



AVIATION



HIGHWAY



MARINE



RAILROAD



PIPELINE

Aviation Investigation Final Report

Location:	Mammoth Lakes, California	Accident Number:	GAA18CA169
Date & Time:	March 16, 2018, 01:10 Local	Registration:	N473CC
Aircraft:	CUBCRAFTERS INC CC11-160	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot of the tundra-tire- and tailwheel-equipped airplane was making a night landing at a high-altitude airport. He reported that, to mitigate the crosswind component, he decided to land from right to left on the 100-ft-wide runway. He added that the wheel landing was normal, but the airplane would not return to centerline from the left side of the runway. He added power to go around, but the left main wheel sheared off, and the airplane ground looped to the right.

The airplane sustained substantial damage to the fuselage and empennage.

The automated weather observation station located on the airport reported that, about the time of the accident, the wind was from 220° at 19 knots, gusting 31 knots. The airplane landed on runway 27.

The airplane's operating handbook stated that the maximum demonstrated crosswind component was 13 mph/11 knots. The calculated crosswind component using steady winds was 15 knots, using gusting winds, it was 24 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 landing roll in a gusting crosswind conditions, which exceeded the airplane's maximum demonstrated crosswind and resulted in the collapse of the left main landing gear.

Findings

Aircraft	Directional control - Not attained/maintained
Personnel issues	Aircraft control - Pilot
Environmental issues	Gusts - Ability to respond/compensate
Environmental issues	Crosswind - Ability to respond/compensate
Environmental issues	Dark - Effect on operation

Factual Information

History of Flight

Landing-flare/touchdown	Other weather encounter
Landing-aborted after touchdown	Loss of control on ground (Defining event)
Landing-aborted after touchdown	Landing gear collapse

Pilot Information

Certificate:	Private	Age:	53,Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Front
Other Aircraft Rating(s):	Helicopter	Restraint Used:	4-point
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Without waivers/limitations	Last FAA Medical Exam:	April 26, 2016
Occupational Pilot:	No	Last Flight Review or Equivalent:	April 26, 2017
Flight Time:	(Estimated) 1480.3 hours (Total, all aircraft), 300.7 hours (Total, this make and model), 1137.9 hours (Pilot In Command, all aircraft), 55 hours (Last 90 days, all aircraft), 21 hours (Last 30 days, all aircraft), 3.2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	CUBCRAFTERS INC	Registration:	N473CC
Model/Series:	CC11-160 NO SERIES	Aircraft Category:	Airplane
Year of Manufacture:	2013	Amateur Built:	
Airworthiness Certificate:	Experimental light sport (Special)	Serial Number:	CC11-00254
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	December 11, 2017 Annual	Certified Max Gross Wt.:	1320 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	310.8 Hrs at time of accident	Engine Manufacturer:	TITAN
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	CC340
Registered Owner:		Rated Power:	180 Horsepower
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Night/bright
Observation Facility, Elevation:	KMMH, 7128 ft msl	Distance from Accident Site:	1 Nautical Miles
Observation Time:	08:15 Local	Direction from Accident Site:	308°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	19 knots / 31 knots	Turbulence Type Forecast/Actual:	/ None
Wind Direction:	220°	Turbulence Severity Forecast/Actual:	/ N/A
Altimeter Setting:	29.8 inches Hg	Temperature/Dew Point:	0°C / -15°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	BISHOP, CA (BIH)	Type of Flight Plan Filed:	None
Destination:	Mammoth Lakes, CA (MMH)	Type of Clearance:	None
Departure Time:	00:40 Local	Type of Airspace:	Class E

Airport Information

Airport:	MAMMOTH YOSEMITE MMH	Runway Surface Type:	Asphalt
Airport Elevation:	7134 ft msl	Runway Surface Condition:	Dry
Runway Used:	27	IFR Approach:	None
Runway Length/Width:	7000 ft / 100 ft	VFR Approach/Landing:	Go around;Straight-in

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	37.622501,-118.833053(est)

Administrative Information

Investigator In Charge (IIC):	Benhoff, Kathryn
Additional Participating Persons:	Lee A Oscar; FAA; Reno, NV
Original Publish Date:	June 14, 2018
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=96893

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).