



# Aviation Investigation Final Report

<b>Location:</b>	Maricopa, Arizona	<b>Accident Number:</b>	WPR24LA108
<b>Date &amp; Time:</b>	March 6, 2024, 08:07 Local	<b>Registration:</b>	N601CF
<b>Aircraft:</b>	CZECH AIRCRAFT WORKS SPOL SRO SPORTCRUISER	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Abnormal runway contact	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

The pilot reported that during the takeoff roll and after pulling the control stick back to initiate rotation, the airplane pulled off the ground quickly. Concerned the airplane would stall, the pilot then pushed the stick forward. The airplane’s nose lowered which resulted in the nosewheel contacting the runway surface and folding back.

The airplane sustained substantial damage to the engine mount.

The pilot reported that there were no preaccident mechanical malfunctions or failures 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 pitch control, which resulted in abnormal contact with the runway.

## Findings

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**Personnel issues**

Aircraft control - Pilot

**Aircraft**

Pitch control - Not attained/maintained

## Factual Information

### History of Flight

<b>Takeoff</b>	Abnormal runway contact (Defining event)
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### Pilot Information

<b>Certificate:</b>	Commercial; Flight instructor	<b>Age:</b>	28,Female
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<b>Seat Occupied:</b>	Right
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	4-point
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	
<b>Medical Certification:</b>	Class 1 Without waivers/limitations	<b>Last FAA Medical Exam:</b>	March 14, 2022
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	February 27, 2024
<b>Flight Time:</b>	247 hours (Total, all aircraft), 1 hours (Total, this make and model), 130 hours (Pilot In Command, all aircraft), 48 hours (Last 90 days, all aircraft), 31 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CZECH AIRCRAFT WORKS SPOL SRO	<b>Registration:</b>	N601CF
<b>Model/Series:</b>	SPORTCRUISER	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	2007	<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Experimental light sport (Special)	<b>Serial Number:</b>	07SC051
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	April 21, 2023 Condition	<b>Certified Max Gross Wt.:</b>	1320 lbs
<b>Time Since Last Inspection:</b>	69 Hrs	<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	2619.5 Hrs as of last inspection	<b>Engine Manufacturer:</b>	Rotax
<b>ELT:</b>	C126 installed, activated, did not aid in locating accident	<b>Engine Model/Series:</b>	912ULS
<b>Registered Owner:</b>	ALPHA KILO AVIATION LLC	<b>Rated Power:</b>	100 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>	KCGZ, 1462 ft msl	<b>Distance from Accident Site:</b>	8 Nautical Miles
<b>Observation Time:</b>	07:56 Local	<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	4 knots /	<b>Turbulence Type Forecast/Actual:</b>	None / None
<b>Wind Direction:</b>	90°	<b>Turbulence Severity Forecast/Actual:</b>	N/A / N/A
<b>Altimeter Setting:</b>	29.91 inches Hg	<b>Temperature/Dew Point:</b>	11°C / 5°C
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	Maricopa, AZ	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Maricopa, AZ	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>		<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	Ak-Chin A39	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	1307 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	22	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	4751 ft / 50 ft	<b>VFR Approach/Landing:</b>	None

## 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>		<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 None	<b>Latitude, Longitude:</b>	32.992292,-111.91645

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Salazar, Fabian
<b>Additional Participating Persons:</b>	Jesse Baugh; Federal Aviation Administration; Scottsdale, AZ
<b>Original Publish Date:</b>	October 22, 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=193919">https://data.ntsb.gov/Docket?ProjectID=193919</a>

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](#).