



Aviation Investigation Final Report

Location:	Berryville, Arkansas	Accident Number:	CEN23LA408
Date & Time:	September 7, 2023, 15:00 Local	Registration:	N603CT
Aircraft:	FLIGHT DESIGN GMBH CTSW	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 he performed a landing using 30° flap setting for practice and the airplane bounced. He decided to perform a go-around because he wanted to perform a better landing. He applied full engine power and the airplane pitched up and entered a left bank that the pilot was not able to correct. The airplane continued in the left bank until striking trees on the left side of the runway. The airplane received substantial damage to the fuselage, right wing and empennage. The pilot reported that there were no preaccident mechanical malfunctions or failures 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 aircraft control during the attempted go-around.

Findings

Personnel issues	Aircraft control - Pilot
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Factual Information

History of Flight

Approach-VFR go-around	Loss of control in flight (Defining event)
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Pilot Information

Certificate:	Private	Age:	71,Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	4-point
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	BasicMed	Last FAA Medical Exam:	
Occupational Pilot:	No	Last Flight Review or Equivalent:	September 5, 2021
Flight Time:	2960 hours (Total, all aircraft), 330 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	FLIGHT DESIGN GMBH	Registration:	N603CT
Model/Series:	CTSW	Aircraft Category:	Airplane
Year of Manufacture:	2005	Amateur Built:	
Airworthiness Certificate:	Special light-sport (Special)	Serial Number:	5645005
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	Condition	Certified Max Gross Wt.:	1320 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Rotax
ELT:	Installed, not activated	Engine Model/Series:	912ULS
Registered Owner:	BUG SMASHERS LLC	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:	KBBG,1303 ft msl	Distance from Accident Site:	22 Nautical Miles
Observation Time:	14:45 Local	Direction from Accident Site:	66°
Lowest Cloud Condition:	Clear	Visibility	9 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.01 inches Hg	Temperature/Dew Point:	28°C / 10°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Berryville, AR (4M1)	Type of Flight Plan Filed:	
Destination:	Berryville, AR (4M1)	Type of Clearance:	None
Departure Time:		Type of Airspace:	Class G

Airport Information

Airport:	CARROLL COUNTY 4M1	Runway Surface Type:	
Airport Elevation:	1205 ft msl	Runway Surface Condition:	Dry
Runway Used:	7	IFR Approach:	None
Runway Length/Width:	3555 ft / 75 ft	VFR Approach/Landing:	Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	36.381342,-93.62454

Administrative Information

Investigator In Charge (IIC):	Brannen, John
Additional Participating Persons:	Thomas Farago; FAA; Little Rock, AR
Original Publish Date:	November 9, 2023
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=193044

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](#).