## NATIONAL TRANSPORTATION SAFETY BOARD PILOT/OPERATOR AIRCRAFT ACCIDENT/INCIDENT REPORT

This form to be used for reporting civil and public aircraft accidents and incidents

BASI	C INFORMA	TION											
Accide	nt/Incident Loc	ation					Accident/Incident Date/Time						
	City/Place: Big C				_ State: [[	)	Date		11/2020	Lo	cal Time: _4	4:00PM`	
	677 (							mm/de	d/yyyy	Ti	me Zone: N	Mountain	
Latitude	45.1332431		Longitude:115	5.321778	9					111	ine Zone. <u>1</u>	vioaritairi	
	(Enter in decima	l degrees or a	legrees:minutes:sec	conds)			Coll	lision with	Other Air	craft: C	) Midair	OOn-groun	d O None
AIRC	RAFT INFO	RMATIO	N										
Registr	ation Number:	N682CC						☐ IFR-Equip ☐ Commerci					
Manufa	acturer: Cubcr	afters						Unmanne		gnt			
Model:	Carbon Cub S	S					Ma	ximum Gr	oss Weigh	t: <u>1320</u>		lbs	
Serial N	Number: CC11	-00421					We	eight at Tin	ne of Accid	lent/Inci	dent: <u>128</u>	88	_ lbs
Year of	Manufacture:	2017					Nu	mber of Se	ats: 1		Flight Cre	w Seats: 1	
Amate	ur-Built: OYes	-	Kit/Plans Mal								Seats: 0		
	<b>⊙</b> No	(	Original Design				Nu	mber of Er	ngines: 1				
_	ry of Aircraft		irworthiness Ce	rtificate		Landing Ge		7.		_	Type (Se		
<ul><li>Airpl</li><li>Ballo</li></ul>	ane	(Check all to				(Check all tha		o <i>ly)</i> ictable		• Reci	procating o Shaft	O Liqui O Solid	d Rocket Rocket
OBlim	p/Dirigible	☐ Norma	al Restric			☐Tricycle	rctra		ailwheel	O Turb		OHybr	id Rocket
OGlide OGyro		☐ Aeroba☐ Balloo				_ ,		_		O Turb O Turb		ONone OUnkn	
OHelic	opter	Comm				☐ Amphibia: ☐ Emergenc			ligh Skid kid	O Flurb		Othkii	lOWII
O Powe O Rock		☐ Transp☐ Utility			ental				ki ki/Wheel				
OUltra		_ Ounty		mental Light-Sport			_				(Reciprocation	<u> </u>	
<b>O</b> Unkn	own	☐ Certificate	e of Authorization	or Waiver (COA)			ınch/I	Recovery Sys		<b>⊙</b> Carb	uretor	O Fuel-	Injected
		□None		Unknown	I	☐ None	-		Inknown		m . 1	I m·	O.
			Engine		Manufa	acturer's		Date of Mfg.	Rated Pow Horsey		Total Time	Inspection	Since: Overhaul
Engine	Engine Manufa		Model/Series	N. 1.4		Number		mm/dd/yyyy	O lbs of	Thrust	(hours)	(hours)	(hours)
Eng. 1 Eng. 2	Continental Mot	ors	OX-340CC-B3J3	3N4	F4B002		0	07/20/2020	180		467.8	28.5	
Eng. 3													
Eng. 4													
Last I	spection Type			Propell	er 1	●Fixed P		Die 1	Propo	eller 2		Fixed Pitch	D': 1
O100-H		inuous Airwo	orthiness			•	llable Pitch I Adjustable			OControllable Pitch OGround Adjustable			
OAAIP	OConc	litional Inspec	etion	Manufac	turer: _C	Catto Propelle							
Annu				Model:	CT100/0	C-8050NE			Mode	el:			
Date L	ast Inspection:	09/04/2 mm/dd/vy	<del></del>	ELT In	stalled:	<b>⊙</b> Yes <b>○</b>	No		Additio	nal Equ	ipment (	Check all that	t apply)
Airfran	ne Total Time:		hrs	If Yes:					✓AD		-14-		
hou	rs measured at (S	elect one)				er: Kannad	01.1			frame Para gle of Atta	chute ck Indicato	r	
<b>⊙</b> I	ast Inspection	O Time of A	ccident/Incident			.: <u>LX110042</u> (121.5 MHz) <b>C</b>			_ Aut	opilot			
Type of Maintenance Program (Select one)					(406 MHz)		(	Dat	a Recorde		Handheld De	vice	
					unted in aircra					ltifunction			
O Manufacturer's Inspection Program						nected to anter		<b>⊙</b> Yes <b>○</b> No		tronic Pri	mary Fligh S	t Display	
O Other Approved Inspection Program (AAIP) O Continuous Airworthiness				If activa		. 9165 01	NU			ds Up Dis			
	r, specify:					ocating Aircra	ft: C	Yes <b>O</b> No		oard Wea	ther cing Device	e	
	otion of Fire Ex	tinguishing	System	v	ctivated:				✓ Stal	l Warning	System		
<ul><li>None</li><li>Spec</li></ul>				Indicate	Reason:	<ul><li>☑ Impact Dar</li><li>☐ Fire Damas</li></ul>				eo Record er, Specify	ing Device		
O Spec	y.					☐ Battery Exp		/Damaged		. , ~p*****			
						Unknown	-						

OWNER/OPERATOR INFORMA	ATION				
Registered Aircraft Owner		City: Austin			
Name: Edwin H Cooper, Jr.		State: TX ZIP: 78739			
Fractional Ownership Aircraft: O Yes •	No	Country: USA			
Operator of Aircraft	gistered Owner	☑ Same Address as Registered Owner			
Name: Edwin H Cooper, Jr.		City:			
Doing Business As:		State: ZIP:			
Air Carrier/Operator Designator (4 Character	er Code):	Country:			
Operating Certificates Held (Check all that apply)	Regulation Flight Conducted Un	der Revenue Operation for FAR 121, 125, 129, 135 (Select one for each group)			
☑ None □ Flag Carrier Operating Certificate (FAR 121) □ Supplemental □ Air Cargo □ Foreign Air Carriers (FAR 129) □ Rotorcraft External Load (FAR 133) □ Commuter Air Carrier (FAR 135)	OFAR 91 OFAR 129 OFAR 4 OFAR 103 OFAR 133 OFAR 4 OFAR 121 OFAR 135 OFAR 4 OFAR 125 OFAR 137 OFAR 4 OFAR 91 Special Flight ONOn-US, Commercial	431 Non-Scheduled or Air Taxi International			
☐ On-Demand Air Taxi (FAR 135) ☐ Commercial Air Tour (FAR 136)	O Non-US, Non-commercial	Purpose of Flight for FAR 91, 103, 133, 137			
□ Agricultural Aircraft (FAR 137) □ Pilot School (FAR 141) □ Certificate of Authorization or Waiver (COA) □ Commercial Space Transportation Experimental Permit □ Commercial Space Transportation License □ Other Operator of Large Aircraft	OPublic Aircraft (Select one) O Armed Forces O Federal O State O Local O Unknown	(Select one)  O Aerial Application OFirefighting OUnknown O Aerial Observation OFlight Test O Air Drop OGlider Tow O Air Race/Show OInstructional O Banner Tow OOther Work Use O Business OPersonal O Executive/Corporate OPositioning			
Revenue Sightseeing Flight  O Yes  O No	Air Medical Flight	O External Load O Skydiving O Ferry			
	O Yes ● No				
AIRPORT INFORMATION (Fill in	if accident/incident occurred on ann	proach landing takeoff departure or within 3 miles of an airport)			
	ii accidentiiiicident occurred on app	broach, landing, takeon, departure, or within 3 lines of all airport			
-	n accidentificident occurred on app	Distance From Airport Center: 0 sm			
Airport Identifier: U60		Distance From Airport Center: 0 sm           Direction From Airport: 0 degrees true			
		Distance From Airport Center: 0 sm			
Airport Identifier: U60  Proximity to Airport: Off Airport/Airstri  Runway Information	p • On Airport/Airstrip ON/A	Distance From Airport Center: 0 sm  Direction From Airport: 0 degrees true  Airport Elevation: 5743 ft. msl  Condition of Runway/Landing Surface (Check all that apply)			
Airport Identifier: U60  Proximity to Airport: Off Airport/Airstri	p • On Airport/Airstrip ON/A  50  ft Width: 110  ft  (pply) dam	Distance From Airport Center:         0         sm           Direction From Airport:         0         degrees true           Airport Elevation:         5743         ft. msl			
Airport Identifier: U60  Proximity to Airport: ○ Off Airport/Airstri  Runway Information  Runway ID: 19 (L/R/C) Length: 35  Runway/Landing Surface (Check all that a grass/Turf Maca Concrete Gravel Meta	p On Airport/Airstrip ON/A  50  ft Width: 110  ft  ppply) dam	Distance From Airport Center: 0sm         Direction From Airport: 0degrees true         Airport Elevation: 5743ft. msl         Condition of Runway/Landing Surface (Check all that apply)         □ Dry			
Airport Identifier: U60  Proximity to Airport: Off Airport/Airstri  Runway Information  Runway ID: 19 (L/R/C) Length: 35  Runway/Landing Surface (Check all that a Check a Check all that a Check a Check all that a Check a	p On Airport/Airstrip ON/A  50 ft Width: 110 ft  apply) dam	Distance From Airport Center: 0 sm         Direction From Airport: 0 degrees true         Airport Elevation: 5743 ft. msl         Condition of Runway/Landing Surface (Check all that apply)         □ Dry			
Airport Identifier: U60  Proximity to Airport: Off Airport/Airstri  Runway Information  Runway ID: 19 (L/R/C) Length: 35  Runway/Landing Surface (Check all that a grass/Turf Maca Grass/Turf Maca Gravel Meta Gravel Meta Gravel Meta Gravel Meta Gravel Meta Dirt Ice Snow  Approach/Departure Segment (Select one OTaxi OVFR Departure OTakeoff OIFR Departure Proconitial Climb	p On Airport/Airstrip ON/A  50 ft Width: 110 ft  apply) dam	Distance From Airport Center: 0sm  Direction From Airport: 0degrees true  Airport Elevation: 5743ft. msl  Condition of Runway/Landing Surface (Check all that apply)  Dry			
Airport Identifier: U60  Proximity to Airport: Off Airport/Airstri  Runway Information Runway ID: 19 (L/R/C) Length: 35  Runway/Landing Surface (Check all that a Check all that	p On Airport/Airstrip ON/A  50 ft Width: 110 ft  apply) dam	Distance From Airport Center: 0sm         Direction From Airport: 0			
Airport Identifier: U60  Proximity to Airport: Off Airport/Airstri  Runway Information  Runway ID: 19 (L/R/C) Length: 35  Runway/Landing Surface (Check all that a grass/Turf Maca Grass/Turf Maca Gravel Meta Gravel Meta Gravel Meta Gravel Meta Gravel Meta Dirt Ice Snow  Approach/Departure Segment (Select one OTaxi OVFR Departure OTakeoff OIFR Departure Proconitial Climb	p On Airport/Airstrip ON/A  50 ft Width: 110 ft  apply) dam	Distance From Airport Center: 0sm  Direction From Airport: 0degrees true  Airport Elevation: 5743ft. msl  Condition of Runway/Landing Surface (Check all that apply)  Dry			

"FLIGHT CREWMEMBER 1" INFORMATION										
"Flight Crewmember 1" Resp  ⊙ Pilot O Co-Pilot	onsibilities at O Student Pilot	t the Time of O Flight I		cident Check Pilot	<b>O</b> Fligh	nt Engineer	O Other I	Flight Crew		
"Flight Crewmember 1" was	pilot flying	✓Yes □ N	Vo							
"Flight Crewmember 1" Iden	tification									
First Name: Edwin				(	City of Re	sidence: A	ustin			
Middle Initial: H				S	State: Tex	kas	2	ZIP: <b>7873</b> 9		
Last Name: Cooper, Jr					Country:			-		
Age at time of A	Accident/Incide	ent: 67	Date of B	_	ountry.		m/dd/yyyy			
<i>g</i>			- ertificate Num			<u> </u>	,,,,			
Degree of Injury	Seat Occup				traint Ty	ne		1	Inflatable F	Restraints
● None	O Left	• Front	O Unknov	1710	Available	_	Used			testi units
O Minor O Unknown	O Right	O Rear		,	O None	7	<b>O</b> None		✓ Not Ins	
O Serious	O Center	O Single			O Lap or		OLap only	y	☐ Installed ☐ Not Dep	
Pilot Certificate(s) (Check all to None ☐ Flight In:		Ci-1	□ HC M	:1:4	<b>○</b> 3-poir <b>○</b> 4-poir		O 3-point O 4-point		☐ Deploy	
□ None   □ Flight Instruction     ☑ Private   □ Recreation		Commercial Airline Transpo	☐ US Mi ort ☐ Foreig		O 5-poir	ıt	O 5-point		☐ Unknov	vn
☐ Student ☐ Sport		Flight Enginee			O Unkno	own	O Unknov	vn		
Principal Occupation M	edical Certific	rate		Med	dical Cer	tificate Va	lidity		Date of Las	t Medical
		Class 3				nitations/wai	-	nknown		
⊙ Other C	Class 1	Driver's Lice	ense (Sport Pilot	only)	With limita	tions/waivers			01/03/202 mm/dd/yy	
		Unknown		OS	Special Issu	iance			mm/aa/yy	<i>yyy</i>
Medical Certificate Limitatio	ns									
Medical Certificate Special Is	ssuance									
Date of Last Flight Review		Flight	t Review Airc	eraft						
or Equivalent, Including	04/07/0000	_	Piper							
FAR 121/135 Checks:	01/07/2020 mm/dd/yyyy		: PA-46							
Airplane Rating(s)	Other Aircraf			ent Rating(s	)	Instructo	r Rating(s)			
	(Check all that a			l that apply)	,	(Check all				
None	None		☐ None			☐ None			Instrument .	
<ul><li>☑ Single-Engine Land</li><li>☑ Single-Engine Sea</li></ul>	☐ Airship ☐ Balloon		<ul><li>☑ Airpla</li><li>☐ Helico</li></ul>				e Single-Engi e Multi-Engi		Instrument : Helicopter	Helicopter
☐ Multiengine Land	Glider		Power			☐ Gyropla			Glider	
☐ Multiengine Sea	☐ Gyroplane ☐ Helicopter					☐ Powered	d Lift		Sport	
	☐ Powered Lift	t								
Type Ratings			•			Student E	Indorsemen	nts (Include	dates)	
PA46 T210										
1210										
			Airplane		1	Inote	t			
Flight Time (Enter appropriate number of hours in each box)	All Aircraft	This Make & Model	Single	Airplane Multiengine	Night		rument	Rotorcraft	Glider	Lighter Than Air
Total Time	1,221	& Woder 83	Engine 1,221	0		Actual 5 23	Simulated 175	Kotorcraft 0	Gildei	O O
Pilot in Command (PIC)	1,121	83	1,121	0		5 23	173	0	0	0
Time as Instructor	0		.,		<u>'</u>		2			
This Make/Model						0 0	0			
Last 90 Days	60	33	60	0		0 0	0	0	0	0
Last 30 Days	30	28	30	0		0 0	0	0	0	0
Last 24 Hours	10	10	10	0		0 0	0	0	0	0

"FLIGHT CREWMEMBER 2" INFORMATION										
"Flight Crewmember 2" Responsibilities at the Time of Accident/Incident OPilot OCo-Pilot OStudent Pilot OFlight Instructor OCheck Pilot OFlight Engineer OCher Flight Crew										
"Flight Crewmember 2" v	was pilot flying 🔲 Y	es □N	o							
"Flight Crewmember 2" ]	dentification									
_					City of Re	esidence:				
First Name: City of Residence: ZIP:										
	Middle Initial:									
	of Accident/Incident:					mm				
Age at time (	or Accident/Incident						/αα/уууу			
Degree of Injury	Seat Occupied	Certi	ficate Numb		Postroint T	`wno		т	nflatable R	aatwainta
O None O Fatal	_	OFront	OUnknow						ппатаріе к	estraints
O Minor O Unknown O Serious	ORight	ORear OSingle	• ommo		Availab O Non O Lap	e	Used O None Lap only	J	□ Not Inst	
Pilot Certificate(s) (Check	all that apply)				O 3-po	int	O 3-point	'	☐ Not Dep	loyed
	nt Instructor		US Mil		O 4-po O 5-po		O 4-point O 5-point		☐ Deploye ☐ Unknow	
☐ Private ☐ Recr ☐ Student ☐ Spor		ne Transport nt Engineer	Foreign	1	O Unk		O Unknow	/n	_ Chiano w	
Б зичени	t 📑 I ngn	it Engineer								
Principal Occupation	Medical Certificate			N	Medical Ce	ertificate Val	lidity	1	Date of Las	t Medical
O Pilot	O None O Cla		(C + P1 +			mitations/waiv		nknown		
O Other O Unknown		ver's Licens known	e (Sport Pilot		O With limit O Special Is:	tations/waivers suance	<b>O</b> N	/A	mm/dd/yy	yy .
Medical Certificate Limit	0 0 0 0 0 0			<u> </u>	1					
Trouvent continuent Emili										
Medical Certificate Speci	al Issuance									
Date of Last Flight Review	W	Flight F	Review Airc	raft						
or Equivalent, Including										
FAR 121/135 Checks:	mm/dd/yyyy	Model:								
Airplane Rating(s)	Other Aircraft Ra			ent Ratin	g(s)	Instructor	Rating(s)			
(Check all that apply)	(Check all that apply)		(Check all			(Check all th				
☐ None	☐ None		None	11 2/		☐ None			Instrument A	irplane
☐ Single-Engine Land☐ Single-Engine Sea	☐ Airship ☐ Balloon		☐ Airplar ☐ Helico			☐ Airplane ☐ Airplane			Instrument H Helicopter	elicopter
	Glider		Powere			Gyroplan			Glider	
☐ Multiengine Sea	Gyroplane					☐ Powered			Sport	
	☐ Helicopter☐ Powered Lift									
Type Ratings						Student En	idorsement	s (Include de	ites)	
			Airmlana					1	I	
Flight Time (Enter appropr		is Make	Airplane Single	Airplan			rument			Lighter
number of hours in each box)	Aircraft &	Model	Engine	Multiengi	ine Nigh	t Actual	Simulated	Rotorcraft	Glider	Than Air
Total Time										
Pilot in Command (PIC)										
Time as Instructor This Make/Model										
Last 90 Days										
Last 30 Days										
Last 24 Hours										
	1	1			ı	1	i .	1	1	

ADDITIONAL FLIGHT CREWMEMBERS (Exclusive of cabin crew, complete the following information)									
Crew Name and Addi	ress						Seat Occupie	ed	Injury
Middle Initial:	First Name:         City of Residence:           Middle Initial:         State:         ZIP:           Last Name:         Country:						O Left O Center O Right	O Front O Rear O Single O Unknown	O None O Minor O Serious O Fatal O Unknown
Pilot Certificate(s) (C  None Private Student  Type Rating/Endorse Accident/Incident Air	Flight Instructor Recreational Sport ment for	☐ Airl		oort		hrs	Restraint Ty Available O None O Lap Only O 3-point O 4-point O 5-point O Unknown	Vsed O None O Lap Only O 3-point O 4-point O 5-point O Unknown	Inflatable Restraints  Not Installed Installed Deployed Unknown
Crew Name and Addi	ress		<u> </u>				Seat Occupie	ed	Injury
First Name: Middle Initial: Last Name:		State	e:		ZIP:		OLeft OCenter ORight	OFront ORear OSingle OUnknown	O None O Minor O Serious O Fatal O Unknown
Pilot Certificate(s) (Check all that apply)         □ None       □ Flight Instructor       □ Commercial       □ US Military         □ Private       □ Recreational       □ Airline Transport       □ Foreign         □ Student       □ Sport       □ Flight Engineer         Type Rating/Endorsement for Accident/Incident Aircraft?       □ Yes       □ No       of this Accident/Incident:       hrs						Restraint Ty Available O None O Lap Only O 3-point O 4-point O 5-point O Unknown	Vsed O None D Lap Only O 3-point O 4-point O 5-point O Unknown	Inflatable Restraints  Not Installed Installed Deployed Unknown	
PASSENGER(S) /	OTHER PERSO	NNEL (	Include c	abin crew; c	ontinue on se	eparate shee	t if necessary)		
Name and Address				Seat	Injury	Restraint T		Inflatable Restraints	Age
First Name:Middle Initial:Last Name:OCrew	State:	ZIP:		OLeft OCenter ORight OUnknown Row:	O None O Minor O Serious O Fatal O Unknown	Available ONone OLap Only O3-point O4-point O5-point OUnknown	O 3-point O 4-point O 5-point	□ Not Installed □ Installed □ Not Deployed □ Deployed □ Unknown	☐ Under 5 years  If Under 5,  ○ Child Restraint ○ Lap-Held ○ Unknown
First Name:  Middle Initial:  Last Name:  OCrew	State:	ZIP:		OLeft OCenter ORight OUnknown Row:	O None O Minor O Serious O Fatal O Unknown	Available O None O Lap Only O 3-point O 4-point O 5-point O Unknown	O 3-point O 4-point O 5-point	□ Not Installed □ Installed □ Not Deployed □ Deployed □ Unknown	☐ Under 5 years
First Name:Middle Initial:Last Name:OCrew	State:	ZIP:		OLeft OCenter ORight OUnknown Row:	O None O Minor O Serious O Fatal O Unknown	Available ONone OLap Only O3-point O4-point O5-point OUnknown	O 3-point O 4-point O 5-point	□ Not Installed □ Installed □ Not Deployed □ Deployed □ Unknown	☐Under 5 years  If Under 5,  ○ Child Restraint ○ Lap-Held ○ Unknown
First Name: Middle Initial: Last Name: OCrew	State:	ZIP:		OLeft OCenter ORight OUnknown Row:	O None O Minor O Serious O Fatal O Unknown	Available ONone OLap Only O3-point O4-point O5-point OUnknown	O 3-point O 4-point O 5-point	☐ Not Installed ☐ Installed ☐ Not Deployed ☐ Deployed ☐ Unknown	☐ Under 5 years

FLIGHT ITINERARY	INFORMATIO	N						
Last Departure Point	Tin	ne of Departure	Destination	on		Type Fligh	t Plan F	Filed
Airport ID: KMYL	m:	2.20DM	Airport ID:	U60		None		O VFR/IFR
City: McCall	Tim	e: <u>3:30PM</u>	City: Big	Creek		O Company O Military		O IFR O Unknown
State: ID	Tim	e Zone: Mountair	State: ID			O VFR	VIK	Onknown
Country: USA			Country: U	JSA		_	OYes	ONo OUnknown
Type of ATC Clearance/Se	rvice (Check all that	annly)						
~ ~	Special VFR	11 .	cial IFR		☐ VFR Flight Foll	owing	☐ Crui	se
	] IFR	□ VFI	R On Top		☐ Traffic Advisory	/	☐ Unkı	nown / NA
☐ Class B ☐ Class C ☐ Class D ☐	nt/incident occurre Class G Demo Area Warning Area Prohibited Area Restricted Area	☐ Mili ☐ Airp	tary Operations port Advisory A Fraining Area SA	\ /	□Special □Air Traffic Conto □Unknown	rol Area		de of In-Flight rence: ft msl
WEATHER INFORM	ATION AT THI	E ACCIDENT	T/INCIDEN	IT SITE				
Source of Pilot Weather In	formation	<del>-</del>		Weather Ob	servation Facility	,		
(Check all that apply)				Facility ID:				
☐ National Weather Service ☐ Flight Service Station	☐ Con ☐ Mili			Observation Ti	me:			
☐ TV/Radio	✓ Inte	rnet						
☐ Automated Report ☐ Commercial Weather Service	□ Nor e (DUATS) □ Unk				Accident Site:			
On-Board Weather	(DOMIS) LIGHT	anown		Direction from	Accident Site:		_ degrees	strue
<b>Basic Conditions</b>		Light Conditi	on					
<b>⊙</b> VMC		ODawn	ODusk	<b>O</b> Dark		ıknown		
O IMC O Unknown		<b>⊙</b> Day	ONight	OBrigi	ht Night			
Sky/Lowest Cloud Condition	on.	Ceiling			Temperature:		(C)	70 (F)
1 *	O Thin Broken	None (Clear)	0	Obscured				
<b>⊙</b> Few	O Thin Overcast	O Broken O Indefinite			Dew Point: _	<b>Dew Point:</b> (C) or(F)		
O Partial Obscuration O Scattered	<b>O</b> Unknown	O Overcast O Unknown			Altimeter Setting: in. Hg			
Lowest Cloud Condition H	leight	Ceiling Heigh	t			or	ME	3
				ft agl				
Wind Dinestion	Wind Coold	1	Wind Gusts		X7: .:1.:1:4			
Wind Direction	Wind Speed				Visibility	10		
✓ Variable	☐ Calm ☐ Light and Vari	able	☐ Not Gustin	ng	RVR	:	feet	
-or-	-or-		-or-		RVV	:	miles	
Direction: 360 degrees true	Speed:	kts	Speed: 20	kts	Density Altitu	de: <u>8500</u>		_ ft
Intensity of Precipitation	Type of Precipi	t <b>ation</b> (Check all t	hat apply)		Restriction to	Visibility (C.	heck all t	hat apply)
OLight	None	Drizzle	Freezin		✓ None	□ F	og Ground Fo	
O Moderate O Heavy	□ Rain □ Snow	☐ Ice Pellets☐ Snow Pellets	☐ Snow S	shower ets Shower	☐ Blowing Du☐ Blowing Sa		Haze	og .
<b>⊙</b> N/A	☐ Hail	☐ Snow Grains	s □ Freezin		☐ Blowing Sn		ce Fog	
OUnknown	☐ Rain Showers	☐ Ice Crystals			☐ Blowing Sp ☐ Dust		moke Inknown	
Icing Forecast		Icing Actual			Turbulence			
Amount Type		Amount	Type		Type (Check a	ll that apply)	Se	verity
None O N/A		<ul><li>None</li><li>Trace</li></ul>	O N/A		□ None □ Clear Air		_	Light Moderate
O Trace O Rime O Light O Clear		O Light	O Rime O Clear		☐ Terrain-Indu	ıced	_	Severe
O Moderate O Mixed		O Moderate	O Mixe		□Convective '	Turbulence		Extreme
O Severe O Unkno	wn	O Severe O Unknown	O Unkı	nown				
	AIDMET SICE		in offert of	4h a 4im-a a f 41	 	donts		
NOTAMs (D and FDC),	AIKWIE IS, SIGI	VIE IS, PIKEPS	in effect at	the time of th	ne accident/incid	uent:		

DAMAGE	TO AIRCRAFT A	ND OTHER PRO	PERTY		
Aircraft Dam		Aircraft Fire		Aircraft Explosion	
O None	Substantial	None	O Both Ground and In-Flight	None None	O Both Ground and In-Flight
O Minor	O Destroyed O Unknown	O In-Flight O On-Ground	O Fire at Unknown Time O Unknown	O In-Flight O On-Ground	O Explosion at Unknown Time O Unknown
D : (*					
			Use additional sheet if necessary)		
Damage to rig	ght wind and to engine	nose cone and cov	vling		
	HISTORY OF FLI				
wreckage dist	at occurred in chronolo ribution sketch if pertine rovide as much detail as	ent. Attach extra sheet	g circumstances leading to and nati ts if needed. State departure time and	are of accident/incide I and location, services	nt. Describe terrain and include s obtained, and intended
See Attached		possioie.			
See Allached	•				

RECOMMENDATION (How could this accident/incident have been prevented?)								
Operator/Owner Safety Recommendation								
Impoved tie-down two 6 gallon Airframes Alaska soft fuel bladders (approximately 72 lbs.) and plastic box containing 7 quarters of engine oil and other related items in the aircraft behind the pilot seat.								
on and other related items in the	ie all'Clait D	eriiria trie pilot seat						
MECHANICAL MALFUN	NCTION/F	AILURE (If mor	e space is n	eeded, co	ntinue on separ	rate sheet)		
Was there Mechanical Malfund (If yes, list the name of the part, man			scribe the failu	re.)			Total Time/Cycle On Part	s
							Нс	ours
							Cv	cles
							Time Since This I Inspected/Overha	
							inspected/ 5 verna	luicu
							Ho	ours
							<u></u>	
FUEL & SERVICES INF	ORMATI							
Fuel on Board at Last Takeoff (Convert from pounds, as necessary)		Fuel Type O 80/87	O 115/145		O Jet B	O Other, specify		
24	Gallons	● 100 Low Lead	O Jet A		O JP8	Comer, speemy		
Other Services, if Any, Prior to		O 100/130	O Jet A-1		O Automotive			
Other Services, II Any, Frior to	Берапште							
EVACUATION OF AIRC	RAFT							
Was an emergency evacuation	of the aircra	aft performed?	☐ Yes	☑ No				
Method of Exit – Describe how	the occupant	s exited and how ma	ny occupants	s evacuate	ed each location			
OTHER AIRCRAFT - C	OLLISIOI	(If air or ground o	collision occ	urred, co	mplete this sect	tion for <i>other</i> aircra	ft)	
Aircraft Registration Number		ırer:				-	nage to Other Aircr	aft
8						<b>L</b> I	Destroyed	
Registered Owner of Other Air					Other Aircraft	L S	nuostantiai 🗀 1001	iic .
Name:								
City:				City:				
State:ZIP:			<del></del>	State:		_ZIP:		
Country:				Country.	•			

ADDITIONAL INFORMATION (Please type or print in ink)							
Use this space if addi	tional space	is needed for any answers.					
None							
I HEREBY CERTIF	Y THAT TH	IE ABOVE INFORMATION IS COMPL	ETE AND ACCURATE TO THE BEST OF	MY KNOWLEDGE			
Date of this Report	Name of I	Pilot/Operator: Edwin H Cooper, Jr					
09.21.2020	Signature	:					
mm/dd/yyyy		☑ Check here to electronically sign this					
If a Person Other tha	n Pilot/One	erator is Filing Report					
			Title				
		electronically sign this document					
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Name of the second		FOR NTSB		In. n =			
NTSB Accident/Incid WPR20CA307	ient No.	Reviewed by NTSB Regional Office WPR	Name of Investigator Eleazar Nepomuceno	Date Report Received 9/21/2020			

## **Narrative History of Flight**

Date: September 11, 2020

**Time:** Approximately 4:00PM (Mountain)

Aircraft: N682CC

**Location:** Big Creek, ID

Airport Ident: U60

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After a morning of Idaho back country flying, the aircraft was landed on 09/11/2020 at approximately 2:00PM (Mountain) in McCall, ID (KMYL) for lunch and refueling.

Prior to departure from KMYL and heading to Big Creek, ID (U60), the aircraft was fully fueled to 24 gallons with 100LL. In addition, two 6 gallon Airframes Alaska soft fuel bladders were filled with 100LL (approximately 72 lbs.) and stored in the aircraft behind the pilot seat.

Upon the advice of a very experienced back country and high time Carbon Cub pilot (Mike Sasser, the Cub Crafter's sales representative for Texas, Oklahoma, Arkansas and Louisiana), I loaded the two fuel bladders in a standing position in the aircraft approximately 48 inches aft of the pilot seat. The fuel bladders were positioned in the standing position on each side of the aircrafts fuselage. When in place, there was a gap between the two fuel bladders of approximately 15 to 18 inches. The two fuel bladders were secured with bungee cords to prevent them from moving forward or aft during flight.

To keep the bladders from falling toward one-another into the area in the middle between the two fuel bladders, I placed a clear plastic storage box (dimensions of approximately 18" x 15" x 14") containing 7 quarters of engine oil and other such related items. Note, one quart of engine oil weighs approximately 2 pounds, therefore, the plastic box containing the oil and other items weighed in excess of 14 lbs. This plastic storage box was placed into the area between the two fuel bladders. (Note, this was the first time in my 43 year flying career to load auxiliary fuel bladders onto an aircraft).

Prior to engine start in McCall, I asked another experienced backcountry pilot (Chad Hadden) to double-check my work and look at the fuel bladder storage. After inspection, he agreed the fuel bladders were secure. Note, in retrospect, I now realize I did not properly secure the 14+ lbs. plastic storage box from moving forward in flight, as I had done with the fuel bladders. The significance of this oversight is discussed later.

At approximately 3:30PM (Mountain Time) I departed KMYL number 2 in a flight of two for a flight to Big Creek Airfield (U60). We took off on a clear day with winds from the north of 15-20

knots. The flight to U60 was uneventful. I cruised at 9,500 with left quartering headwinds in excess of 25 knots from the north (360 – 010 degrees) and light turbulence.

Upon arriving at U60 the lead aircraft radioed that the wind sock at the south end of runway 19 appeared to show winds to be calm and he reported turning onto a left downwind leg for runway 19. Runway 19 is the preferred runway since it has a slight uphill incline. A few minutes later, the lead aircraft radioed he had landed and was taxiing to park.

Upon my arrival at U60 I saw that the wind sock at the south end of runway 19 appeared to show winds to be calm so I entered the pattern and turned onto a left downwind leg for runway 19. Note, there is high terrain between the left downwind leg of runway 19 and the runway. This high terrain completely prevents a pilot from seeing the runway while on the downwind leg. At the appropriate point I turned onto the left base and final legs of the pattern.

On short final, I established a stabilized approach with good airspeed and rate of decent. After flare, I had a smooth three-point landing at my intended landing spot, approximately one-half way down the 3,550-foot grass runway. At touching down the tailwheel touched first followed almost immediately by the smooth touch-down of the main landing gear 26" Alaskan Bush tires.

Following touchdown of the main landing gear the rear of the aircraft moved sharply to the left and the nose of the aircraft turned to the right causing the airplane to track significantly to the right toward the right side of the grass runway. I immediately applied significant left rudder without affect. As the aircraft continued to the right I applied full left rudder without affect. The fact the full left rudder had no rudder authority and no effect on direction caused momentary. The aircraft continued to the right with the right wing soon striking a tree causing the airplane to turn further right and causing the nose cone to strike a tree.

The collision of the right wing and nose cone caused significant damage to the right wing, nose cone and engine cowling.

Upon my exiting the aircraft, I immediately noticed a significant north wind gusting into my face.

Please note, it is my belief that at touchdown of the main gear and the resulting slowing of the aircraft, the 14+ lbs. plastic box supporting the two fuel bladders slid forward striking the rear of the pilot seat. When the plastic box slid forward, it removed the support provided to the two fuel bladders, thereby allowing the fuel bladder on the right side of the aircraft to fall to the left. The movement of this 6-gallon, 36 lbs. fuel bladder, located 48 inches rear of the pilot seat and rear of the center of gravity, caused the tail of the aircraft to move left.

Although I tried to correct with full left rudder deflection, the strong, gusting northerly tailwinds counter-acted my full left rudder deflection, giving me no rudder authority. Hesitation caused by my momentary confusion about lack of rudder authority slowed my application of brake.

The fact the plastic box containing the oil became dislodged and the right side fuel bladder had fallen toward the left was validated by Mrs. Katrina Cresse soon after the accident. Mrs. Katrina

Cresse, a volunteer at the Big Creek Lodge and a certified A&P Mechanic, assisted me and others with removal of items from the aircraft following the accident. She removed the fuel bladders and the plastic box containing the engine oil from the aircraft prior to the aircraft being secured for the night. Ms. Cresse remarked to me later about the location of the fuel bladders and the plastic box.