and their timing was correct. The fuel inlet and oil pressure screen were removed and found to be unobstructed. The electric driven fuel pump was disassembled, and its screen was free of any contamination.

According to Federal Aviation Administration (FAA) records, the pilot held a commercial pilot certificate with ratings for airplane single-engine land, single-engine sea, multiengine land, instrument airplane, and rotocraft-helicopter. In addition, he held a flight instructor certificate with ratings for airplane single-engine, multiengine, and instrument airplane. Furthermore, he held a mechanic certificate with ratings for airframe and powerplant. His most recent medical certificate was issued October 28, 1991, at which time he reported 5,800 total hours of flight experience, of which 100 hours had been accrued in the last six months.

The weather conditions reported at 1053, at Binghamton Airport, (BGM) Binghamton, New York, about 9 miles northeast of the accident site, included visibility 10 miles, clear sky, wind 5 knots at 040°, temperature 17°C, dew point 12°C, and a barometric altimeter of 30.02 inches of mercury.

### Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Trella	<b>Registration:</b>	N450C
<b>Model/Series:</b>	T-21	<b>Aircraft Category:</b>	Airplane
<b>Amateur Built:</b>	No		
<b>Operator:</b>	On file	<b>Operating Certificate(s) Held:</b>	None

### Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual Conditions	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	BGM, 1638 ft msl	<b>Observation Time:</b>	1053 EDT
<b>Distance from Accident Site:</b>	9 Nautical Miles	<b>Temperature/Dew Point:</b>	17° C / 12° C
<b>Lowest Cloud Condition:</b>	Clear	<b>Wind Speed/Gusts, Direction:</b>	5 knots / , 40°
<b>Lowest Ceiling:</b>	None	<b>Visibility:</b>	10 Miles
<b>Altimeter Setting:</b>	30.02 inches Hg	<b>Type of Flight Plan Filed:</b>	None
<b>Departure Point:</b>	Endicott, NY (CZG)	<b>Destination:</b>	Endicott, NY (CZG)

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Fatal	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	N/A	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 Fatal	<b>Latitude, Longitude:</b>	42.084444, -76.094444 (est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Peter C Wentz
<b>Additional Participating Persons:</b>	Robert Lacourse; Rochester FSDO; Rochester, NE David Harsanyi; Lycoming Engines; Williamsport, PA
<b>Note:</b>	The NTSB traveled to the scene of this accident.