



# Aviation Investigation Final Report

<b>Location:</b>	Spanish Fork, Utah	<b>Accident Number:</b>	WPR23LA194
<b>Date &amp; Time:</b>	May 21, 2023, 12:38 Local	<b>Registration:</b>	N668LD
<b>Aircraft:</b>	CUBCRAFTERS CCX-2300	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Loss of control in flight	<b>Injuries:</b>	2 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

The pilot reported that while attempting a “jump” takeoff, which he had only practiced with an instructor two years prior, the airplane assumed a nose high attitude and turned sharply to the left. The pilot pushed the stick forward and used rudder and ailerons to straighten the airplane, but his attempt to decrease the angle of attack was unsuccessful. He then retracted the flaps to “lower the nose,” and the airplane descended and impacted the top of a hangar, which resulted in substantial damage to the fuselage and left and right wings. 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 decision to attempt an unfamiliar takeoff technique, his failure to maintain pitch control during takeoff, and his subsequent decision to retract flaps at a low altitude, which resulted in a descent into a building.

## Findings

<b>Personnel issues</b>	Aircraft control - Pilot
<b>Aircraft</b>	Pitch control - Not attained/maintained
<b>Environmental issues</b>	Residence/building - Contributed to outcome
<b>Personnel issues</b>	Recent experience - Pilot
<b>Personnel issues</b>	Decision making/judgment - Pilot

## Factual Information

### History of Flight

Takeoff	Loss of control in flight (Defining event)
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### Pilot Information

Certificate:	Private	Age:	60,Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Front
Other Aircraft Rating(s):	None	Restraint Used:	4-point
Instrument Rating(s):	Airplane	Second Pilot Present:	
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 3 Waiver time limited special	Last FAA Medical Exam:	April 1, 2022
Occupational Pilot:	No	Last Flight Review or Equivalent:	February 10, 2022
Flight Time:	917 hours (Total, all aircraft), 36.3 hours (Total, this make and model), 668.3 hours (Pilot In Command, all aircraft), 64.4 hours (Last 90 days, all aircraft), 15.8 hours (Last 30 days, all aircraft), 1.4 hours (Last 24 hours, all aircraft)		

### Passenger Information

Certificate:	Age:
Airplane Rating(s):	Seat Occupied: Center
Other Aircraft Rating(s):	Restraint Used: 4-point
Instrument Rating(s):	Second Pilot Present:
Instructor Rating(s):	Toxicology Performed:
Medical Certification:	Last FAA Medical Exam:
Occupational Pilot:	Last Flight Review or Equivalent:
Flight Time:	

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	CUBCRAFTERS	<b>Registration:</b>	N668LD
<b>Model/Series:</b>	CCX-2300 NX Cub	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	2022	<b>Amateur Built:</b>	Yes
<b>Airworthiness Certificate:</b>	Experimental (Special)	<b>Serial Number:</b>	CCX-2300-0055
<b>Landing Gear Type:</b>	Tricycle	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	July 26, 2022 Unknown	<b>Certified Max Gross Wt.:</b>	2300 lbs
<b>Time Since Last Inspection:</b>	51.1 Hrs	<b>Engines:</b>	1
<b>Airframe Total Time:</b>	58.9 Hrs at time of accident	<b>Engine Manufacturer:</b>	
<b>ELT:</b>	C126 installed, activated, did not aid in locating accident	<b>Engine Model/Series:</b>	
<b>Registered Owner:</b>	On file	<b>Rated Power:</b>	
<b>Operator:</b>	On file	<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>	KSPK, 4529 ft msl	<b>Distance from Accident Site:</b>	0 Nautical Miles
<b>Observation Time:</b>	12:35 Local	<b>Direction from Accident Site:</b>	0°
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	None	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	/	<b>Turbulence Type Forecast/Actual:</b>	None / None
<b>Wind Direction:</b>		<b>Turbulence Severity Forecast/Actual:</b>	N/A / N/A
<b>Altimeter Setting:</b>	30.11 inches Hg	<b>Temperature/Dew Point:</b>	24°C / 8°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Spanish Fork, WA (KSPK)	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Nephi, UT (U14)	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>	12:38 Local	<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	Spanish Fork Municipal Airport/Woodhouse Field KSPK	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	4529 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	30	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	6500 ft / 100 ft	<b>VFR Approach/Landing:</b>	None

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 None	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>		<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	2 None	<b>Latitude, Longitude:</b>	40.145028,-111.66769(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Johnson, Scott
<b>Additional Participating Persons:</b>	Andy Grover; Federal Aviation Administration; Spokane, WA
<b>Original Publish Date:</b>	October 20, 2023
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class 4</a>
<b>Note:</b>	The NTSB did not travel to the scene of this accident.
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=192213">https://data.nts.gov/Docket?ProjectID=192213</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](#).