



# Aviation Investigation Final Report

<b>Location:</b>	Gilford, New Hampshire	<b>Accident Number:</b>	ERA23LA196
<b>Date &amp; Time:</b>	April 15, 2023, 14:50 Local	<b>Registration:</b>	N5400S
<b>Aircraft:</b>	ICP SRL SAVANNAH S	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Aerodynamic stall/spin	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

The pilot reported that during the landing flare a gust of wind pitched the nose of the airplane up. He then attempted to add power and go around, but the maneuver was unsuccessful with the pilot stating, "I believe both wings had stalled." The airplane impacted the runway in a nose low attitude, which resulted in substantial damage to the fuselage and right wing. 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 control of the airplane during an attempted go-around, which resulted in an aerodynamic stall and impact with the runway.

## Findings

<b>Aircraft</b>	Angle of attack - Not attained/maintained
<b>Personnel issues</b>	Aircraft control - Pilot

## Factual Information

### History of Flight

Approach-VFR go-around	Aerodynamic stall/spin (Defining event)
Approach-VFR go-around	Abnormal runway contact

### Pilot Information

Certificate:	Private; Sport Pilot	Age:	65, Male
Airplane Rating(s):	Single-engine land; Single-engine sea	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:	Unknown With waivers/limitations	Last FAA Medical Exam:	July 21, 2021
Occupational Pilot:	UNK	Last Flight Review or Equivalent:	September 25, 2022
Flight Time:	250 hours (Total, all aircraft), 22 hours (Total, this make and model), 250 hours (Pilot In Command, all aircraft), 22 hours (Last 90 days, all aircraft), 14 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	ICP SRL	<b>Registration:</b>	N5400S
<b>Model/Series:</b>	SAVANNAH S	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	2013	<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Special light-sport (Special)	<b>Serial Number:</b>	12-10-54-0221
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	January 12, 2023 100 hour	<b>Certified Max Gross Wt.:</b>	1250 lbs
<b>Time Since Last Inspection:</b>	27 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	91 Hrs at time of accident	<b>Engine Manufacturer:</b>	ROTAX
<b>ELT:</b>	C91 installed, activated, did not aid in locating accident	<b>Engine Model/Series:</b>	912ULS
<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>	LCI, 545 ft msl	<b>Distance from Accident Site:</b>	0 Nautical Miles
<b>Observation Time:</b>	14:56 Local	<b>Direction from Accident Site:</b>	237°
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	8 knots /	<b>Turbulence Type Forecast/Actual:</b>	Unknown / Terrain-Induced
<b>Wind Direction:</b>	50°	<b>Turbulence Severity Forecast/Actual:</b>	Unknown / Moderate
<b>Altimeter Setting:</b>	29.94 inches Hg	<b>Temperature/Dew Point:</b>	21°C / 4°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Gilford, NH (LCI)	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Gilford, NH	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	14:16 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	LACONIA MUNICIPAL AIRPORT LCI	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	545 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	8	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	5890 ft / 100 ft	<b>VFR Approach/Landing:</b>	Full stop;Traffic pattern

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	N/A	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 None	<b>Latitude, Longitude:</b>	43.571814,-71.422127(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Young, Joshua
<b>Additional Participating Persons:</b>	Lindsey Morrissey; FAA/FSDO; Portland, ME
<b>Original Publish Date:</b>	June 29, 2023
<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=107066">https://data.nts.gov/Docket?ProjectID=107066</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](#).