



Aviation Investigation Final Report

| | | | |
|--------------------------------|--------------------------------------|-------------------------|-------------|
| Location: | Monongahela, Pennsylvania | Accident Number: | ERA20CA280 |
| Date & Time: | August 9, 2020, 14:43 Local | Registration: | N321C |
| Aircraft: | CUBCRAFTERS INC CC11-160 | Aircraft Damage: | Substantial |
| Defining Event: | Nose over/nose down | Injuries: | 1 Minor |
| Flight Conducted Under: | Part 91: General aviation - Personal | | |

Analysis

The pilot of the tailwheel-equipped airplane was performing a wheel landing to the turf adjacent to an asphalt runway. Prior to the tailwheel contacting the ground, the pilot moved his toes to top the rudder pedals and inadvertently applied the brakes. The airplane then nosed over and came to rest inverted, which resulted in substantial damage to the left-wing strut. The pilot reported that there were no preaccident mechanical failures or malfunctions 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 premature application of brakes during landing, which resulted in a nose-over event.

Findings

| | |
|-------------------------|---|
| Personnel issues | Use of equip/system - Pilot |
| Aircraft | Surface speed/braking - Not attained/maintained |

Factual Information

History of Flight

| | |
|-----------------------------|--------------------------------------|
| Landing-landing roll | Nose over/nose down (Defining event) |
|-----------------------------|--------------------------------------|

Pilot Information

| | | | |
|----------------------------------|---|--|----------|
| Certificate: | Commercial; Sport Pilot | Age: | 74, 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: | No |
| Instructor Rating(s): | None | Toxicology Performed: | No |
| Medical Certification: | Sport pilot None | Last FAA Medical Exam: | |
| Occupational Pilot: | No | Last Flight Review or Equivalent: | |
| Flight Time: | 2798 hours (Total, all aircraft), 101 hours (Total, this make and model), 1567 hours (Pilot In Command, all aircraft), 13 hours (Last 90 days, all aircraft), 1 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft) | | |

Aircraft and Owner/Operator Information

| | | | |
|--------------------------------------|---|---------------------------------------|-----------------|
| Aircraft Make: | CUBCRAFTERS INC | Registration: | N321C |
| Model/Series: | CC11-160 | Aircraft Category: | Airplane |
| Year of Manufacture: | 2016 | Amateur Built: | |
| Airworthiness Certificate: | Experimental light sport (Special) | Serial Number: | CC11-00407 |
| Landing Gear Type: | Tailwheel | Seats: | 2 |
| Date/Type of Last Inspection: | June 4, 2020 Condition | Certified Max Gross Wt.: | 1320 lbs |
| Time Since Last Inspection: | | Engines: | 1 Reciprocating |
| Airframe Total Time: | 455.1 Hrs at time of accident | Engine Manufacturer: | Titan |
| ELT: | C126 installed, activated, did not aid in locating accident | Engine Model/Series: | OX-340CC-B3J4 |
| Registered Owner: | On file | Rated Power: | 180 Horsepower |
| Operator: | On file | Operating Certificate(s) Held: | None |

Meteorological Information and Flight Plan

| | | | |
|---|----------------------------------|---|-------------------|
| Conditions at Accident Site: | Visual (VMC) | Condition of Light: | Day |
| Observation Facility, Elevation: | KAGC,1273 ft msl | Distance from Accident Site: | 10 Nautical Miles |
| Observation Time: | 18:40 Local | Direction from Accident Site: | 334° |
| Lowest Cloud Condition: | Clear | Visibility | 10 miles |
| Lowest Ceiling: | None | Visibility (RVR): | |
| Wind Speed/Gusts: | 4 knots / | Turbulence Type Forecast/Actual: | / |
| Wind Direction: | 270° | Turbulence Severity Forecast/Actual: | / |
| Altimeter Setting: | 30.06 inches Hg | Temperature/Dew Point: | 30°C / 16°C |
| Precipitation and Obscuration: | No Obscuration; No Precipitation | | |
| Departure Point: | Irwin, PA (31D) | Type of Flight Plan Filed: | None |
| Destination: | Monongahela, PA (FWQ) | Type of Clearance: | None |
| Departure Time: | 14:23 Local | Type of Airspace: | Class E |

Airport Information

| | | | |
|-----------------------------|---------------|----------------------------------|---------------------------|
| Airport: | ROSTRAVER FWQ | Runway Surface Type: | Grass/turf |
| Airport Elevation: | 1228 ft msl | Runway Surface Condition: | Dry |
| Runway Used: | | IFR Approach: | None |
| Runway Length/Width: | | VFR Approach/Landing: | Full stop;Traffic pattern |

Wreckage and Impact Information

| | | | |
|----------------------------|---------|-----------------------------|---------------------------|
| Crew Injuries: | 1 Minor | Aircraft Damage: | Substantial |
| Passenger Injuries: | | Aircraft Fire: | None |
| Ground Injuries: | N/A | Aircraft Explosion: | None |
| Total Injuries: | 1 Minor | Latitude, Longitude: | 40.210834,-79.828613(est) |

Administrative Information

| | |
|--|---|
| Investigator In Charge (IIC): | Hill, Millicent |
| Additional Participating Persons: | Joahua Albrecht; FAA/FSDO; Pittsburg, PA |
| Original Publish Date: | June 24, 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=101764 |

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](#).