



Aviation Investigation Final Report

Location:	Lewisville, Texas	Accident Number:	CEN24LA292
Date & Time:	July 28, 2024, 14:13 Local	Registration:	N414FS
Aircraft:	FLIGHT DESIGN GMBH CTSW	Aircraft Damage:	Substantial
Defining Event:	Aerodynamic stall/spin	Injuries:	1 Minor
Flight Conducted Under:	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

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

Factual Information

History of Flight

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

Pilot Information

Certificate:	Private	Age:	31, 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:	Class 3 Without waivers/limitations	Last FAA Medical Exam:	February 18, 2022
Occupational Pilot:	No	Last Flight Review or Equivalent:	June 15, 2024
Flight Time:	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

Aircraft Make:	FLIGHT DESIGN GMBH	Registration:	N414FS
Model/Series:	CTSW	Aircraft Category:	Airplane
Year of Manufacture:	2006	Amateur Built:	
Airworthiness Certificate:	Experimental light sport (Special)	Serial Number:	06-12-17
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	March 16, 2024 Condition	Certified Max Gross Wt.:	1320 lbs
Time Since Last Inspection:	41 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	243 Hrs at time of accident	Engine Manufacturer:	Rotax
ELT:		Engine Model/Series:	912 ULS 2
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:	KDTO,642 ft msl	Distance from Accident Site:	10 Nautical Miles
Observation Time:	13:53 Local	Direction from Accident Site:	292°
Lowest Cloud Condition:	Few / 41 ft AGL	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	15 knots / 23 knots	Turbulence Type Forecast/Actual:	None / None
Wind Direction:	190°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	29.98 inches Hg	Temperature/Dew Point:	33°C / 22°C
Precipitation and Obscuration:			
Departure Point:	Longmont, CO (LMO)	Type of Flight Plan Filed:	VFR
Destination:	Lake Dallas, TX (30F)	Type of Clearance:	VFR
Departure Time:	07:24 Local	Type of Airspace:	Class E

Airport Information

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

Wreckage and Impact Information

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

Administrative Information

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

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](#).