



Aviation Investigation Final Report

Location:	Sugar Grove, Illinois	Accident Number:	CEN23LA216
Date & Time:	June 1, 2023, 07:28 Local	Registration:	N133LS
Aircraft:	REMOS AIRCRAFT GMBH G-3/600	Aircraft Damage:	Substantial
Defining Event:	Aerodynamic stall/spin	Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Instructional		

Analysis

The flight instructor and student pilot intended to complete a cross-country flight. During the takeoff roll, the student pilot pitched the nose up to 15° then lowered it to 5° upon request of the instructor. As the takeoff roll continued, the student abruptly applied right rudder and again increased the pitch attitude. The airplane veered to the right and became airborne off the right side of the runway. The instructor took control of the airplane as it began to stall about 20 ft. above ground level. The airplane bounced and the propeller struck the ground, then it porpoised, and came to rest in a field about 1,000 ft. from the runway. The landing gear collapsed, and the elevator sustained substantial damage. The flight instructor 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 student pilot's improper flight control inputs and the flight instructor's delayed remedial action during takeoff, which resulted in a runway excursion and impact with terrain.

Findings

Personnel issues	Aircraft control - Flight crew
Aircraft	Directional control - Not attained/maintained
Personnel issues	Incorrect action performance - Student/instructed pilot
Personnel issues	Delayed action - Instructor/check pilot

Factual Information

History of Flight

Takeoff	Abrupt maneuver
Takeoff	Aerodynamic stall/spin (Defining event)
Takeoff	Loss of control in flight
Takeoff	Collision with terr/obj (non-CFIT)

Pilot Information

Certificate:	Commercial; Flight instructor	Age:	24,Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Right
Other Aircraft Rating(s):	None	Restraint Used:	3-point
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane single-engine	Toxicology Performed:	
Medical Certification:	Class 1 Without waivers/limitations	Last FAA Medical Exam:	March 31, 2023
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	July 10, 2022
Flight Time:	(Estimated) 825 hours (Total, all aircraft), 22 hours (Total, this make and model), 704 hours (Pilot In Command, all aircraft), 189 hours (Last 90 days, all aircraft), 65 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Student pilot Information

Certificate:	Student	Age:	19,Female
Airplane Rating(s):	None	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	3-point
Instrument Rating(s):	None	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 1 With waivers/limitations	Last FAA Medical Exam:	November 1, 2022
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	(Estimated) 27 hours (Total, all aircraft), 27 hours (Total, this make and model), 15 hours (Last 90 days, all aircraft), 7 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	REMOS AIRCRAFT GMBH	Registration:	N133LS
Model/Series:	G-3/600	Aircraft Category:	Airplane
Year of Manufacture:	2007	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	217
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	April 9, 2023 Annual	Certified Max Gross Wt.:	1320 lbs
Time Since Last Inspection:	49.2 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	3690 Hrs as of last inspection	Engine Manufacturer:	Rotax
ELT:	C91A installed, not activated	Engine Model/Series:	912ULS
Registered Owner:	LSA-MIDWEST LLC	Rated Power:	100 Horsepower
Operator:	Simply Fly	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KARR, 701 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	07:52 Local	Direction from Accident Site:	351°
Lowest Cloud Condition:	Clear	Visibility	6 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	None / None
Wind Direction:		Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	30.07 inches Hg	Temperature/Dew Point:	22°C / 17°C
Precipitation and Obscuration:	Moderate - None - Haze		
Departure Point:	Sugar Grove, IL (ARR)	Type of Flight Plan Filed:	None
Destination:	Kankakee, IL (IKK)	Type of Clearance:	VFR
Departure Time:	07:27 Local	Type of Airspace:	Class D

Airport Information

Airport:	Aurora Municipal Airport ARR	Runway Surface Type:	Concrete;Gravel
Airport Elevation:	712 ft msl	Runway Surface Condition:	Dry
Runway Used:	27	IFR Approach:	None
Runway Length/Width:	6501 ft / 100 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	41.767595,-88.480265(est)

Administrative Information

Investigator In Charge (IIC):	Galbraith, Damian
Additional Participating Persons:	Tracy Mayo; FAA; Chicago, IL
Original Publish Date:	September 21, 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=192284

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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](#).