



# Aviation Investigation Final Report

---

<b>Location:</b>	Pell City, Alabama	<b>Accident Number:</b>	ERA20CA293
<b>Date &amp; Time:</b>	August 6, 2020, 10:22 Local	<b>Registration:</b>	N30492
<b>Aircraft:</b>	Wag Aero CUBBY	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Loss of control on ground	<b>Injuries:</b>	1 Minor, 1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Instructional		

---

## Analysis

The flight instructor was providing initial flight training to the non-certificated student pilot in a tailwheel-equipped airplane. The flight instructor reported that while the student pilot was landing the airplane it began veering left immediately after touchdown. The flight instructor attempted to correct the yaw and applied the brakes, but the airplane continued off the left side of the runway with the tailwheel still in the air. The airplane impacted some dirt, which resulted in a nose over and substantial damage to the airplane’s left wing, empennage, vertical stabilizer, and rudder. The flight instructor reported that there were no mechanical malfunctions or failures of the airplane that would have precluded normal operation. Additionally, the flight instructor reported that the student pilot had accumulated about 2 hours of flight experience at the time of the accident and described that she, “...was showing great aptitude with landings but I should have delayed her attempting to do so to further in her training.”

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

The flight instructor’s inadequate remedial action following the student pilot’s loss of directional control during landing, which resulted in a runway excursion and subsequent nose over.

## Findings

---

<b>Aircraft</b>	Directional control - Not attained/maintained
<b>Personnel issues</b>	Monitoring other person - Instructor/check pilot
<b>Personnel issues</b>	Aircraft control - Student/instructed pilot

## Factual Information

### History of Flight

<b>Landing-flare/touchdown</b>	Loss of control on ground (Defining event)
<b>Landing-landing roll</b>	Attempted remediation/recovery
<b>Landing-landing roll</b>	Runway excursion
<b>Landing-landing roll</b>	Nose over/nose down

### Flight instructor Information

<b>Certificate:</b>	Airline transport	<b>Age:</b>	51, Male
<b>Airplane Rating(s):</b>	Single-engine land; Single-engine sea; Multi-engine land	<b>Seat Occupied:</b>	Rear
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Lap only
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>	Airplane multi-engine; Airplane single-engine; Instrument airplane	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Class 1 With waivers/limitations	<b>Last FAA Medical Exam:</b>	January 18, 2020
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	October 24, 2019
<b>Flight Time:</b>	(Estimated) 12500 hours (Total, all aircraft), 30 hours (Total, this make and model), 22 hours (Last 90 days, all aircraft), 12 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

### Student pilot Information

<b>Certificate:</b>	None	<b>Age:</b>	18, Female
<b>Airplane Rating(s):</b>	None	<b>Seat Occupied:</b>	Front
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Lap only
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	None	<b>Last FAA Medical Exam:</b>	
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	(Estimated) 2 hours (Total, all aircraft), 2 hours (Total, this make and model)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Wag Aero	<b>Registration:</b>	N30492
<b>Model/Series:</b>	CUBBY	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	2007	<b>Amateur Built:</b>	Yes
<b>Airworthiness Certificate:</b>	Experimental (Special)	<b>Serial Number:</b>	9740
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	April 2, 2020 Condition	<b>Certified Max Gross Wt.:</b>	1220 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	268 Hrs at time of accident	<b>Engine Manufacturer:</b>	Continental
<b>ELT:</b>	C91A installed, not activated	<b>Engine Model/Series:</b>	C-65
<b>Registered Owner:</b>	On file	<b>Rated Power:</b>	65 Horsepower
<b>Operator:</b>	On file	<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>	PLR,485 ft msl	<b>Distance from Accident Site:</b>	1 Nautical Miles
<b>Observation Time:</b>	10:35 Local	<b>Direction from Accident Site:</b>	
<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>	/	<b>Turbulence Type Forecast/Actual:</b>	None / None
<b>Wind Direction:</b>		<b>Turbulence Severity Forecast/Actual:</b>	N/A / N/A
<b>Altimeter Setting:</b>	30.03 inches Hg	<b>Temperature/Dew Point:</b>	29°C / 26°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Pell City, AL (PLR )	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Pell City, AL (PLR )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	09:20 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	St Clair County PLR	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	485 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	03	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	5001 ft / 80 ft	<b>VFR Approach/Landing:</b>	Stop and go;Traffic pattern

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Minor, 1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>		<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 Minor, 1 None	<b>Latitude, Longitude:</b>	33.558887,-86.249168(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Mccarter, Lawrence
<b>Additional Participating Persons:</b>	Rockie Widner; FAA FSDO; Birmingham, AL
<b>Original Publish Date:</b>	June 24, 2021
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class 4</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=101844">https://data.nts.gov/Docket?ProjectID=101844</a>

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](#).