



Aviation Investigation Final Report

Location:	Spanish Fork, Utah	Accident Number:	WPR24LA101
Date & Time:	March 4, 2024, 12:35 Local	Registration:	N505UC
Aircraft:	UTAH COUNTY SHERIFF CCX-2000	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	N/A
Flight Conducted Under:	Public aircraft		

Analysis

The pilot of the tail-wheel equipped airplane reported that during the landing roll, the airplane veered left and he corrected with rudder. The airplane then veered to the right, ground looped and exited the right side of the runway. The left main landing gear collapsed, and the left wing and elevator struck the surface. The airplane sustained substantial damage to the left elevator.

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 a ground loop.

Findings

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

Factual Information

History of Flight

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

Certificate:	Commercial	Age:	54, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Front
Other Aircraft Rating(s):	None	Restraint Used:	Unknown
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 2 With waivers/limitations	Last FAA Medical Exam:	June 28, 2023
Occupational Pilot:	No	Last Flight Review or Equivalent:	June 6, 2023
Flight Time:	(Estimated) 309 hours (Total, all aircraft), 29 hours (Total, this make and model), 224 hours (Pilot In Command, all aircraft), 17 hours (Last 90 days, all aircraft)		

Pilot-rated passenger Information

Certificate:	Commercial	Age:	69, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Rear
Other Aircraft Rating(s):	Glider	Restraint Used:	
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):		Toxicology Performed:	
Medical Certification:	Class 2 With waivers/limitations	Last FAA Medical Exam:	November 8, 2023
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:			

Aircraft and Owner/Operator Information

Aircraft Make:	UTAH COUNTY SHERIFF	Registration:	N505UC
Model/Series:	CCX-2000	Aircraft Category:	Airplane
Year of Manufacture:	2021	Amateur Built:	Yes
Airworthiness Certificate:	Experimental (Special)	Serial Number:	CCX-2000-0130
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	October 6, 2023 Condition	Certified Max Gross Wt.:	2000 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	200.5 Hrs as of last inspection	Engine Manufacturer:	Cub Crafters
ELT:	Installed, not activated	Engine Model/Series:	CC363i
Registered Owner:	UTAH COUNTY SHERIFF	Rated Power:	186 Horsepower
Operator:	UTAH COUNTY SHERIFF	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KPVU,4497 ft msl	Distance from Accident Site:	5 Nautical Miles
Observation Time:	12:56 Local	Direction from Accident Site:	330°
Lowest Cloud Condition:		Visibility	10 miles
Lowest Ceiling:	Broken / 10000 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	None / None
Wind Direction:	160°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	29.98 inches Hg	Temperature/Dew Point:	2°C / -3°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Spanish Fork, UT	Type of Flight Plan Filed:	None
Destination:	Spanish Fork, UT	Type of Clearance:	None
Departure Time:		Type of Airspace:	Class G

Airport Information

Airport:	SPANISH FORK MUNI/WOODHOUSE FLD SPK	Runway Surface Type:	Asphalt
Airport Elevation:	4529 ft msl	Runway Surface Condition:	Wet
Runway Used:	12	IFR Approach:	None
Runway Length/Width:	6500 ft / 100 ft	VFR Approach/Landing:	Traffic pattern

Wreckage and Impact Information

Crew Injuries:	N/A	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	N/A	Latitude, Longitude:	40.145028,-111.66769

Administrative Information

Investigator In Charge (IIC):	Gutierrez, Eric
Additional Participating Persons:	John Handson; FAA; Salt Lake City, UT
Original Publish Date:	May 29, 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=193879

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](#).