



Aviation Investigation Final Report

Location:	Emporia, Kansas	Accident Number:	CEN24LA166
Date & Time:	April 24, 2024, 16:45 Local	Registration:	N16148
Aircraft:	RANS S-6ES	Aircraft Damage:	Substantial
Defining Event:	Loss of control in flight	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that the airplane stalled while in the landing flare. He added power to attempt a go-around, but the airplane yawed to the left and the left wing dropped. The airplane nosed over into the grass, which resulted in substantial damage to both wings.

The pilot reported that there were no mechanical failures or malfunctions with the airplane that would have precluded normal operation.

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 control during the landing flare.

Findings

Personnel issues	Aircraft control - Pilot
Aircraft	(general) - Not attained/maintained

Factual Information

History of Flight

Landing-flare/touchdown	Loss of control in flight (Defining event)
Landing-flare/touchdown	Nose over/nose down

Pilot Information

Certificate:	Private	Age:	67, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	3-point
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 3 None	Last FAA Medical Exam:	June 12, 2023
Occupational Pilot:	No	Last Flight Review or Equivalent:	May 23, 2023
Flight Time:	494 hours (Total, all aircraft), 50 hours (Total, this make and model), 311 hours (Pilot In Command, all aircraft), 6 hours (Last 90 days, all aircraft), 4 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	RANS	Registration:	N16148
Model/Series:	S-6ES	Aircraft Category:	Airplane
Year of Manufacture:	2007	Amateur Built:	Yes
Airworthiness Certificate:	Experimental (Special); Experimental light sport (Special)	Serial Number:	11051714
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	December 3, 2023 Condition	Certified Max Gross Wt.:	1320 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	492 Hrs	Engine Manufacturer:	Rotax
ELT:	C91A installed, activated, did not aid in locating accident	Engine Model/Series:	912UL
Registered Owner:	On file	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:	KEMP,1206 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	16:53 Local	Direction from Accident Site:	219°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	150°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	30.11 inches Hg	Temperature/Dew Point:	22°C / 2°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Emporia, KS	Type of Flight Plan Filed:	None
Destination:	Emporia, KS	Type of Clearance:	None
Departure Time:		Type of Airspace:	Class E

Airport Information

Airport:	Emporia EMP	Runway Surface Type:	Asphalt
Airport Elevation:	1207 ft msl	Runway Surface Condition:	Dry
Runway Used:	19	IFR Approach:	None
Runway Length/Width:	5005 ft / 100 ft	VFR Approach/Landing:	Stop and go;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	38.332675,-96.191216(est)

Administrative Information

Investigator In Charge (IIC):	Abraham, Laura
Additional Participating Persons:	Duane Arena; FAA; Wichita, KS
Original Publish Date:	July 18, 2024
Last Revision Date:	
Investigation Class:	Class 4
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=194151

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](#).