



NTSB MEMORANDUM FOR RECORD

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National Transportation Safety Board

Date: 7/12/2022
Person Contacted: JOHN WELSH (FAA Inspector, Columbus, Ohio FSDO)
NTSB Accident Number: ERA22LA310

Narrative:

The Federal Aviation Administration inspector assigned to the NTSB investigation provided the following facts via memorandum. The below is a summary of the inspector's observations of the aircraft.

ON JULY 3, 2022 AROUND 9:30 AM JAMES RAY PRIEBE (CERTIFICATE [REDACTED]) WAS TAKING OFF IN N55JV A CUB CRAFTERS CC11-160 MODEL. MR. PRIEBE WAS TAKING OFF IN A FIELD PLANTED WITH SOYBEANS. THIS WAS THE FIRST FLIGHT IN THIS AIRCRAFT AFTER BEING REPAIRED FROM A PREVIOUS ACCIDENT.

PRIOR TO THE TAKEOFF MR. PRIEBE RAN THE ELECTRIC TRIM UP AND SAW THE MOVEMENT ON THE GARMIN SCREEN AND THEN RAN THE TRIM TO THE TAKEOFF POSITION. ONCE HE SAW THE INDICATOR REACH THE TAKEOFF POSITION HE TOOK HIS FINGER OFF OF THE TRIM SWITCH AND PROCEEDED TO TAKEOFF. AFTER ROLLING ABOUT 125 FEET HE FELT A VERY STRONG NOSE DOWN PRESSURE ON THE STICK. AT THIS TIME HE CHOSE TO ABORT THE TAKEOFF. WHEN HE DID THIS THE AIRCRAFT WENT UP ON ITS' NOSE AND EVENTUALLY WENT INVERTED IN THE FIELD. MR. PRIEBE REFUSED MEDICAL AID AT THE SCENE AND APPEARS TO BE UNINJURED.

THE POST ACCIDENT INVESTIGATION FOUND THE HORIZONTAL STAB TRIMMED IN THE FULL NOSE DOWN POSITION. UPON EXAMINATION OF THE AIRCRAFT IT WAS NOTED THAT THE TRIM SWITCH IN THE PILOTS POSITION WAS NOT FUNCTIONAL.

THE SWITCH WOULD MOVE TO THE NOSE DOWN POSITION BUT WOULD NOT MOVE BACK TO THE NEUTRAL POSITION ONCE YOU REMOVED YOUR FINGER.

WHEN MOVING THIS SWITCH TO THE NOSE UP POSITION THE SWITCH EXHIBITED THE SAME FUNCTIONALITY. IN ORDER TO GET THE SWITCH INTO A NEUTRAL POSITION YOU HAD TO MOVE IT THERE PURPOSEFULLY. PLEASE



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NOTE THAT THIS SWITCH WAS DESIGNED TO MOVE TO NEUTRAL ONCE YOUR FINGER IS REMOVED FROM THE SWITCH.

AN EXAMINATION OF THE AIRCRAFT RECORDS INDICATE THAT THIS AIRCRAFT WAS PREVIOUSLY INVOLVED IN AN ACCIDENT ON 18 SEPTEMBER 2020. THE INSURER CLASSIFIED THE AIRCRAFT AS A "TOTAL LOSS". THE NATURE OF THE DAMAGE IS NOT KNOWN. MR. PRIEBE PURCHASED THE AIRCRAFT AT THIS TIME. HE THEN REPAIRED THE DAMAGE TO THIS AIRCRAFT.

DURING THE INVESTIGATION I ASKED MR. PRIEBE ABOUT THE CONDITION OF THE TRIM SWITCH DURING THE REPAIR. HIS RESPONSE INDICATED THAT HE NOTED NOTHING REMARKABLE ABOUT THE TRIM SWITCH, AND WAS NOT ABLE TO PRODUCE ANYTHING TO INDICATE THAT HE IN FACT INSPECTED THIS COMPONENT. THE RETURN TO SERVICE WRITE-UP DID NOT INCLUDE A MENTION OF THIS COMPONENT.

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