



# Aviation Investigation Final Report

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<b>Location:</b>	Challis, Idaho	<b>Accident Number:</b>	WPR22LA029
<b>Date &amp; Time:</b>	November 4, 2021, 14:20 Local	<b>Registration:</b>	N727SS
<b>Aircraft:</b>	CUBCRAFTERS INC CC11-160	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Other weather encounter	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

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## Analysis

The pilot in the tail wheel equipped airplane reported that, he overflowed the runway to check the windsock. Having established the wind was out of the southwest, he entered the traffic pattern, and confirmed the wind condition again during the downwind leg. The landing approach and touchdown were uneventful, until the airplane encountered a gust of wind that caused a change in heading. The airplane flew toward a fence, and the pilot applied engine power to correct the drift, but the airplane struck the fence and nosed over. The wings and vertical stabilizer were substantially damaged. 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 loss of directional control after the airplane encountered a gust of wind during the landing roll.

## Findings

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<b>Aircraft</b>	Directional control - Not attained/maintained
<b>Personnel issues</b>	Aircraft control - Pilot
<b>Environmental issues</b>	Gusts - Effect on equipment

## Factual Information

### History of Flight

<b>Landing-landing roll</b>	Other weather encounter (Defining event)
<b>Landing-aborted after touchdown</b>	Loss of control on ground

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	81, Male
<b>Airplane Rating(s):</b>	Single-engine land; Single-engine sea	<b>Seat Occupied:</b>	Front
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	4-point
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	
<b>Medical Certification:</b>	BasicMed None	<b>Last FAA Medical Exam:</b>	June 25, 2019
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	March 17, 2021
<b>Flight Time:</b>	13000 hours (Total, all aircraft), 893 hours (Total, this make and model), 80 hours (Last 90 days, all aircraft), 68 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CUBCRAFTERS INC	<b>Registration:</b>	N727SS
<b>Model/Series:</b>	CC11-160	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	2012	<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Special light-sport (Special)	<b>Serial Number:</b>	CC11-00200
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	February 1, 2021 Annual	<b>Certified Max Gross Wt.:</b>	1865 lbs
<b>Time Since Last Inspection:</b>	79.9 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	893 Hrs as of last inspection	<b>Engine Manufacturer:</b>	ECI/Titan
<b>ELT:</b>	C126 installed, activated, aided in locating accident	<b>Engine Model/Series:</b>	CC340
<b>Registered Owner:</b>	PRIMERA INVESTMENTS INC	<b>Rated Power:</b>	180 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>	KLLJ,5072 ft msl	<b>Distance from Accident Site:</b>	20 Nautical Miles
<b>Observation Time:</b>	13:55 Local	<b>Direction from Accident Site:</b>	154°
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	Overcast / 8000 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	3 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	340°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	29.9 inches Hg	<b>Temperature/Dew Point:</b>	10°C / 3°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Challis, ID (LLJ)	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Challis, ID	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	14:00 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	Castle Creek Hideout PVT	<b>Runway Surface Type:</b>	Dirt
<b>Airport Elevation:</b>	6200 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	7	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	1800 ft / 75 ft	<b>VFR Approach/Landing:</b>	Full stop

## 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>		<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 None	<b>Latitude, Longitude:</b>	44.821738,-114.42129

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Simpson, Elliott
<b>Additional Participating Persons:</b>	Keith Rittenberry; Federal Aviation Administration FSDO; Boise, ID
<b>Original Publish Date:</b>	May 4, 2022
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class 4</a>
<b>Note:</b>	The NTSB did not travel to the scene of this accident.
<b>Investigation Docket:</b>	<a href="https://data.ntsb.gov/Docket?ProjectID=104222">https://data.ntsb.gov/Docket?ProjectID=104222</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](#).