



# Aviation Investigation Final Report

<b>Location:</b>	Lewisville, Texas	<b>Accident Number:</b>	CEN24LA292
<b>Date &amp; Time:</b>	July 28, 2024, 14:13 Local	<b>Registration:</b>	N414FS
<b>Aircraft:</b>	FLIGHT DESIGN GMBH CTSW	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Aerodynamic stall/spin	<b>Injuries:</b>	1 Minor
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

After an uneventful cross-country flight, the pilot checked the weather and then set up for a straight in approach for his destination airport. On final, the airplane floated in ground effect over the runway and the airplane touched down flat with minimal flare. During rollout, within a moment of having 3 wheels on the ground, a large gust of wind picked up the airplane's right wing and turned the airplane toward some trees on the side of the runway. The pilot was not able to correct the turn, so he added power and executed a go-around. The pilot attempted to clear trees beyond the departure end of the runway, and the airplane stalled. The airplane descended and impacted into a lake adjacent to the end of the runway. The airplane sustained substantial damage to the composite firewall. A crosswind component of 15 knots and wind gusts of 23 knots were reported about the time of the accident. After the accident, the pilot stated that he should have diverted to another airport due to the combination of wind, gusts, and obstacles adjacent to the runway.

## 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 sufficient airspeed during a go-around, which resulted in an aerodynamic stall and impact with water. Contributing to the accident were crosswind gusts.

## Findings

<b>Environmental issues</b>	Gusts - Contributed to outcome
<b>Personnel issues</b>	Aircraft control - Pilot
<b>Aircraft</b>	Airspeed - Not attained/maintained

## Factual Information

### History of Flight

<b>Landing</b>	Other weather encounter
<b>Approach-VFR go-around</b>	Aerodynamic stall/spin (Defining event)

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	31, Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	4-point
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	
<b>Medical Certification:</b>	Class 3 Without waivers/limitations	<b>Last FAA Medical Exam:</b>	February 18, 2022
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	June 15, 2024
<b>Flight Time:</b>	182 hours (Total, all aircraft), 38 hours (Total, this make and model), 134 hours (Pilot In Command, all aircraft), 35 hours (Last 90 days, all aircraft), 32 hours (Last 30 days, all aircraft), 6 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	FLIGHT DESIGN GMBH	<b>Registration:</b>	N414FS
<b>Model/Series:</b>	CTSW	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	2006	<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Experimental light sport (Special)	<b>Serial Number:</b>	06-12-17
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	March 16, 2024 Condition	<b>Certified Max Gross Wt.:</b>	1320 lbs
<b>Time Since Last Inspection:</b>	41 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	243 Hrs at time of accident	<b>Engine Manufacturer:</b>	Rotax
<b>ELT:</b>		<b>Engine Model/Series:</b>	912 ULS 2
<b>Registered Owner:</b>	On file	<b>Rated Power:</b>	100 Horsepower
<b>Operator:</b>	On file	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	KDTO,642 ft msl	<b>Distance from Accident Site:</b>	10 Nautical Miles
<b>Observation Time:</b>	13:53 Local	<b>Direction from Accident Site:</b>	292°
<b>Lowest Cloud Condition:</b>	Few / 41 ft AGL	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	15 knots / 23 knots	<b>Turbulence Type Forecast/Actual:</b>	None / None
<b>Wind Direction:</b>	190°	<b>Turbulence Severity Forecast/Actual:</b>	N/A / N/A
<b>Altimeter Setting:</b>	29.98 inches Hg	<b>Temperature/Dew Point:</b>	33°C / 22°C
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	Longmont, CO (LMO)	<b>Type of Flight Plan Filed:</b>	VFR
<b>Destination:</b>	Lake Dallas, TX (30F)	<b>Type of Clearance:</b>	VFR
<b>Departure Time:</b>	07:24 Local	<b>Type of Airspace:</b>	Class E

## Airport Information

<b>Airport:</b>	Lakeview Airport 30F	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	534 ft msl	<b>Runway Surface Condition:</b>	Water-calm;Wet
<b>Runway Used:</b>	18	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	2815 ft / 30 ft	<b>VFR Approach/Landing:</b>	Go around

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Minor	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	N/A	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>		<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 Minor	<b>Latitude, Longitude:</b>	33.13139,-97.01419(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Lemishko, Alexander
<b>Additional Participating Persons:</b>	Tony Baumgard; FAA NTX FSDO; Irvine, TX
<b>Original Publish Date:</b>	October 22, 2024
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class 4</a>
<b>Note:</b>	The NTSB did not travel to the scene of this accident.
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=194804">https://data.nts.gov/Docket?ProjectID=194804</a>

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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](#).