



Aviation Investigation Final Report

Location:	Spanish Fork, Utah	Accident Number:	WPR23LA194
Date & Time:	May 21, 2023, 12:38 Local	Registration:	N668LD
Aircraft:	CUBCRAFTERS CCX-2300	Aircraft Damage:	Substantial
Defining Event:	Loss of control in flight	Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that while attempting a “jump” takeoff, which he had only practiced with an instructor two years prior, the airplane assumed a nose high attitude and turned sharply to the left. The pilot pushed the stick forward and used rudder and ailerons to straighten the airplane, but his attempt to decrease the angle of attack was unsuccessful. He then retracted the flaps to “lower the nose,” and the airplane descended and impacted the top of a hangar, which resulted in substantial damage to the fuselage and left and right wings. 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 decision to attempt an unfamiliar takeoff technique, his failure to maintain pitch control during takeoff, and his subsequent decision to retract flaps at a low altitude, which resulted in a descent into a building.

Findings

Personnel issues	Aircraft control - Pilot
Aircraft	Pitch control - Not attained/maintained
Environmental issues	Residence/building - Contributed to outcome
Personnel issues	Recent experience - Pilot
Personnel issues	Decision making/judgment - Pilot

Factual Information

History of Flight

Takeoff	Loss of control in flight (Defining event)
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Pilot Information

Certificate:	Private	Age:	60, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Front
Other Aircraft Rating(s):	None	Restraint Used:	4-point
Instrument Rating(s):	Airplane	Second Pilot Present:	
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 3 Waiver time limited special	Last FAA Medical Exam:	April 1, 2022
Occupational Pilot:	No	Last Flight Review or Equivalent:	February 10, 2022
Flight Time:	917 hours (Total, all aircraft), 36.3 hours (Total, this make and model), 668.3 hours (Pilot In Command, all aircraft), 64.4 hours (Last 90 days, all aircraft), 15.8 hours (Last 30 days, all aircraft), 1.4 hours (Last 24 hours, all aircraft)		

Passenger Information

Certificate:		Age:	
Airplane Rating(s):		Seat Occupied:	Center
Other Aircraft Rating(s):		Restraint Used:	4-point
Instrument Rating(s):		Second Pilot Present:	
Instructor Rating(s):		Toxicology Performed:	
Medical Certification:		Last FAA Medical Exam:	
Occupational Pilot:		Last Flight Review or Equivalent:	
Flight Time:			

Aircraft and Owner/Operator Information

Aircraft Make:	CUBCRAFTERS	Registration:	N668LD
Model/Series:	CCX-2300 NX Cub	Aircraft Category:	Airplane
Year of Manufacture:	2022	Amateur Built:	Yes
Airworthiness Certificate:	Experimental (Special)	Serial Number:	CCX-2300-0055
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	July 26, 2022 Unknown	Certified Max Gross Wt.:	2300 lbs
Time Since Last Inspection:	51.1 Hrs	Engines:	1
Airframe Total Time:	58.9 Hrs at time of accident	Engine Manufacturer:	
ELT:	C126 installed, activated, did not aid in locating accident	Engine Model/Series:	
Registered Owner:	On file	Rated Power:	
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:	KSPK, 4529 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	12:35 Local	Direction from Accident Site:	0°
Lowest Cloud Condition:	Clear	Visibility:	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	None / None
Wind Direction:		Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	30.11 inches Hg	Temperature/Dew Point:	24°C / 8°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Spanish Fork, WA (KSPK)	Type of Flight Plan Filed:	None
Destination:	Nephi, UT (U14)	Type of Clearance:	None
Departure Time:	12:38 Local	Type of Airspace:	Class G

Airport Information

Airport:	Spanish Fork Municipal Airport/Woodhouse Field KSPK	Runway Surface Type:	Asphalt
Airport Elevation:	4529 ft msl	Runway Surface Condition:	Dry
Runway Used:	30	IFR Approach:	None
Runway Length/Width:	6500 ft / 100 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

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:	40.145028,-111.66769(est)

Administrative Information

Investigator In Charge (IIC):	Johnson, Scott
Additional Participating Persons:	Andy Grover; Federal Aviation Administration; Spokane, WA
Original Publish Date:	October 20, 2023
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=192213

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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](#).