



Aviation Investigation Final Report

Location:	Sonoma/Schellville, California	Accident Number:	WPR20CA103
Date & Time:	February 28, 2020, 12:45 Local	Registration:	N3XC
Aircraft:	CubCrafters FX-3	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that, during a wheel landing in the tailwheel-equipped airplane, he inadvertently applied left brake pressure, and the airplane veered off the edge of the runway into tall grass. The pilot's corrective action was ineffective, and the airplane subsequently impacted an irrigation ditch, which resulted in substantial damage to the nose and firewall. The pilot 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 pilot's inadvertent activation of the left brake during the landing roll, which resulted in a loss of directional control, a runway excursion, and collision with a ditch.

Findings

Personnel issues	Aircraft control - Pilot
Aircraft	Directional control - Not attained/maintained
Aircraft	Brake - Unintentional use/operation
Personnel issues	Use of equip/system - Pilot
Environmental issues	Sloped/uneven terrain - Effect on operation

Factual Information

History of Flight

Landing-landing roll	Miscellaneous/other
Landing-landing roll	Loss of control on ground (Defining event)
Landing-landing roll	Runway excursion
Landing-landing roll	Attempted remediation/recovery
Landing-landing roll	Collision with terr/obj (non-CFIT)

Pilot Information

Certificate:	Private	Age:	63, Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land	Seat Occupied:	Front
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 With waivers/limitations	Last FAA Medical Exam:	February 24, 2020
Occupational Pilot:	No	Last Flight Review or Equivalent:	March 29, 2019
Flight Time:	3600 hours (Total, all aircraft), 86 hours (Total, this make and model), 3500 hours (Pilot In Command, all aircraft), 8 hours (Last 90 days, all aircraft), 5 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CubCrafters	Registration:	N3XC
Model/Series:	FX-3	Aircraft Category:	Airplane
Year of Manufacture:	2019	Amateur Built:	Yes
Airworthiness Certificate:	Experimental (Special)	Serial Number:	CCX-2000-0042
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	January 22, 2020 Condition	Certified Max Gross Wt.:	2000 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	188 Hrs at time of accident	Engine Manufacturer:	Superior
ELT:	C91 installed, activated, did not aid in locating accident	Engine Model/Series:	CC363i
Registered Owner:	Hangar C-403, LLC	Rated Power:	185 Horsepower
Operator:	Hangar C-403, LLC	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KO69,89 ft msl	Distance from Accident Site:	7 Nautical Miles
Observation Time:	12:45 Local	Direction from Accident Site:	284°
Lowest Cloud Condition:	Clear	Visibility	10 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:	30.04 inches Hg	Temperature/Dew Point:	18°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Sonoma/Schellville, CA (0Q3)	Type of Flight Plan Filed:	None
Destination:	Sonoma/Schellville, CA (0Q3)	Type of Clearance:	None
Departure Time:	12:40 Local	Type of Airspace:	

Airport Information

Airport:	Sonoma Valley 0Q3	Runway Surface Type:	Grass/turf
Airport Elevation:	16 ft msl	Runway Surface Condition:	Dry
Runway Used:	25	IFR Approach:	None
Runway Length/Width:	2700 ft / 45 ft	VFR Approach/Landing:	Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	38.220001,-122.449996(est)

Administrative Information

Investigator In Charge (IIC):	Keliher, Zoe
Additional Participating Persons:	Glenn Garthright; Federal Aviation Administration; Oakland, CA
Original Publish Date:	June 29, 2020
Last Revision Date:	
Investigation Class:	Class
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=101052

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

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](#).