



Michael J. Hodges  
Investigator-In-Charge  
Office of Aviation Safety, Central Regional Office

**Date:** 12/04/2025

**Subject:** CEN25LA401

**Contact:** Pete Dougherty  
CubCrafters  
Customer Support Manager

Brad Damm  
CubCrafters  
Vice President

The NTSB investigator-in-charge (IIC) attempted to contact Pete Dougherty at CubCrafters via email, inviting CubCrafters to be a party member to the investigation. CubCrafters, as a manufacturer, was invited to be a party member to the investigation as they have technical expertise with the airframe and the engine. No email response was received. Pete was emailed on 10/28/2025, asking if the broken ring terminal was from a harness that came from CubCrafters, via their kit. No email response was received. A follow-up email was sent to Pete on 11/04/2025 and no email response was received from Pete.

Brad Damm responded on 11/06/2025 to the email directed to Pete. Brad reported that the ring terminal is typically part of the factory-built wiring harness that is supplied with the kit. He further requested to become a party member to the investigation, and he reported that the backup ignition battery does not have an unlimited life, and it is recommended in the maintenance manual to be changed at each annual inspection.

The NTSB IIC responded back to Brad on 11/06/2025 offering Brad to become a party member to the investigation and requested an excerpt from the maintenance manual that discusses the backup ignition battery and an excerpt from the flight manual that discusses an alternator failure. Since no response was received, follow-up emails were

sent to Brad and Pete on 11/12/2025 and on 11/21/2025. At the time of this memorandum, a response from CubCrafters has not been received since 11/06/2025.

\*\*\* Nothing Follows \*\*\*