



Aviation Investigation Final Report

Location:	Franktown, Colorado	Accident Number:	CEN24LA198
Date & Time:	May 26, 2024, 10:00 Local	Registration:	N983SB
Aircraft:	Brant T Phillips Super Cub EXP	Aircraft Damage:	Substantial
Defining Event:	Loss of control in flight	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot was attempting to land at his private airstrip when the airplane encountered an unexpected “windshear” and a greater than anticipated descent rate. The pilot attempted a go-around; however, the airplane was unable to sufficiently climb before it impacted a fence pole adjacent to the grass airstrip. The airplane came to rest upright and sustained substantial damage to the fuselage and left elevator control surface. The pilot reported that there were no preaccident mechanical malfunctions or failures with the airplane that would have precluded normal operation and that he should have utilized better energy management given the wind conditions.

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 aircraft control during final approach and attempted go-around after encountering a sudden windshear.

Findings

Environmental issues	Windshear - Effect on operation
Environmental issues	Windshear - Response/compensation
Aircraft	Descent rate - Not attained/maintained
Personnel issues	Aircraft control - Pilot

Factual Information

History of Flight

Approach-VFR pattern final	Loss of control in flight (Defining event)
Approach-VFR go-around	Attempted remediation/recovery
Approach-VFR go-around	Collision with terr/obj (non-CFIT)

Pilot Information

Certificate:	Commercial; Private	Age:	52, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Front
Other Aircraft Rating(s):	None	Restraint Used:	5-point
Instrument Rating(s):	Airplane	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 2 Without waivers/limitations	Last FAA Medical Exam:	June 14, 2023
Occupational Pilot:	No	Last Flight Review or Equivalent:	August 24, 2023
Flight Time:	1184 hours (Total, all aircraft), 27 hours (Total, this make and model), 1169 hours (Pilot In Command, all aircraft), 36 hours (Last 90 days, all aircraft), 11 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Brant T Phillips	Registration:	N983SB
Model/Series:	Super Cub EXP	Aircraft Category:	Airplane
Year of Manufacture:	2024	Amateur Built:	Yes
Airworthiness Certificate:	Experimental (Special)	Serial Number:	001
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:		Certified Max Gross Wt.:	2300 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	55.1 Hrs at time of accident	Engine Manufacturer:	Lycoming
ELT:	C126 installed, not activated	Engine Model/Series:	IO-360
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:	KAPA, 5870 ft msl	Distance from Accident Site:	11 Nautical Miles
Observation Time:	10:53 Local	Direction from Accident Site:	337°
Lowest Cloud Condition:	Few / 6000 ft AGL	Visibility	10 miles
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	19 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.96 inches Hg	Temperature/Dew Point:	17°C / -2°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Colorado Springs, CO (COS)	Type of Flight Plan Filed:	None
Destination:	Franktown, CO	Type of Clearance:	VFR
Departure Time:	09:30 Local	Type of Airspace:	Class G

Airport Information

Airport:	PVT PVT	Runway Surface Type:	
Airport Elevation:	6300 ft msl	Runway Surface Condition:	Dry
Runway Used:		IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Straight-in

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:	39.390334,-104.7524(est)

Administrative Information

Investigator In Charge (IIC):	Sauer, Aaron
Additional Participating Persons:	Vaughn Hanson; FAA; Denver, CO
Original Publish Date:	July 2, 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=194328

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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](#).