



Aviation Investigation Final Report

Location:	Big Creek Ranger Station, Idaho	Accident Number:	WPR23LA246
Date & Time:	June 28, 2023, 12:50 Local	Registration:	N510US
Aircraft:	BLACK SHEEP AVIATION LLC CCX-1865	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 tailwheel-equipped airplane reported that he conducted multiple passes over the landing area to assess the landing conditions and did not see that the grass surface was wet. Upon touchdown, he noticed the airplane did not decelerate as expected due to wet tires, and the brakes had little effect. The airplane veered off its intended path, heading toward steep downhill terrain. To prevent continuing uncontrollably downhill, the pilot attempted an intentional ground loop by applying full right rudder and power. Subsequently, the airplane tipped left and stopped before reaching the steeper terrain, resulting in substantial damage to the left aileron and left elevator. The pilot reported that there were no preaccident mechanical failures or malfunctions 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 identify the wet landing surface and his subsequent inability to maintain directional control and stop during landing on the unimproved grass runway, which resulted in a runway excursion and unintentional ground loop.

Findings

Personnel issues	Identification/recognition - Pilot
Personnel issues	Aircraft control - Pilot
Environmental issues	Wet surface - Ability to respond/compensate
Aircraft	Directional control - Attain/maintain not possible

Factual Information

History of Flight

Landing-landing roll	Miscellaneous/other
Landing-landing roll	Loss of control on ground (Defining event)

Pilot Information

Certificate:	Airline transport; Flight instructor	Age:	47,Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land	Seat Occupied:	Front
Other Aircraft Rating(s):	None	Restraint Used:	4-point
Instrument Rating(s):	Airplane	Second Pilot Present:	
Instructor Rating(s):	Airplane multi-engine; Airplane single-engine; Instrument airplane	Toxicology Performed:	
Medical Certification:	Class 1 With waivers/limitations	Last FAA Medical Exam:	April 11, 2023
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	November 28, 2022
Flight Time:	8800 hours (Total, all aircraft), 425 hours (Total, this make and model), 5000 hours (Pilot In Command, all aircraft), 240 hours (Last 90 days, all aircraft), 45 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	BLACK SHEEP AVIATION LLC	Registration:	N510US
Model/Series:	CCX-1865	Aircraft Category:	Airplane
Year of Manufacture:	2016	Amateur Built:	Yes
Airworthiness Certificate:	Experimental (Special)	Serial Number:	CCX-1865-0007
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	February 16, 2023 Condition	Certified Max Gross Wt.:	1865 lbs
Time Since Last Inspection:	27 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	435 Hrs as of last inspection	Engine Manufacturer:	Titan
ELT:	C126 installed, not activated	Engine Model/Series:	CC340
Registered Owner:	On file	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:	Day
Observation Facility, Elevation:	KMYL, 5020 ft msl	Distance from Accident Site:	49 Nautical Miles
Observation Time:	12:51 Local	Direction from Accident Site:	252°
Lowest Cloud Condition:	Few / 2300 ft AGL	Visibility	10 miles
Lowest Ceiling:	Broken / 4900 ft AGL	Visibility (RVR):	
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	None / None
Wind Direction:	80°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	30.07 inches Hg	Temperature/Dew Point:	15°C / 9°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Yellow Pine, ID (3U2)	Type of Flight Plan Filed:	None
Destination:	Big Creek Ranger Station, ID	Type of Clearance:	None
Departure Time:	12:15 Local	Type of Airspace:	Class G

Airport Information

Airport:	Mile Hi n/a	Runway Surface Type:	
Airport Elevation:	5910 ft msl	Runway Surface Condition:	Vegetation; Wet
Runway Used:		IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Full stop

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	45.14852, -115.00035

Administrative Information

Investigator In Charge (IIC): Rho, Paul

Additional Participating Persons: Patrick Darling; FAA; Boise, ID

Original Publish Date: November 2, 2023

Last Revision Date:

Investigation Class: [Class 4](#)

Note: The NTSB did not travel to the scene of this accident.

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=192488>

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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](#).