



NATIONAL TRANSPORTATION SAFETY BOARD
Office of Aviation Safety

AIRCRAFT EXAMINATION SUMMARY

July 28, 2020

A. ACCIDENT **CEN20LA219**

Location: Beecher, IL
Date: June 8, 2020
Time: 0946 Central Daylight Time (CDT)
Operator: Private
Aircraft: Flight Design GMBH CTLS
Registration: N257V

B. PARTICIPANTS:

IIC: John M. Brannen II
National Transportation Safety Board
Denver, Colorado

C. SUMMARY

On June 8, 2020, at 0946 central daylight time, a Flight Design GMBH CTLS airplane, N257V was destroyed when it impacted terrain during an apparent forced landing after takeoff from runway 09 at the Bult Field airport (C56), near Beecher, IL. The pilot was fatally injured. The airplane was operated as a Title 14 Code of Federal Regulations Part 91 personal flight.

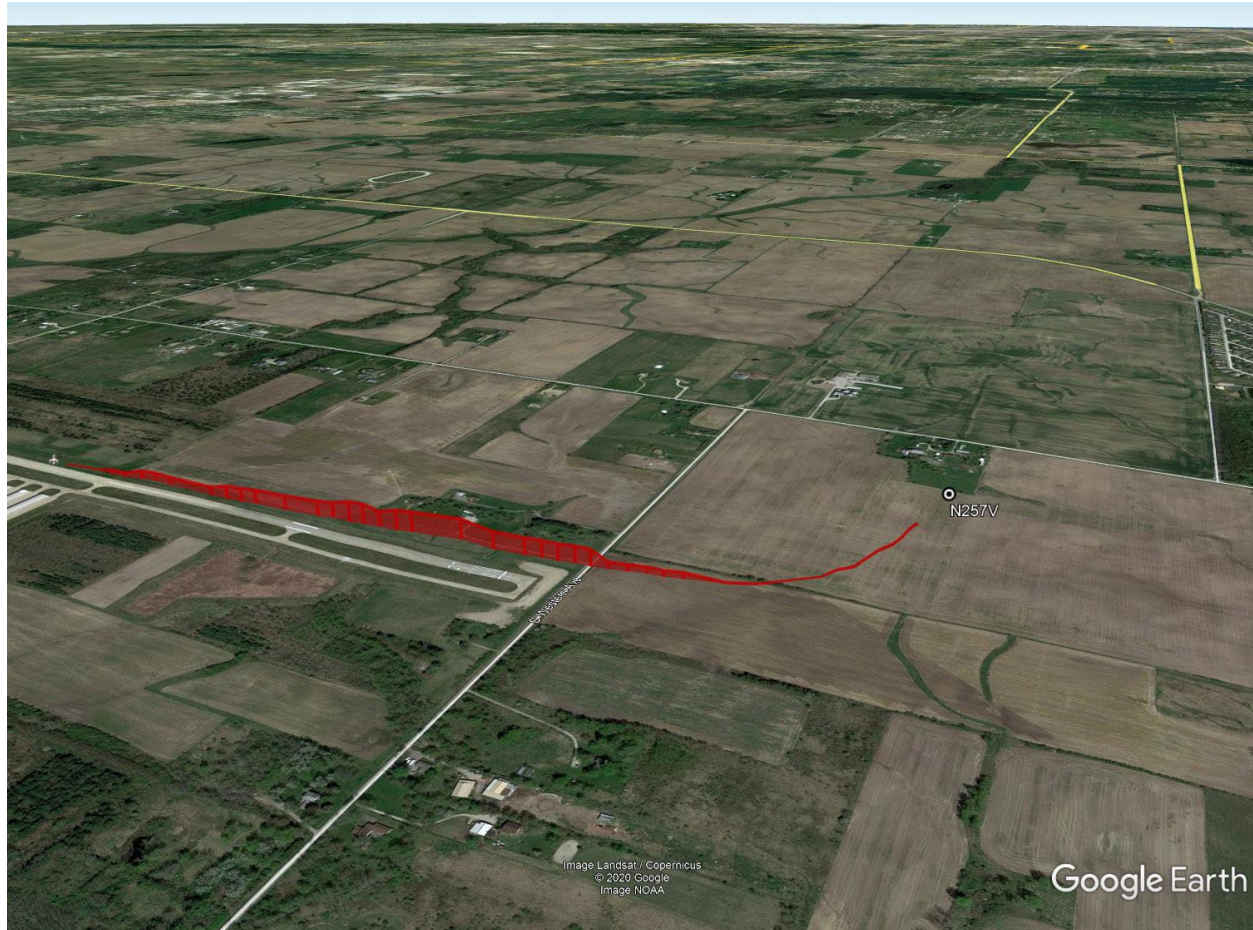


Figure 1 – ADS-B Track

D. DETAILS OF THE INVESTIGATION

1.0 Airframe Examination

The airplane had been removed from the accident site to a secure hangar at the Illinois Valley Regional Airport, Peru, Illinois, where the examination took place.

The airplane's wings had been removed for transport and remained predominately intact. There was impact damage to the leading-edge tip of the left wing. The ailerons and flaps of both wings remained attached.



Figure 2 – Wings

The empennage and tail cone were separated from the rest of the fuselage. The tail surfaces were intact, and the rudder and elevator remained attached to the empennage.



Figure 3 – Empennage

The forward fuselage had extensive crushing damage. Examination of the control system revealed continuity from the cockpit controls to each surface except for breaks associated with wing removal and impact damage. The fuel system was examined and no pre-impact anomalies were noted.



Figure 4 – Fuselage during examination

The engine crankshaft rotated, and rotation confirmed suction and compression on all cylinders, and continuity of the valve train and the propeller reduction drive unit. The top set of spark plugs were removed and exhibited normal burn signatures. The engine's turbocharger was free to rotate. Inspection of the fuel lines and fuel system components revealed no obstructions. Disassembly of the spring-loaded diaphragm type fuel pressure regulator revealed no anomalies obstructions or debris. Field testing of the engine's electronic ignition system was not possible

The 3-blade controllable pitch composite propeller remained attached to the engine propeller flange. One blade was separated at the hub, a second blade was separated about one foot from the hub and the third blade was separated about 1-1/2 feet from the hub. All three blade roots were still in the propeller hub



Figure 5 – Engine during examination