



Aviation Investigation Final Report

Location:	Laotto, Indiana	Accident Number:	CEN24LA116
Date & Time:	February 19, 2024, 17:30 Local	Registration:	N358AK
Aircraft:	Cub Crafters CCX-2000	Aircraft Damage:	Substantial
Defining Event:	Controlled flight into terr/obj (CFIT)	Injuries:	1 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot was on final approach to a private grass airstrip. He stated that his vision was obscured due to the sun glaring off a nearby pond. The airplane drifted left of the intended touchdown point and struck a small tree. The pilot was unable to see the tree in time to avoid the collision. The fuselage and both wings sustained substantial damage. The pilot reported that there were no preaccident mechanical malfunctions or failures with the airplane that would have precluded normal operation.

The pilot reported that he should have not continued the approach with obscured vision.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

The pilot's improper decision to continue an approach with his vision obscured by sun glare, which resulted in a collision with a tree.

Findings

Environmental issues	Glare - Contributed to outcome
Personnel issues	Decision making/judgment - Pilot

Factual Information

History of Flight

Approach-VFR pattern final	Controlled flight into terr/obj (CFIT) (Defining event)
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Pilot Information

Certificate:	Student	Age:	51,Male
Airplane Rating(s):	None	Seat Occupied:	Front
Other Aircraft Rating(s):	None	Restraint Used:	4-point
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 3 Unknown	Last FAA Medical Exam:	October 31, 2022
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	203 hours (Total, all aircraft), 114 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	Cub Crafters	Registration:	N358AK
Model/Series:	CCX-2000 NO SERIES	Aircraft Category:	Airplane
Year of Manufacture:	2022	Amateur Built:	Yes
Airworthiness Certificate:	Experimental (Special)	Serial Number:	CCX-2000-0137
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	September 19, 2023 Condition	Certified Max Gross Wt.:	2000 lbs
Time Since Last Inspection:		Engines:	1
Airframe Total Time:	152 Hrs as of last inspection	Engine Manufacturer:	
ELT:	C91 installed, activated, did not aid in locating accident	Engine Model/Series:	
Registered Owner:	On file	Rated Power:	
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:	KASW,850 ft msl	Distance from Accident Site:	7 Nautical Miles
Observation Time:	17:15 Local	Direction from Accident Site:	28°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	None / None
Wind Direction:	190°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	30.16 inches Hg	Temperature/Dew Point:	11°C / -2°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Kendallville, IN (C62)	Type of Flight Plan Filed:	None
Destination:	Laotto, IN	Type of Clearance:	None
Departure Time:	17:00 Local	Type of Airspace:	Class E

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	1 Minor	Latitude, Longitude:	41.174,-85.271086(est)

Administrative Information

Investigator In Charge (IIC):	Lemishko, Alexander
Additional Participating Persons:	Steven Norris; FAA FSDO; Indianapolis, IN
Original Publish Date:	May 29, 2024
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=193820

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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](#).