



Aviation Investigation Final Report

Location:	Couer D'Alene, Idaho	Accident Number:	GAA18CA315
Date & Time:	May 28, 2018, 13:20 Local	Registration:	N18JG
Aircraft:	JIM GREEN CCX	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot of the tailwheel-equipped airplane reported that he lost directional control upon touchdown on the runway. The airplane ground looped to the left, and the leading edge of the right wing dipped and contacted the runway. The airplane then came to rest upright.

The airplane sustained substantial damage to the right-wing rear spar and right aileron.

The pilot reported that there were no preaccident mechanical failures or malfunctions with the airplane that would have precluded normal operation.

The automated weather observation system located at the airport reported that, 26 minutes after the accident, the wind was from 250° at 11 knots, gusting to 17 knots. The pilot landed the airplane on runway 24.

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 landing in gusting wind conditions.

Findings

Aircraft	Directional control - Not attained/maintained
Personnel issues	Aircraft control - Pilot
Environmental issues	Gusts - Effect on operation

Factual Information

History of Flight

Landing-flare/touchdown	Loss of control on ground (Defining event)
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Pilot Information

Certificate:	Private	Age:	72, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Front
Other Aircraft Rating(s):	Glider	Restraint Used:	4-point
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	BasicMed Without waivers/limitations	Last FAA Medical Exam:	May 15, 2017
Occupational Pilot:	No	Last Flight Review or Equivalent:	August 31, 2017
Flight Time:	(Estimated) 2500 hours (Total, all aircraft), 46 hours (Total, this make and model), 2400 hours (Pilot In Command, all aircraft), 32 hours (Last 90 days, all aircraft), 19 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	JIM GREEN	Registration:	N18JG
Model/Series:	CCX 2000	Aircraft Category:	Airplane
Year of Manufacture:	2017	Amateur Built:	Yes
Airworthiness Certificate:	Experimental (Special)	Serial Number:	CCX-2000-0003
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	December 4, 2017 Unknown	Certified Max Gross Wt.:	2000 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	76.1 Hrs at time of accident	Engine Manufacturer:	AeroSport Power
ELT:	C126 installed, not activated	Engine Model/Series:	CC363i
Registered Owner:		Rated Power:	187 Horsepower
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KCOE	Distance from Accident Site:	
Observation Time:	20:56 Local	Direction from Accident Site:	
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	11 knots / 17 knots	Turbulence Type Forecast/Actual:	None / None
Wind Direction:	250°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	30.01 inches Hg	Temperature/Dew Point:	26°C / 9°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Everett, WA (KAPE)	Type of Flight Plan Filed:	None
Destination:	Couder D'Alene, ID (COE)	Type of Clearance:	VFR flight following
Departure Time:	11:48 Local	Type of Airspace:	Class E

Airport Information

Airport:	COEUR D'ALENE - PAPPY BOYINGTO COE	Runway Surface Type:	Asphalt
Airport Elevation:	2320 ft msl	Runway Surface Condition:	Dry
Runway Used:	24	IFR Approach:	None
Runway Length/Width:	7400 ft / 100 ft	VFR Approach/Landing:	Full stop;Traffic pattern

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	1 None	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None	Latitude, Longitude:	47.774444,-116.819442(est)

Administrative Information

Investigator In Charge (IIC):	Nepomuceno, Eleazar
Additional Participating Persons:	Chad A Anderson; FAA; Spokane, WA
Original Publish Date:	March 18, 2019
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=97373

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](#).