



# Aviation Investigation Final Report

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<b>Location:</b>	Mack, Colorado	<b>Accident Number:</b>	CEN20CA116
<b>Date &amp; Time:</b>	March 7, 2020, 11:00 Local	<b>Registration:</b>	N78BK
<b>Aircraft:</b>	Cub Crafters CC11-160	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Nose over/nose down	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

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## Analysis

According to the pilot, he was conducting an off-airport landing to a river sandbar when he noticed wires in his approach path. He pushed forward on the stick to lower the nose and avoid the wires; however, the airplane touched down in the river just short of the sand bar and nosed over. The airplane sustained substantial damage to the right wing strut. The pilot reported that the accident could have been avoided if he had reconnoitered the area for obstacles before beginning the approach. The pilot added 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 failure to reconnoiter the approach area in preparation for an off-airport landing on a sandbar, which necessitated an evasive maneuver to avoid wires and resulted in an unintentional landing in the river short of the sandbar and a subsequent nose-over.

## Findings

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<b>Personnel issues</b>	Decision making/judgment - Pilot
<b>Personnel issues</b>	Flight planning/navigation - Pilot
<b>Environmental issues</b>	Soft surface - Effect on operation

## Factual Information

### History of Flight

<b>Approach</b>	Abrupt maneuver
<b>Landing</b>	Off-field or emergency landing
<b>Landing-flare/touchdown</b>	Nose over/nose down (Defining event)

### Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	36, Male
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<b>Seat Occupied:</b>	Front
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	4-point
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 2 With waivers/limitations	<b>Last FAA Medical Exam:</b>	June 21, 2019
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	February 24, 2019
<b>Flight Time:</b>	(Estimated) 3113 hours (Total, all aircraft), 72 hours (Total, this make and model), 3046 hours (Pilot In Command, all aircraft), 73 hours (Last 90 days, all aircraft), 21 hours (Last 30 days, all aircraft), 3 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Cub Crafters	<b>Registration:</b>	N78BK
<b>Model/Series:</b>	CC11-160 100	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	2012	<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Experimental light sport (Special)	<b>Serial Number:</b>	CC11-00222
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	July 13, 2019 Annual	<b>Certified Max Gross Wt.:</b>	1320 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	305 Hrs as of last inspection	<b>Engine Manufacturer:</b>	CUB CRAFTERS
<b>ELT:</b>	C126 installed, activated, aided in locating accident	<b>Engine Model/Series:</b>	CC340
<b>Registered Owner:</b>	Diamond M Aero Llc	<b>Rated Power:</b>	180 Horsepower
<b>Operator:</b>	Diamond M Aero Llc	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	KGJT,4839 ft msl	<b>Distance from Accident Site:</b>	21 Nautical Miles
<b>Observation Time:</b>	17:53 Local	<b>Direction from Accident Site:</b>	112°
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	10 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	130°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	30.29 inches Hg	<b>Temperature/Dew Point:</b>	12°C / -8°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Moab, UT (UT97)	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Mack, CO	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	07:15 Local	<b>Type of Airspace:</b>	Class G

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 None	<b>Latitude, Longitude:</b>	39.264999,-108.950279(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Hicks, Michael
<b>Additional Participating Persons:</b>	Eric McRae ; FAA; Salt Lake, UT
<b>Original Publish Date:</b>	June 29, 2020
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class</a>
<b>Note:</b>	This accident report documents the factual circumstances of this accident as described to the NTSB.
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=101055">https://data.nts.gov/Docket?ProjectID=101055</a>

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