



Aviation Investigation Final Report

Location:	Chesterfield, Virginia	Accident Number:	ERA24LA013
Date & Time:	October 5, 2023, 08:00 Local	Registration:	N143TU
Aircraft:	COSTRUZIONI AERONAUTICHE TECNA P2010	Aircraft Damage:	Substantial
Defining Event:	Hard landing	Injuries:	N/A
Flight Conducted Under:	Part 91: General aviation - Unknown		

Analysis

During a maintenance event, a mechanic was asked to evaluate damage to the airplane's right wing. Further inspection of the right wing and its internal components revealed that the rear wing spar was cracked, and several wing skin rivets had sheared. The right wing strut and right main landing gear strut were also bent. The flight club that operated the airplane reported that 22 pilots had flown the airplane in the recent past and no pilot admitted to any significant event during landing. The substantial damage to the right wing was likely the result of a hard landing; however, due to the several flights flown with the damage, the investigation was not able to determine a specific flight during which the hard landing may have occurred.

Probable Cause and Findings

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

A hard landing that resulted in substantial damage to the airplane's right wing.

Findings

Personnel issues	Aircraft control - Pilot
Aircraft	(general) - Capability exceeded
Not determined	(general) - Unknown/Not determined

Factual Information

History of Flight

Landing	Hard landing (Defining event)
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Information

Certificate:	Age:
Airplane Rating(s):	Seat Occupied:
Other Aircraft Rating(s):	Restraint Used:
Instrument Rating(s):	Second Pilot Present:
Instructor Rating(s):	Toxicology Performed:
Medical Certification:	Last FAA Medical Exam:
Occupational Pilot:	Last Flight Review or Equivalent:
Flight Time:	

Aircraft and Owner/Operator Information

Aircraft Make:	COSTRUZIONI AERONAUTICHE TECNICA	Registration:	N143TU
Model/Series:	P2010 NO SERIES	Aircraft Category:	Airplane
Year of Manufacture:	2016	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	043/US
Landing Gear Type:	Tricycle	Seats:	4
Date/Type of Last Inspection:	March 28, 2023 Annual	Certified Max Gross Wt.:	2557 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	1259 Hrs at time of accident	Engine Manufacturer:	LYCOMNG
ELT:	C91 installed, not activated	Engine Model/Series:	IO-360-H1A
Registered Owner:	WING NUTS FLYING CLUB LLC	Rated Power:	180 Horsepower
Operator:	WING NUTS FLYING CLUB LLC	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Unknown	Condition of Light:	Not reported
Observation Facility, Elevation:	Unknown	Distance from Accident Site:	
Observation Time:		Direction from Accident Site:	
Lowest Cloud Condition:		Visibility	
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	None / None
Wind Direction:		Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:		Temperature/Dew Point:	
Precipitation and Obscuration:			
Departure Point:		Type of Flight Plan Filed:	None
Destination:		Type of Clearance:	None
Departure Time:		Type of Airspace:	Class G

Airport Information

Airport:	RICHMOND EXEC-CHESTERFIELD COUNTY FCI	Runway Surface Type:	
Airport Elevation:	236 ft msl	Runway Surface Condition:	Unknown
Runway Used:		IFR Approach:	Unknown
Runway Length/Width:		VFR Approach/Landing:	Unknown

Wreckage and Impact Information

Crew Injuries:	N/A	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	N/A	Latitude, Longitude:	37.407152,-77.525596(est)

Administrative Information

Investigator In Charge (IIC):	Gerhardt, Adam
Additional Participating Persons:	Marty B. Morgan; FAA/FSDO; Richmond, VA
Original Publish Date:	February 20, 2024
Last Revision Date:	February 22, 2024
Investigation Class:	Class 4
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=193275

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).