



Aviation Investigation Final Report

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

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

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

Factual Information

History of Flight

Approach-VFR go-around	Aerodynamic stall/spin (Defining event)
Landing	Landing area undershoot
Landing	Runway excursion
Landing	Landing gear collapse
Landing	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:	July 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:	
Airworthiness Certificate:	Special light-sport (Special)	Serial Number:	359
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	February 15, 2018 Annual	Certified Max Gross Wt.:	1320 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	355.1 Hrs at time of accident	Engine Manufacturer:	Rotax
ELT:	Installed, not activated	Engine Model/Series:	912ULS
Registered Owner:		Rated Power:	100 Horsepower
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KSQL, 5 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	22:47 Local	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:	15:00 Local	Type of Airspace:	Class D

Airport Information

Airport:	SAN CARLOS SQL	Runway Surface Type:	Asphalt
Airport Elevation:	5 ft msl	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:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	37.515277,-122.250274(est)

Administrative Information

Investigator In Charge (IIC):	Swenson, Eric
Additional Participating Persons:	Stephen Rowell; FAA; San Jose, CA
Original Publish Date:	March 18, 2019
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=97709

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

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](#).