



Aviation Investigation Final Report

Location:	South Lake Tahoe, California	Accident Number:	WPR24LA007
Date & Time:	October 5, 2023, 11:00 Local	Registration:	N531SL
Aircraft:	SCOTT AND LAURA HOISINGTON 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 reported that shortly after landing, the airplane veered to the right. The pilot added engine power for added rudder authority to correct to the left. The airplane subsequently veered left, and the pilot reduced power and tried to correct with rudder, however, the airplane exited the runway. The pilot stated he used excessive braking and the airplane ground looped, which resulted in substantial damage to the right wing.

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 during landing roll, which resulted in a ground loop and collision with terrain.

Findings

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

Factual Information

History of Flight

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

Certificate:	Commercial	Age:	65, Male
Airplane Rating(s):	Single-engine sea; Multi-engine sea	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 With waivers/limitations	Last FAA Medical Exam:	January 19, 2023
Occupational Pilot:	No	Last Flight Review or Equivalent:	May 10, 2023
Flight Time:	1701 hours (Total, all aircraft), 48 hours (Total, this make and model), 1563 hours (Pilot In Command, all aircraft), 9 hours (Last 90 days, all aircraft), 4 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Passenger Information

Certificate:		Age:	
Airplane Rating(s):		Seat Occupied:	Rear
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:	No	Last Flight Review or Equivalent:	
Flight Time:			

Aircraft and Owner/Operator Information

Aircraft Make:	SCOTT AND LAURA HOISINGTON	Registration:	N531SL
Model/Series:	CCX-2000	Aircraft Category:	Airplane
Year of Manufacture:	2022	Amateur Built:	Yes
Airworthiness Certificate:	Experimental (Special)	Serial Number:	CCX-2000-0158
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	December 1, 2022 Annual	Certified Max Gross Wt.:	2000 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	64.4 Hrs at time of accident	Engine Manufacturer:	LYCOMING
ELT:	Installed, not activated	Engine Model/Series:	CC363I
Registered Owner:	On file	Rated Power:	186 Horsepower
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:	KTVL,6257 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	10:53 Local	Direction from Accident Site:	329°
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:	30.39 inches Hg	Temperature/Dew Point:	16°C / 6°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	South Lake Tahoe, CA	Type of Flight Plan Filed:	VFR
Destination:	South Lake Tahoe, CA	Type of Clearance:	None
Departure Time:		Type of Airspace:	Class D

Airport Information

Airport:	LAKE TAHOE TVL	Runway Surface Type:	Asphalt
Airport Elevation:	6268 ft msl	Runway Surface Condition:	Dry
Runway Used:	18	IFR Approach:	Unknown
Runway Length/Width:	8541 ft / 100 ft	VFR Approach/Landing:	Unknown

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:	38.896058,-119.99453(est)

Administrative Information

Investigator In Charge (IIC):	Johnson, Scott
Additional Participating Persons:	Logan Bass; Federal Aviation Administration; Reno, NV
Original Publish Date:	June 6, 2024
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=193200

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](#).