



# Aviation Investigation Final Report

|                                |                                      |                         |             |
|--------------------------------|--------------------------------------|-------------------------|-------------|
| <b>Location:</b>               | Erie, Colorado                       | <b>Accident Number:</b> | CEN23LA123  |
| <b>Date &amp; Time:</b>        | February 26, 2023, 09:15 Local       | <b>Registration:</b>    | N840T       |
| <b>Aircraft:</b>               | Cub Crafters CCX-2000                | <b>Aircraft Damage:</b> | Substantial |
| <b>Defining Event:</b>         | Loss of control on ground            | <b>Injuries:</b>        | 1 None      |
| <b>Flight Conducted Under:</b> | Part 91: General aviation - Personal |                         |             |

## Analysis

The pilot reported executing a wheel landing in the tailwheel-equipped airplane. A “small bounce” after touch down caused the airplane to veer “slightly to the right.” The pilot subsequently over corrected and lost directional control resulting in a ground loop. The right wing was substantially damaged. The pilot reported that there were no preaccident mechanical malfunctions or failures with the airplane that would have precluded normal operation. He noted being ready with “slight and occasional” rudder inputs would likely have been more effective than the “strong and consistent” rudder pressure applied.

## 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 during landing.

## Findings

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

## Factual Information

### History of Flight

|                                |  |
|--------------------------------|--|
| <b>Landing-flare/touchdown</b> | Loss of control on ground (Defining event) |
|--------------------------------|--|

### Pilot Information

|                                  |  |  |                   |
|----------------------------------|--|--|-------------------|
| <b>Certificate:</b>              | Private  | <b>Age:</b>                              | 68, Male          |
| <b>Airplane Rating(s):</b>       | Single-engine land   | <b>Seat Occupied:</b>                    | Front             |
| <b>Other Aircraft Rating(s):</b> | None   | <b>Restraint Used:</b>                   | 3-point           |
| <b>Instrument Rating(s):</b>     | Airplane   | <b>Second Pilot Present:</b>             | No                |
| <b>Instructor Rating(s):</b>     | None   | <b>Toxicology Performed:</b>             |                   |
| <b>Medical Certification:</b>    | Class 3 Without waivers/limitations  | <b>Last FAA Medical Exam:</b>            | February 18, 2023 |
| <b>Occupational Pilot:</b>       | No   | <b>Last Flight Review or Equivalent:</b> | October 19, 2021  |
| <b>Flight Time:</b>              | 824 hours (Total, all aircraft), 19 hours (Total, this make and model), 732 hours (Pilot In Command, all aircraft), 13 hours (Last 90 days, all aircraft), 2.7 hours (Last 30 days, all aircraft), 0.7 hours (Last 24 hours, all aircraft) |  |                   |

### Aircraft and Owner/Operator Information

|                                      |                               |                                       |                 |
|--------------------------------------|-------------------------------|---------------------------------------|-----------------|
| <b>Aircraft Make:</b>                | Cub Crafters                  | <b>Registration:</b>                  | N840T           |
| <b>Model/Series:</b>                 | CCX-2000                      | <b>Aircraft Category:</b>             | Airplane        |
| <b>Year of Manufacture:</b>          | 2022                          | <b>Amateur Built:</b>                 | Yes             |
| <b>Airworthiness Certificate:</b>    | Experimental (Special)        | <b>Serial Number:</b>                 | CCX-2000-0150   |
| <b>Landing Gear Type:</b>            | Tailwheel                     | <b>Seats:</b>                         | 2               |
| <b>Date/Type of Last Inspection:</b> | September 23, 2022 Condition  | <b>Certified Max Gross Wt.:</b>       | 2000 lbs        |
| <b>Time Since Last Inspection:</b>   | 55.4 Hrs                      | <b>Engines:</b>                       | 1 Reciprocating |
| <b>Airframe Total Time:</b>          | 55.4 Hrs at time of accident  | <b>Engine Manufacturer:</b>           | Lycoming        |
| <b>ELT:</b>                          | C126 installed, not activated | <b>Engine Model/Series:</b>           | CC363i-2201     |
| <b>Registered Owner:</b>             | On file                       | <b>Rated Power:</b>                   | 186 Horsepower  |
| <b>Operator:</b>                     | On file                       | <b>Operating Certificate(s) Held:</b> | None            |
| <b>Operator Does Business As:</b>    | On file                       | <b>Operator Designator Code:</b>      | N/A             |

## Meteorological Information and Flight Plan

|   |                                  |   |                  |
|---|----------------------------------|---|------------------|
| <b>Conditions at Accident Site:</b>     | Visual (VMC)                     | <b>Condition of Light:</b>                  | Day              |
| <b>Observation Facility, Elevation:</b> | KEIK,5132 ft msl                 | <b>Distance from Accident Site:</b>         | 0 Nautical Miles |
| <b>Observation Time:</b>                | 09:15 Local                      | <b>Direction from Accident Site:</b>        | 348°             |
| <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>                | 0 knots / 0 knots                | <b>Turbulence Type Forecast/Actual:</b>     | /                |
| <b>Wind Direction:</b>                  | 0°                               | <b>Turbulence Severity Forecast/Actual:</b> | /                |
| <b>Altimeter Setting:</b>               | 29.61 inches Hg                  | <b>Temperature/Dew Point:</b>               | 4°C / -2°C       |
| <b>Precipitation and Obscuration:</b>   | No Obscuration; No Precipitation |   |                  |
| <b>Departure Point:</b>                 | Loveland, CO (FNL)               | <b>Type of Flight Plan Filed:</b>           | None             |
| <b>Destination:</b>                     | Erie, CO (EIK)                   | <b>Type of Clearance:</b>                   | None             |
| <b>Departure Time:</b>                  | 08:30 Local                      | <b>Type of Airspace:</b>                    | Class G          |

## Airport Information

|                             |                    |                                  |                                |
|-----------------------------|--------------------|----------------------------------|--------------------------------|
| <b>Airport:</b>             | Eire Municipal EIK | <b>Runway Surface Type:</b>      | Concrete                       |
| <b>Airport Elevation:</b>   | 5119 ft msl        | <b>Runway Surface Condition:</b> | Dry                            |
| <b>Runway Used:</b>         | 34                 | <b>IFR Approach:</b>             | None                           |
| <b>Runway Length/Width:</b> | 4700 ft / 60 ft    | <b>VFR Approach/Landing:</b>     | Forced landing;Traffic pattern |

## Wreckage and Impact Information

|                            |        |                             |                 |
|----------------------------|--------|-----------------------------|-----------------|
| <b>Crew Injuries:</b>      | 1 None | <b>Aircraft Damage:</b>     | Substantial     |
| <b>Passenger Injuries:</b> | N/A    | <b>Aircraft Fire:</b>       | None            |
| <b>Ground Injuries:</b>    | N/A    | <b>Aircraft Explosion:</b>  | None            |
| <b>Total Injuries:</b>     | 1 None | <b>Latitude, Longitude:</b> | 40.0078,-105.05 |

## Administrative Information

|  |   |
|--|---|
| <b>Investigator In Charge (IIC):</b>     | Sorensen, Timothy   |
| <b>Additional Participating Persons:</b> | Kurt Skultin; FAA Flight Standards; Denver, CO  |
| <b>Original Publish Date:</b>            | March 30, 2023  |
| <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.nts.gov/Docket?ProjectID=106799">https://data.nts.gov/Docket?ProjectID=106799</a> |

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