



# Aviation Investigation Final Report

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<b>Location:</b>	Hungry Horse, Montana	<b>Accident Number:</b>	WPR24LA048
<b>Date &amp; Time:</b>	November 18, 2023, 12:25 Local	<b>Registration:</b>	N924RD
<b>Aircraft:</b>	FLIGHT DESIGN GMBH CTLS	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Fuel exhaustion	<b>Injuries:</b>	2 Minor
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

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## Analysis

About four hours into the repositioning flight, and about six miles from his intended destination, the pilot contacted the tower controller and was informed that the airport was under instrument flight rules (IFR) conditions, and that he was not cleared to land. The pilot made the decision to maneuver to the southeast to ascertain whether they should return to their home airport or land at a nearby airport and wait for the weather to clear. Shortly after departing the area enroute to an alternate airport, the airplane lost engine power. The pilot promptly attempted to restart the engine; however, his efforts were unsuccessful. The pilot subsequently executed a forced landing into a lake resulting in substantial damage to the fuselage.

The pilot reported that there were no preaccident mechanical malfunctions or failures with the airplane that would have precluded normal operation. He reported that there was no engine roughness or warnings before the engine quit, and it sounded as if the airplane ran out of fuel. He reported that he departed with 26.1 gallons of fuel and, according to the inflight computer, had about 5.72 gallons of remaining fuel when they arrived at the destination airport.

In the recommendation section of the NTSB Accident/Incident Reporting Form 6120.1, the pilot listed ways that the accident could have been prevented, to include not relying on fuel management systems.

## Probable Cause and Findings

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

The pilot's inadequate fuel planning and improper in-flight decision-making, which resulted in a total loss of engine power due to fuel exhaustion.

## Findings

<b>Personnel issues</b>	Fuel planning - Pilot
<b>Personnel issues</b>	Decision making/judgment - Pilot
<b>Aircraft</b>	Fuel - Fluid management
<b>Environmental issues</b>	(general) - Contributed to outcome

## Factual Information

### History of Flight

Enroute-cruise	Fuel exhaustion (Defining event)
Enroute-cruise	Ditching

### Pilot Information

Certificate:	Sport Pilot	Age:	59, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	4-point
Instrument Rating(s):	None	Second Pilot Present:	
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Sport pilot	Last FAA Medical Exam:	
Occupational Pilot:	No	Last Flight Review or Equivalent:	June 1, 2019
Flight Time:	(Estimated) 541 hours (Total, all aircraft), 471 hours (Total, this make and model), 437 hours (Pilot In Command, all aircraft), 10 hours (Last 90 days, all aircraft)		

### Aircraft and Owner/Operator Information

Aircraft Make:	FLIGHT DESIGN GMBH	Registration:	N924RD
Model/Series:	CTLS	Aircraft Category:	Airplane
Year of Manufacture:	2016	Amateur Built:	
Airworthiness Certificate:	None	Serial Number:	F-16-01-51
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	March 29, 2023 Annual	Certified Max Gross Wt.:	1320 lbs
Time Since Last Inspection:	45 Hrs	Engines:	1
Airframe Total Time:	520 Hrs at time of accident	Engine Manufacturer:	
ELT:	C91 installed, activated, aided in locating accident	Engine Model/Series:	
Registered Owner:	On file	Rated Power:	
Operator:	On file	Operating Certificate(s) Held:	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>	KGPI,2976 ft msl	<b>Distance from Accident Site:</b>	11 Nautical Miles
<b>Observation Time:</b>	11:28 Local	<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Clear / 1200 ft AGL	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	Overcast / 1200 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	/	<b>Turbulence Type Forecast/Actual:</b>	None / None
<b>Wind Direction:</b>		<b>Turbulence Severity Forecast/Actual:</b>	N/A / N/A
<b>Altimeter Setting:</b>	29.99 inches Hg	<b>Temperature/Dew Point:</b>	-1°C / -2°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Great Fall, MT (GTF)	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Kalispell , MT (GPI)	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	07:30 Local	<b>Type of Airspace:</b>	Class G

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Minor	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 Minor	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>		<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 Minor	<b>Latitude, Longitude:</b>	48.32011,-113.98095

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Nepomuceno, Eleazar
<b>Additional Participating Persons:</b>	Luke Eidt; Federal Aviation Administration; Helena, MT
<b>Original Publish Date:</b>	October 10, 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.ntsb.gov/Docket?ProjectID=193473">https://data.ntsb.gov/Docket?ProjectID=193473</a>

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](#).