


July 12, 2022

Mr John Welsh  
Flight Standards Office



Mr. Welsh:

Regarding Carbon Cub CC-11-160 N55JV, this is my account of the attempted take off on July 3, 2022 at 9:00AM:

This was to be my initial flight after the aircraft was repaired from a previous accident in Colorado. After engine start and run up, I was going to depart to the North in a bean field. I ran the electric trim to match up as shown on the Garmin Screen and then ran the trim to take-off position. After I saw the indicator reach take off, I took my thumb off the switch and proceeded to take off. This was my initial takeoff and after rolling approximately 125 feet, I felt very strong nose down pressure on the stick so I chose to abort the takeoff but by this time the nose was going down quickly and struck the ground and proceeded to go inverted. I quickly released my seat belt and shoulder harness and exited the aircraft. I reached back in and shut off the master and mag switch. After I got the OK to right the airplane, I was trying to figure out what happened. I first checked the elevators for correct travel which they were and I noticed the elevator trim full nose down. That is what caused heavy nose down on takeoff. I can only figure out that once I ran the trim check prior to take-off it stuck to full nose down position. This is my statement to the best of my recollection.



James R. Priebe