



Aviation Investigation Final Report

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|--------------------------------|--------------------------------------|-------------------------|-------------|
| Location: | Independence, Oregon | Accident Number: | WPR21LA274 |
| Date & Time: | July 7, 2021, 11:30 Local | Registration: | N536SJ |
| Aircraft: | SCOTT MILLS 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 pilot of the tailwheel-equipped airplane reported that, he was landing with a light wind. Upon touchdown, the airplane veered to the left and the pilot applied right rudder control and brake, but the airplane exited the runway and ground looped. The right wing collided with the ground and sustained substantial damage. 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 loss of directional control while landing, which resulted in a runaway excursion and subsequent ground loop.

Findings

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| Personnel issues | Aircraft control - Pilot |
| Aircraft | Directional control - Not attained/maintained |

Factual Information

History of Flight

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

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| Certificate: | Private | Age: | 33, Male |
| Airplane Rating(s): | Single-engine land; Single-engine sea | Seat Occupied: | Rear |
| Other Aircraft Rating(s): | None | Restraint Used: | |
| Instrument Rating(s): | Airplane | Second Pilot Present: | |
| Instructor Rating(s): | None | Toxicology Performed: | |
| Medical Certification: | Class 3 Without waivers/limitations | Last FAA Medical Exam: | August 4, 2021 |
| Occupational Pilot: | No | Last Flight Review or Equivalent: | May 19, 2021 |
| Flight Time: | 774 hours (Total, all aircraft), 0 hours (Total, this make and model), 36.8 hours (Last 90 days, all aircraft) | | |

Pilot-rated passenger Information

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|----------------------------------|--|--|-----------------|
| Certificate: | Private | Age: | Male |
| Airplane Rating(s): | Single-engine land | Seat Occupied: | Front |
| Other Aircraft Rating(s): | None | Restraint Used: | |
| Instrument Rating(s): | None | Second Pilot Present: | |
| Instructor Rating(s): | None | Toxicology Performed: | |
| Medical Certification: | Class 3 With waivers/limitations | Last FAA Medical Exam: | June 21, 2020 |
| Occupational Pilot: | No | Last Flight Review or Equivalent: | August 25, 2020 |
| Flight Time: | 294.8 hours (Total, all aircraft), 139.5 hours (Total, this make and model), 21.3 hours (Last 90 days, all aircraft) | | |

Aircraft and Owner/Operator Information

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|--------------------------------------|-------------|---------------------------------------|-----------------|
| Aircraft Make: | SCOTT MILLS | Registration: | N536SJ |
| Model/Series: | CCX-2000 | Aircraft Category: | Airplane |
| Year of Manufacture: | 2019 | Amateur Built: | |
| Airworthiness Certificate: | Unknown | Serial Number: | CCX-2000-0071 |
| Landing Gear Type: | Tailwheel | Seats: | 2 |
| Date/Type of Last Inspection: | Unknown | Certified Max Gross Wt.: | |
| Time Since Last Inspection: | | Engines: | 1 Reciprocating |
| Airframe Total Time: | | Engine Manufacturer: | Lycoming |
| ELT: | | Engine Model/Series: | CC363I |
| Registered Owner: | MILLS SCOTT | Rated Power: | |
| Operator: | MILLS SCOTT | Operating Certificate(s) Held: | None |

Meteorological Information and Flight Plan

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|---|-------------------|---|-------------|
| Conditions at Accident Site: | Visual (VMC) | Condition of Light: | Day |
| Observation Facility, Elevation: | | Distance from Accident Site: | |
| Observation Time: | | Direction from Accident Site: | |
| Lowest Cloud Condition: | | Visibility | |
| Lowest Ceiling: | | Visibility (RVR): | |
| Wind Speed/Gusts: | 5 knots / | Turbulence Type Forecast/Actual: | None / None |
| Wind Direction: | | Turbulence Severity Forecast/Actual: | N/A / N/A |
| Altimeter Setting: | | Temperature/Dew Point: | |
| Precipitation and Obscuration: | | | |
| Departure Point: | Pearson, WA (VUO) | Type of Flight Plan Filed: | None |
| Destination: | Independence, OR | Type of Clearance: | None |
| Departure Time: | | Type of Airspace: | Class G |

Airport Information

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|-----------------------------|------------------------|----------------------------------|-----------------------|
| Airport: | INDEPENDENCE STATE 7S5 | Runway Surface Type: | Asphalt |
| Airport Elevation: | 179 ft msl | Runway Surface Condition: | Dry |
| Runway Used: | 34 | IFR Approach: | None |
| Runway Length/Width: | 3002 ft / 60 ft | VFR Approach/Landing: | Full stop;Straight-in |

Wreckage and Impact Information

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|----------------------------|--------|-----------------------------|---------------------------|
| Crew Injuries: | 1 None | Aircraft Damage: | Substantial |
| Passenger Injuries: | 1 None | Aircraft Fire: | None |
| Ground Injuries: | | Aircraft Explosion: | None |
| Total Injuries: | 2 None | Latitude, Longitude: | 44.867152,-123.19824(est) |

Administrative Information

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| Investigator In Charge (IIC): | Nepomuceno, Eleazar |
| Additional Participating Persons: | Ken Bradshaw; FAA; Portland, OR |
| Original Publish Date: | November 16, 2021 |
| Last Revision Date: | |
| Investigation Class: | Class 4 |
| Note: | The NTSB did not travel to the scene of this accident. |
| Investigation Docket: | https://data.nts.gov/Docket?ProjectID=103494 |

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](#).