



Aviation Investigation Final Report

Location:	Mackay, Idaho	Accident Number:	WPR22LA036
Date & Time:	November 17, 2021, 14:30 Local	Registration:	N2YQ
Aircraft:	CUBCRAFTERS CC11-160	Aircraft Damage:	Substantial
Defining Event:	Collision during takeoff/land	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot of the tailwheel equipped airplane reported that, he was performing practice touch-and-go takeoffs and landings on a narrow dirt airstrip. The pilot made two uneventful short-field landings and after touchdown on the third landing, while on the landing roll, the airplane began to veer to the right. The pilot added brake pressure to realign the airplane back to the center of the airstrip and away from the adjacent v-ditch. Despite the pilot's efforts, the airplane slid into the v-ditch and nosed over coming to rest inverted. The wing strut and rudder 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 failure to maintain directional control during the landing roll, which resulted in the airplane veering into a ditch and nosing over.

Findings

Personnel issues	Aircraft control - Pilot
Aircraft	Directional control - Not attained/maintained
Environmental issues	Sloped/uneven terrain - Effect on equipment

Factual Information

History of Flight

Landing-landing roll	Collision during takeoff/land (Defining event)
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Pilot Information

Certificate:	Private	Age:	64, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Front
Other Aircraft Rating(s):	None	Restraint Used:	4-point
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 3 With waivers/limitations	Last FAA Medical Exam:	April 18, 2020
Occupational Pilot:	No	Last Flight Review or Equivalent:	March 1, 2020
Flight Time:	1820 hours (Total, all aircraft), 211 hours (Total, this make and model), 1820 hours (Pilot In Command, all aircraft), 85 hours (Last 90 days, all aircraft), 36 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CUBCRAFTERS	Registration:	N2YQ
Model/Series:	CC11-160	Aircraft Category:	Airplane
Year of Manufacture:	2013	Amateur Built:	
Airworthiness Certificate:	Experimental light sport (Special)	Serial Number:	CC11-00289
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	March 26, 2021 Annual	Certified Max Gross Wt.:	
Time Since Last Inspection:	20 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	20 Hrs	Engine Manufacturer:	Lycoming
ELT:	C126 installed, activated, did not aid in locating accident	Engine Model/Series:	CC340
Registered Owner:	On file	Rated Power:	180
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:	KSUN,5306 ft msl	Distance from Accident Site:	39 Nautical Miles
Observation Time:	16:56 Local	Direction from Accident Site:	231°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	None / None
Wind Direction:	140°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	30.36 inches Hg	Temperature/Dew Point:	-2°C / -11°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Mackay, ID	Type of Flight Plan Filed:	None
Destination:	Mackay, ID	Type of Clearance:	None
Departure Time:		Type of Airspace:	Class G

Airport Information

Airport:	MACKAY U62	Runway Surface Type:	Dirt
Airport Elevation:	5892 ft msl	Runway Surface Condition:	Dry;Holes;Rough;Soft
Runway Used:	12R	IFR Approach:	None
Runway Length/Width:	2400 ft / 18 ft	VFR Approach/Landing:	Stop and go;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	43.910972,-113.60355(est)

Administrative Information

Investigator In Charge (IIC):	Keliher, Zoe
Additional Participating Persons:	Rudy Rossi ; Federal Aviation Administration; Boise, ID
Original Publish Date:	May 26, 2022
Last Revision Date:	
Investigation Class:	Class 4
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=104259

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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](#).