



# Aviation Investigation Final Report

<b>Location:</b>	Warrenton, Missouri	<b>Accident Number:</b>	CEN24LA008
<b>Date &amp; Time:</b>	October 8, 2023, 13:30 Local	<b>Registration:</b>	N211BL
<b>Aircraft:</b>	CUBCRAFTERS INC CC11-160	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Loss of control in flight	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

The pilot was performing a touch and go landing in a tailwheel-equipped airplane. As he added power after the landing, he experienced what he assumed was a gust of wind from the right side. The airplane’s right wing lifted, and it veered left into the trees impacting several. The airplane sustained substantial damage to the wings and fuselage. When asked if there were any issues with the airplane which might have contributed to the accident, the pilot said there were none.

The airplane was landing and taking off from runway 9 with wind from 220° at 9 knots gusting to 14 knots.

## 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 touch-and-go landing. Contributing was the pilot’s decision to land with a quartering tailwind.

## Findings

<b>Aircraft</b>	Directional control - Not attained/maintained
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## Factual Information

### History of Flight

<b>Takeoff</b>	Other weather encounter
<b>Takeoff</b>	Loss of control in flight (Defining event)
<b>Takeoff</b>	Collision during takeoff/land

### Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	84, Male
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<b>Seat Occupied:</b>	Rear
<b>Other Aircraft Rating(s):</b>	Glider	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	
<b>Medical Certification:</b>	BasicMed	<b>Last FAA Medical Exam:</b>	July 14, 2021
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	May 7, 2022
<b>Flight Time:</b>	5230 hours (Total, all aircraft), 298 hours (Total, this make and model), 6 hours (Last 90 days, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CUBCRAFTERS INC	<b>Registration:</b>	N211BL
<b>Model/Series:</b>	CC11-160	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	2010	<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Experimental (Special)	<b>Serial Number:</b>	CC11-00141
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	Unknown	<b>Certified Max Gross Wt.:</b>	1320 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	1362 Hrs	<b>Engine Manufacturer:</b>	Titan
<b>ELT:</b>		<b>Engine Model/Series:</b>	CC340
<b>Registered Owner:</b>	RED CUB FLYING CLUB LLC	<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>	KFYG,489 ft msl	<b>Distance from Accident Site:</b>	14 Nautical Miles
<b>Observation Time:</b>	13:35 Local	<b>Direction from Accident Site:</b>	147°
<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>	9 knots / 14 knots	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	220°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	29.91 inches Hg	<b>Temperature/Dew Point:</b>	20°C / 4°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	St. Louis, MO (1H0)	<b>Type of Flight Plan Filed:</b>	
<b>Destination:</b>	Warrenton, MO	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>		<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	STARK MU18	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	840 ft msl	<b>Runway Surface Condition:</b>	
<b>Runway Used:</b>	09	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	1900 ft / 50 ft	<b>VFR Approach/Landing:</b>	Touch and go

## 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>	38.781057,-91.163278

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Aguilera, Jason
<b>Additional Participating Persons:</b>	Robert Prenger; FAA; St. Louis , MO
<b>Original Publish Date:</b>	June 21, 2024
<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=193219">https://data.ntsb.gov/Docket?ProjectID=193219</a>

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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](#).