



# Aviation Investigation Final Report

<b>Location:</b>	Spanish Fork, Utah	<b>Accident Number:</b>	WPR24LA101
<b>Date &amp; Time:</b>	March 4, 2024, 12:35 Local	<b>Registration:</b>	N505UC
<b>Aircraft:</b>	UTAH COUNTY SHERIFF CCX-2000	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Loss of control on ground	<b>Injuries:</b>	N/A
<b>Flight Conducted Under:</b>	Public aircraft		

## Analysis

The pilot of the tail-wheel equipped airplane reported that during the landing roll, the airplane veered left and he corrected with rudder. The airplane then veered to the right, ground looped and exited the right side of the runway. The left main landing gear collapsed, and the left wing and elevator struck the surface. The airplane sustained substantial damage to the 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 maintain directional control during the landing roll, which resulted in a ground loop.

## Findings

<b>Aircraft</b>	Directional control - Not attained/maintained
<b>Personnel issues</b>	Aircraft control - Pilot



## Factual Information

### History of Flight

<b>Landing</b>	Loss of control on ground (Defining event)
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### Pilot Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	54, Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Front
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Unknown
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	
<b>Medical Certification:</b>	Class 2 With waivers/limitations	<b>Last FAA Medical Exam:</b>	June 28, 2023
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	June 6, 2023
<b>Flight Time:</b>	(Estimated) 309 hours (Total, all aircraft), 29 hours (Total, this make and model), 224 hours (Pilot In Command, all aircraft), 17 hours (Last 90 days, all aircraft)		

### Pilot-rated passenger Information

<b>Certificate:</b>	Commercial	<b>Age:</b>	69, Male
<b>Airplane Rating(s):</b>	Single-engine land; Multi-engine land	<b>Seat Occupied:</b>	Rear
<b>Other Aircraft Rating(s):</b>	Glider	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>		<b>Toxicology Performed:</b>	
<b>Medical Certification:</b>	Class 2 With waivers/limitations	<b>Last FAA Medical Exam:</b>	November 8, 2023
<b>Occupational Pilot:</b>	Yes	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>			

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	UTAH COUNTY SHERIFF	<b>Registration:</b>	N505UC
<b>Model/Series:</b>	CCX-2000	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	2021	<b>Amateur Built:</b>	Yes
<b>Airworthiness Certificate:</b>	Experimental (Special)	<b>Serial Number:</b>	CCX-2000-0130
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	October 6, 2023 Condition	<b>Certified Max Gross Wt.:</b>	2000 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	200.5 Hrs as of last inspection	<b>Engine Manufacturer:</b>	Cub Crafters
<b>ELT:</b>	Installed, not activated	<b>Engine Model/Series:</b>	CC363i
<b>Registered Owner:</b>	UTAH COUNTY SHERIFF	<b>Rated Power:</b>	186 Horsepower
<b>Operator:</b>	UTAH COUNTY SHERIFF	<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>	KPVU, 4497 ft msl	<b>Distance from Accident Site:</b>	5 Nautical Miles
<b>Observation Time:</b>	12:56 Local	<b>Direction from Accident Site:</b>	330°
<b>Lowest Cloud Condition:</b>		<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	Broken / 10000 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	7 knots /	<b>Turbulence Type Forecast/Actual:</b>	None / None
<b>Wind Direction:</b>	160°	<b>Turbulence Severity Forecast/Actual:</b>	N/A / N/A
<b>Altimeter Setting:</b>	29.98 inches Hg	<b>Temperature/Dew Point:</b>	2°C / -3°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Spanish Fork, UT	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Spanish Fork, UT	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>		<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	SPANISH FORK MUNI/WOODHOUSE FLD SPK	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	4529 ft msl	<b>Runway Surface Condition:</b>	Wet
<b>Runway Used:</b>	12	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	6500 ft / 100 ft	<b>VFR Approach/Landing:</b>	Traffic pattern

## Wreckage and Impact Information

<b>Crew Injuries:</b>	N/A	<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>	N/A	<b>Latitude, Longitude:</b>	40.145028,-111.66769

## Administrative Information

Investigator In Charge (IIC):	Gutierrez, Eric
Additional Participating Persons:	John Handson; FAA; Salt Lake City, UT
Original Publish Date:	May 29, 2024
Last Revision Date:	
Investigation Class:	<a href="#">Class 4</a>
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	<a href="https://data.ntsb.gov/Docket?ProjectID=193879">https://data.ntsb.gov/Docket?ProjectID=193879</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](#).