



Aviation Investigation Final Report

Location:	Heber City, Utah	Accident Number:	WPR20CA142
Date & Time:	May 8, 2020, 10:45 Local	Registration:	N363EX
Aircraft:	N126C LLC CCX-2000	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The accident flight was a sales demonstration conducted by the rear seat pilot, an employee of the airplane manufacturer, for the front seat pilot. At the time, the rear seat pilot held a private pilot certificate and had accumulated 1,000 total flight hours in the accident airplane make and model. The front seat pilot held a commercial pilot certificate, but his most recent flight review had expired at the time of the accident flight. He reported that he had no experience in the airplane make and model.

The rear seat pilot reported that during their final landing attempt with the front seat pilot on the controls, the airplane touched down normally and started to veer to the left. The front seat pilot corrected to the right and the rear seat pilot then attempted to recover the airplane with left rudder and right aileron, but the airplane ground looped to the right. According to the front seat pilot, the rear seat pilot interfered with the rudder controls during the rollout, which impeded his attempts to maintain directional control after the airplane veered to the right. The left wing and fuselage were substantially damaged.

According to the rear seat pilot, at the time of the accident, the company did not have a formal policy to learn a prospective buyer's qualifications prior to a sales flight. Instead, they required a conversation with the prospective buyer about their recent flight history based on "trust and judgment." He further remarked that for the accident flight there could have been better communication, as he did not formally ascertain the front seat occupant's level of proficiency and experience. The rear seat pilot further stated that both occupants were wearing face masks, which interfered with their communication.

The front seat pilot reported that they never discussed his flight experience, qualifications, or proficiency in the airplane prior to the accident flight. He was also never advised that he would assume the role of pilot-in-command.

Neither pilot reported that there were any preimpact mechanical anomalies 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 front seat pilot's failure to maintain directional control during the landing roll, and the rear seat pilot's delayed remedial control inputs that subsequently resulted in a ground loop. Contributing to the accident was a lack of communication by both pilot's to establish clearly defined pilot-in-command roles prior to the accident flight.

Findings

Aircraft	Directional control - Not attained/maintained
Personnel issues	Aircraft control - Pilot
Personnel issues	Lack of communication - Pilot
Personnel issues	Lack of communication - Passenger

Factual Information

History of Flight

Landing-landing roll	Loss of control on ground (Defining event)
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Pilot Information

Certificate:	Private	Age:	49, Male
Airplane Rating(s):	Single-engine land; Single-engine sea	Seat Occupied:	Rear
Other Aircraft Rating(s):	None	Restraint Used:	4-point
Instrument Rating(s):	None	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 2 With waivers/limitations	Last FAA Medical Exam:	September 27, 2019
Occupational Pilot:	No	Last Flight Review or Equivalent:	August 22, 2019
Flight Time:	4750 hours (Total, all aircraft), 1000 hours (Total, this make and model), 4680 hours (Pilot In Command, all aircraft), 125 hours (Last 90 days, all aircraft), 45 hours (Last 30 days, all aircraft), 6 hours (Last 24 hours, all aircraft)		

Pilot-rated passenger Information

Certificate:	Private	Age:	44, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Front
Other Aircraft Rating(s):	None	Restraint Used:	4-point
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Without waivers/limitations	Last FAA Medical Exam:	May 20, 2019
Occupational Pilot:	No	Last Flight Review or Equivalent:	August 15, 2016
Flight Time:	1420 hours (Total, all aircraft), 0 hours (Total, this make and model), 716 hours (Pilot In Command, all aircraft), 22 hours (Last 90 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	N126C LLC	Registration:	N363EX
Model/Series:	CCX-2000	Aircraft Category:	Airplane
Year of Manufacture:	2017	Amateur Built:	
Airworthiness Certificate:	Experimental (Special)	Serial Number:	CCX-2000-0001
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	July 16, 2019 Annual	Certified Max Gross Wt.:	2000 lbs
Time Since Last Inspection:	35 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	593.7 Hrs as of last inspection	Engine Manufacturer:	Lycoming
ELT:	C126 installed, not activated	Engine Model/Series:	Y10-360-EXP12
Registered Owner:	N126C LLC	Rated Power:	186 Horsepower
Operator:	Cubcrafters, Inc.	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	5636 ft msl	Distance from Accident Site:	
Observation Time:	09:55 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.22 inches Hg	Temperature/Dew Point:	11°C / -5°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Heber, UT (HCR)	Type of Flight Plan Filed:	None
Destination:	Heber City, UT (HCR)	Type of Clearance:	None
Departure Time:	10:00 Local	Type of Airspace:	Class E

Airport Information

Airport:	Heber Valley HCR	Runway Surface Type:	Asphalt
Airport Elevation:	5636 ft msl	Runway Surface Condition:	Dry
Runway Used:	22	IFR Approach:	None
Runway Length/Width:	6898 ft / 75 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:	40.486667,-111.421943

Administrative Information

Investigator In Charge (IIC): Stein, Stephen

Additional Participating Persons:

Original Publish Date: February 2, 2021

Last Revision Date:

Investigation Class: [Class 4](#)

Note: This accident report documents the factual circumstances of this accident as described to the NTSB.

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=101260>

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