



# Aviation Investigation Final Report

<b>Location:</b>	Franktown, Colorado	<b>Accident Number:</b>	CEN24LA198
<b>Date &amp; Time:</b>	May 26, 2024, 10:00 Local	<b>Registration:</b>	N983SB
<b>Aircraft:</b>	Brant T Phillips Super Cub EXP	<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 attempting to land at his private airstrip when the airplane encountered an unexpected “windshear” and a greater than anticipated descent rate. The pilot attempted a go-around; however, the airplane was unable to sufficiently climb before it impacted a fence pole adjacent to the grass airstrip. The airplane came to rest upright and sustained substantial damage to the fuselage and left elevator control surface. The pilot reported that there were no preaccident mechanical malfunctions or failures with the airplane that would have precluded normal operation and that he should have utilized better energy management given the wind conditions.

## 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 aircraft control during final approach and attempted go-around after encountering a sudden windshear.

## Findings

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<b>Environmental issues</b>	Windshear - Effect on operation
<b>Environmental issues</b>	Windshear - Response/compensation
<b>Aircraft</b>	Descent rate - Not attained/maintained
<b>Personnel issues</b>	Aircraft control - Pilot

## Factual Information

### History of Flight

<b>Approach-VFR pattern final</b>	Loss of control in flight (Defining event)
<b>Approach-VFR go-around</b>	Attempted remediation/recovery
<b>Approach-VFR go-around</b>	Collision with terr/obj (non-CFIT)

### Pilot Information

<b>Certificate:</b>	Commercial; Private	<b>Age:</b>	52, Male
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<b>Seat Occupied:</b>	Front
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	5-point
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	
<b>Medical Certification:</b>	Class 2 Without waivers/limitations	<b>Last FAA Medical Exam:</b>	June 14, 2023
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	August 24, 2023
<b>Flight Time:</b>	1184 hours (Total, all aircraft), 27 hours (Total, this make and model), 1169 hours (Pilot In Command, all aircraft), 36 hours (Last 90 days, all aircraft), 11 hours (Last 30 days, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Brant T Phillips	<b>Registration:</b>	N983SB
<b>Model/Series:</b>	Super Cub EXP	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	2024	<b>Amateur Built:</b>	Yes
<b>Airworthiness Certificate:</b>	Experimental (Special)	<b>Serial Number:</b>	001
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>		<b>Certified Max Gross Wt.:</b>	2300 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	55.1 Hrs at time of accident	<b>Engine Manufacturer:</b>	Lycoming
<b>ELT:</b>	C126 installed, not activated	<b>Engine Model/Series:</b>	IO-360
<b>Registered Owner:</b>	On file	<b>Rated Power:</b>	
<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>	KAPA, 5870 ft msl	<b>Distance from Accident Site:</b>	11 Nautical Miles
<b>Observation Time:</b>	10:53 Local	<b>Direction from Accident Site:</b>	337°
<b>Lowest Cloud Condition:</b>	Few / 6000 ft AGL	<b>Visibility:</b>	10 miles
<b>Lowest Ceiling:</b>		<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	19 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>		<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	29.96 inches Hg	<b>Temperature/Dew Point:</b>	17°C / -2°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Colorado Springs, CO (COS)	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Franktown, CO	<b>Type of Clearance:</b>	VFR
<b>Departure Time:</b>	09:30 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	PVT PVT	<b>Runway Surface Type:</b>	
<b>Airport Elevation:</b>	6300 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>		<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>		<b>VFR Approach/Landing:</b>	Straight-in

## 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>	39.390334,-104.7524(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Sauer, Aaron
<b>Additional Participating Persons:</b>	Vaughn Hanson; FAA; Denver, CO
<b>Original Publish Date:</b>	July 2, 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=194328">https://data.ntsb.gov/Docket?ProjectID=194328</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](#).