



# National Transportation Safety Board Aviation Accident Final Report

---

<b>Location:</b>	Payson, AZ	<b>Accident Number:</b>	WPR13CA256
<b>Date &amp; Time:</b>	06/01/2013, 0850 MST	<b>Registration:</b>	N787AK
<b>Aircraft:</b>	CUB CRAFTERS INC CC11-100	<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 - Instructional		

---

## Analysis

The pilot reported that he was flying a tail-wheel equipped airplane and conducting his second landing at a back country airstrip. During the landing flare, the airplane floated longer than expected and was starting to drift to the left side of the runway. The pilot added full power to go around when the left main landing gear struck a bush and the airplane turned sideways. The right landing gear collapsed and the right wing was substantially damaged when it struck the ground. The pilot reported that after exiting the airplane he noticed that the wind was a gusting right quartering tailwind. The pilot reported no mechanical failures or malfunctions with the airframe or engine that would have precluded normal operations.

## 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 the landing flare with a quartering tailwind.

## Findings

---

<b>Personnel issues</b>	Aircraft control - Instructor/check pilot (Cause)
<b>Environmental issues</b>	Tailwind - Effect on operation

## Factual Information

### History of Flight

<b>Landing-flare/touchdown</b>	Loss of control in flight (Defining event) Collision with terr/obj (non-CFIT) Landing gear collapse
--------------------------------	---

### Flight Instructor Information

<b>Certificate:</b>	Flight Instructor; Sport Pilot	<b>Age:</b>	68, Male
<b>Airplane Rating(s):</b>	Single-engine Land	<b>Seat Occupied:</b>	Rear
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>	Airplane Single-engine	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Sport Pilot	<b>Last Medical Exam:</b>	
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	11/02/2012
<b>Flight Time:</b>	1559 hours (Total, all aircraft), 1400 hours (Total, this make and model), 1462 hours (Pilot In Command, all aircraft), 98 hours (Last 90 days, all aircraft), 33 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

### Student Pilot Information

<b>Certificate:</b>	None	<b>Age:</b>	, Male
<b>Airplane Rating(s):</b>	None	<b>Seat Occupied:</b>	Front
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Seatbelt, Shoulder harness
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	Yes
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	None	<b>Last Medical Exam:</b>	
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	20 hours (Total, all aircraft), 0 hours (Pilot In Command, all aircraft), 10 hours (Last 30 days, all aircraft), 2 hours (Last 24 hours, all aircraft)		

## Aircraft and Owner/Operator Information

Aircraft Manufacturer:	CUB CRAFTERS INC	Registration:	N787AK
Model/Series:	CC11-100	Aircraft Category:	Airplane
Year of Manufacture:		Amateur Built:	No
Airworthiness Certificate:	Special Light-Sport	Serial Number:	CC11-00006
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	04/16/2013, Annual	Certified Max Gross Wt.:	1320 lbs
Time Since Last Inspection:	41 Hours	Engines:	1 Reciprocating
Airframe Total Time:	1392 Hours	Engine Manufacturer:	CONT MOTOR
ELT:	Installed, activated, aided in locating accident	Engine Model/Series:	O-200
Registered Owner:	COULEE AIR SERVICES	Rated Power:	100 hp
Operator:	GEORGE HOOVER	Air Carrier Operating Certificate:	None

## Meteorological Information and Flight Plan

Observation Facility, Elevation:	SEZ, 86336 ft msl	Observation Time:	0835 MST
Distance from Accident Site:	42 Nautical Miles	Condition of Light:	Day
Direction from Accident Site:	356°	Conditions at Accident Site:	Visual Conditions
Lowest Cloud Condition:	Clear	Temperature/Dew Point:	26° C / -7° C
Lowest Ceiling:	None	Visibility	10 Miles
Wind Speed/Gusts, Direction:	11 knots/ 21 knots, 60°	Visibility (RVR):	
Altimeter Setting:	30.1 inches Hg	Visibility (RVV):	
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Mesa, AZ (FFZ)	Type of Flight Plan Filed:	None
Destination:	Mesa, AZ (FFZ)	Type of Clearance:	None
Departure Time:	0715 MST	Type of Airspace:	

## Airport Information

Airport:	Red Creek (N/A)	Runway Surface Type:	Dirt
Airport Elevation:	2400 ft	Runway Surface Condition:	Dry; Rough
Runway Used:	24	IFR Approach:	None
Runway Length/Width:	1200 ft / 25 ft	VFR Approach/Landing:	Go Around; Valley/Terrain Following; Traffic Pattern

## Wreckage and Impact Information

Crew Injuries:	2 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 None		

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Samantha A Link	<b>Adopted Date:</b>	09/05/2013
<b>Additional Participating Persons:</b>	Herman Maddox; Federal Aviation Administration; Scottsdale, AZ		
<b>Publish Date:</b>	09/05/2013		
<b>Note:</b>	This accident report documents the factual circumstances of this accident as described to the NTSB.		
<b>Investigation Docket:</b>	<a href="http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=87062">http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=87062</a>		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report.