



AVIATION



HIGHWAY



MARINE



RAILROAD



PIPELINE

Aviation Investigation Final Report

Location:	Mesa, Arizona	Accident Number:	GAA18CA272
Date & Time:	May 10, 2018, 08:30 Local	Registration:	N82XC
Aircraft:	CUB CRAFTERS INC CC19	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	2 None
Flight Conducted Under:	Part 91: General aviation - Ferry		

Analysis

According to the pilot, he was seated in the front seat of the tandem-seat, tailwheel-equipped airplane and made a three-point landing and applied full aft stick pressure once the tailwheel was on the ground. He could not recall the airspeed, but the airplane abruptly veered to the left. The right main landing gear (MLG) collapsed, and subsequently, the the right wing struck the ground.

The pilot-rated passenger, who was a flight instructor, reported that the purpose of the flight was to perform a prebuy inspection for the pilot. He reported that there was a slight crosswind from the left about 3 knots during the three-point landing, and the stall warning horn activated. He described the landing as "perfect," but during the landing roll, the airplane veered hard left and ground looped.

The Federal Aviation Administration aviation safety inspector who examined the airplane after the accident determined that the right MLG wheel assembly "folded under the end of the gear leg and then separated." The airplane manufacturer examined the wheel assembly and reported that "an extreme sideload on the right tire caused the subsequent cascading failure of the right wheel and brake assembly," which likely resulted from the ground loop.

The METAR at the accident airport reported that, about the time of the accident, the wind was from 180° at 7 knots. The pilot landed on runway 22L.

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 of the airplane during the landing roll.

Findings

Aircraft	Directional control - Not attained/maintained
Personnel issues	Aircraft control - Pilot
Aircraft	Wheel/ski/float - Capability exceeded

Factual Information

History of Flight

Landing-landing roll	Loss of control on ground (Defining event)
Landing-landing roll	Landing gear collapse
Landing-landing roll	Collision with terr/obj (non-CFIT)

Pilot Information

Certificate:	Private	Age:	74, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Front
Other Aircraft Rating(s):	None	Restraint Used:	4-point
Instrument Rating(s):	None	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 With waivers/limitations	Last FAA Medical Exam:	October 2, 2017
Occupational Pilot:	No	Last Flight Review or Equivalent:	September 27, 2017
Flight Time:	(Estimated) 1324 hours (Total, all aircraft), 12 hours (Total, this make and model), 1324 hours (Pilot In Command, all aircraft), 6 hours (Last 90 days, all aircraft), 4 hours (Last 30 days, all aircraft)		

Pilot-rated passenger Information

Certificate:	Airline transport; Flight engineer	Age:	Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land	Seat Occupied:	Rear
Other Aircraft Rating(s):	None	Restraint Used:	4-point
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine; Instrument airplane	Toxicology Performed:	No
Medical Certification:	Class 2 With waivers/limitations	Last FAA Medical Exam:	April 1, 2018
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	
Flight Time:			

Aircraft and Owner/Operator Information

Aircraft Make:	CUB CRAFTERS INC	Registration:	N82XC
Model/Series:	CC19 180	Aircraft Category:	Airplane
Year of Manufacture:	2017	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	CC19-0018
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	April 26, 2017 Annual	Certified Max Gross Wt.:	2300 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	30 Hrs at time of accident	Engine Manufacturer:	Lycoming
ELT:	Not installed	Engine Model/Series:	O-360-C1G
Registered Owner:		Rated Power:	180 Horsepower
Operator:		Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KFFZ, 1380 ft msl	Distance from Accident Site:	0 Nautical Miles
Observation Time:	15:47 Local	Direction from Accident Site:	328°
Lowest Cloud Condition:	Clear	Visibility	30 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	/ None
Wind Direction:	180°	Turbulence Severity Forecast/Actual:	/ N/A
Altimeter Setting:	29.84 inches Hg	Temperature/Dew Point:	31°C / -2°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Dear Valley, AZ (DVT)	Type of Flight Plan Filed:	None
Destination:	Dear Valley, AZ (DVT)	Type of Clearance:	None
Departure Time:	07:50 Local	Type of Airspace:	Class D

Airport Information

Airport:	FALCON FLD FFZ	Runway Surface Type:	Asphalt
Airport Elevation:	1394 ft msl	Runway Surface Condition:	Dry
Runway Used:	22L	IFR Approach:	None
Runway Length/Width:	5101 ft / 100 ft	VFR Approach/Landing:	Full stop;Straight-in

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:	33.460834,-111.728332(est)

Administrative Information

Investigator In Charge (IIC):	Hicks, Michael
Additional Participating Persons:	Tom Vernon Jr.; FAA; Scottsdale, AZ
Original Publish Date:	October 24, 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=97229

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](#).