



# National Transportation Safety Board Aviation Accident Final Report

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<b>Location:</b>	Gilbert, SC	<b>Accident Number:</b>	MIA08CA155
<b>Date &amp; Time:</b>	08/01/2008, 1815 EDT	<b>Registration:</b>	N238BB
<b>Aircraft:</b>	Cubcrafter CC11-100	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Nose over/nose down	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General Aviation - Personal		

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## Analysis

The pilot stated that after landing the tail started to go right of centerline. He applied right rudder with little to no effect. He then applied brakes, but applied them too hard and the tail came off the ground and the airplane nosed over inverted. The pilot reported no mechanical problems with the airplane.

## Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be: The pilot's improper use of brakes during landing roll resulting in a nose-over.

## Findings

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<b>Aircraft</b>	Brake - Incorrect use/operation (Cause)
<b>Personnel issues</b>	Incorrect action performance - Pilot (Cause)

## Factual Information

### History of Flight

Landing-landing roll	Nose over/nose down (Defining event)
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### Pilot Information

Certificate:	Private	Age:	56, Male
Airplane Rating(s):	Single-engine Land	Seat Occupied:	Front
Other Aircraft Rating(s):	None	Restraint Used:	Seatbelt, Shoulder harness
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	None	Last Medical Exam:	
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	3000 hours (Total, all aircraft), 35 hours (Total, this make and model), 3000 hours (Pilot In Command, all aircraft), 5 hours (Last 90 days, all aircraft), 1 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

### Aircraft and Owner/Operator Information

Aircraft Manufacturer:	Cubcrafter	Registration:	N238BB
Model/Series:	CC11-100	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Special Light-Sport	Serial Number:	CC11-00012
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	05/01/2008, Annual	Certified Max Gross Wt.:	1320 lbs
Time Since Last Inspection:	3 Hours	Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Continental
ELT:	Not installed	Engine Model/Series:	O-200
Registered Owner:	William Lee Barrier	Rated Power:	100 hp
Operator:	William Lee Barrier	Air Carrier Operating Certificate:	None

## Meteorological Information and Flight Plan

Observation Facility, Elevation:	CAE	Observation Time:	1856
Distance from Accident Site:		Condition of Light:	Day
Direction from Accident Site:		Conditions at Accident Site:	Visual Conditions
Lowest Cloud Condition:	Few / 7000 ft agl	Temperature/Dew Point:	34° C / 17° C
Lowest Ceiling:	None	Visibility	10 Miles
Wind Speed/Gusts, Direction:	5 knots, 300°	Visibility (RVR):	
Altimeter Setting:	29.8 inches Hg	Visibility (RVV):	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Gilbert, SC (NONE)	Type of Flight Plan Filed:	None
Destination:	Gilbert, SC (NONE)	Type of Clearance:	None
Departure Time:	EDT	Type of Airspace:	Class G

## Airport Information

Airport:	Private Strip (None)	Runway Surface Type:	Grass/turf
Airport Elevation:	550 ft	Runway Surface Condition:	Dry
Runway Used:	27	IFR Approach:	None
Runway Length/Width:	3000 ft / 150 ft	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:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None		

## Administrative Information

Investigator In Charge (IIC):	Ralph L Wilson	Adopted Date:	01/22/2009
Additional Participating Persons:	Bill Roberts; FAA/FSDO; Columbia, SC		
Publish Date:	01/22/2009		
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
Investigation Docket:	NTSB accident and incident dockets serve as permanent archival information for the NTSB's investigations. Dockets released prior to June 1, 2009 are publicly available from the NTSB's Record Management Division at <a href="mailto:pubinq@ntsb.gov">pubinq@ntsb.gov</a> , or at 800-877-6799. Dockets released after this date are available at <a href="http://dms.nts.gov/pubdms/">http://dms.nts.gov/pubdms/</a> .		

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