Aviation Investigation Preliminary Report

Location:	Montour, ID	**Accident Number:**	WPR26FA091
Date & Time:	January 27, 2026, 11:00 Local	**Registration:**	N126C
Aircraft:	N126C LLC CCX-1865	**Injuries:**	2 Fatal
Flight Conducted Under:	Part 91: General aviation - Personal		

On January 27, 2026, about 1100 mountain standard time, an amateur-built, experimental CCX-1865 Carbon Cub, N126C, was substantially damaged when it was involved in an accident near Montour, Idaho. The pilot and pilot-rated passenger were fatally injured. The airplane was operated as a Title 14 *Code of Federal Regulations* Part 91 personal flight.

According to a friend of the pilot and the pilot-rated passenger, he observed the pilot pulling the airplane out of his hangar. He spoke briefly with the pilot and learned that the pilot was meeting the pilot-rated passenger at 1000 for a flight. The pilot refueled his airpalne 20-gallons of fuel and made one circuit in the traffic pattern. While the pilot was conducting the short flight, the pilot-rated passenger arrived at the airport and parked his airplane.

ADS-B data from the Federal Aviation Administration (FAA) revealed the airplane departed S78 about 1022, travelled to the northwest for about 5 miles and climbed to a maximum altitude of about 3,075 ft mean sea level (msl) then returned to the airport about 1032, consistent with the pilot's first flight around S78. The airplane then departed S78 about 1042 and proceeded to the east. The airplane maneuvered near the east side of Lanham Field, a private airport. The airplane's altitude varied from about 3,850 ft msl to about 4,325 ft msl and circled once in a counterclockwise direction then turned and circled a second time in a clockwise direction. The airplane then headed to the northeast and flew an eastward path that paralleled the south side of Black Canyon reservoir. Upon nearing the east end of the canyon, the airplane began to descend from about 4,400 ft msl to about 3,950 ft msl. The last ADS-B data point recorded the airplane about 1.5 miles west of Montour, Idaho. Additional ADS-B data, provided from a third-party service provider showed the airplane continue to descend before it turned left about 180° over Montour. The ADS-B data temporarily ended when the airplane was over Montour.

According to a witness, who was at his home near the Payette River in Montour, he and his wife observed a red and gray airplane flying across the river at a low altitude from south to

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north and then again from north to south. He stated that the airplane was about 50 ft or less above the ground and then lost sight of it as it disappeared behind trees. The witness reported that he lost power to his house about 1105.

A second witness, located in a private residence about 0.7 mile from the accident site, reported that she saw the airplane fly past her house at a very low altitude. The airplane then nosed over into the water, at which time she also lost power to her house. The third-party ADS-B data reappeared and recorded the airplane about 2,125 ft msl and about 550 ft east of the accident site and about 440 ft east of a set of power distribution lines that crossed the reservoir from north to south about 150 to 200 ft above the water.

The airplane came to rest inverted, in ice covered shallow water near the middle of the reservoir. The first point of probable impact was a large, fractured circle of ice directly in front of the wreckage. All major components of the airplane, except for the main landing gear, remained attached to or were collocated with the fuselage. The left main landing gear separated from the underside of the fuselage and was located nearly underneath the power distribution lines. The left main landing gear exhibited impact marks and striations to the leading edge of the forward strut and the left-side landing gear shock absorber. Law enforcement reported a brief period of power interruption to local homes about the time of the accident.

The airplane was recovered to a secure facility for further examination.

Aircraft and Owner/Operator Information

Aircraft Make:	N126C LLC	**Registration:**	N126C
Model/Series:	CCX-1865	**Aircraft Category:**	Airplane
Amateur Built:	Yes		
Operator:	Cub Crafters	**Operating Certificate(s) Held:**	None
Operator Designator Code:			

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Meteorological Information and Flight Plan

Conditions at Accident Site:	VMC	**Condition of Light:**	Day
Observation Facility, Elevation:	KEUL,2429 ft msl	**Observation Time:**	11:00 Local
Distance from Accident Site:	21 Nautical Miles	**Temperature/Dew Point:**	-1°C /-5°C
Lowest Cloud Condition:	Clear	**Wind Speed/Gusts, Direction:**	
Lowest Ceiling:	None	**Visibility:**	10 miles
Altimeter Setting:	30.46 inches Hg	**Type of Flight Plan Filed:**	NONE
Departure Point:	Emmett, ID (S78)	**Destination:**	Emmett, ID (S78)

Wreckage and Impact Information

Crew Injuries:	1 Fatal	**Aircraft Damage:**	Substantial
Passenger Injuries:	1 Fatal	**Aircraft Fire:**	None
Ground Injuries:	N/A	**Aircraft Explosion:**	None
Total Injuries:	2 Fatal	**Latitude, Longitude:**	43.938426,-116.37886 (est)

Administrative Information

Investigator In Charge (IIC):	Salazar, Fabian
Additional Participating Persons:	Chris O'Donnell; FAA; Boise, ID Craig F. Karel; Federal Aviation Administration; Boise, ID Brad Damm; Cub Crafters; Yakama, WA
Investigation Class:	Class 3
Note:	

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