



Aviation Investigation Final Report

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|--------------------------------|--------------------------------------|-------------------------|-------------|
| Location: | Oshkosh, Wisconsin | Accident Number: | CEN18CA293 |
| Date & Time: | July 24, 2018, 10:03 Local | Registration: | N45FT |
| Aircraft: | Just JA30 SUPERSTOL | Aircraft Damage: | Substantial |
| Defining Event: | Loss of control in flight | Injuries: | 2 Minor |
| Flight Conducted Under: | Part 91: General aviation - Personal | | |

Analysis

The private pilot stated that, during the initial climb after takeoff, the flight controls got mushy, and the airplane began to sink. The pilot added flaps and verified engine throttle position; however, the airplane continued to sink, and the flight controls continued to feel mushy. The pilot pushed the airplane's nose forward and retracted the flaps. The airplane descended and hit a ditch and gravel road before coming to rest adjacent to a chain-link fence.

Examination of the airplane and related systems revealed no preimpact mechanical anomalies that would have precluded normal operation. The pilot's statement, along with the video of the accident, revealed that the pilot did not maintain an adequate airspeed during the initial climb and should have climbed more shallowly. Due to the low airspeed and his exceedance of the airplane's critical angle of attack, the airplane aerodynamically stalled.

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 adequate airspeed during the initial climb and his exceedance of the airplane's critical angle of attack, which resulted in an aerodynamic stall.

Findings

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| Aircraft | Airspeed - Not attained/maintained |
| Aircraft | Angle of attack - Not attained/maintained |
| Personnel issues | Aircraft control - Pilot |
| Environmental issues | Fence/fence post - Contributed to outcome |
| Environmental issues | Sloped/uneven terrain - Contributed to outcome |

Factual Information

History of Flight

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| Takeoff | Loss of control in flight (Defining event) |
| Takeoff | Attempted remediation/recovery |
| Uncontrolled descent | Collision with terr/obj (non-CFIT) |

Pilot Information

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|---------------------------|---|-----------------------------------|-------------------|
| Certificate: | Private | Age: | 42, Male |
| Airplane Rating(s): | Single-engine land | Seat Occupied: | Left |
| Other Aircraft Rating(s): | None | Restraint Used: | 4-point |
| Instrument Rating(s): | None | Second Pilot Present: | No |
| Instructor Rating(s): | None | Toxicology Performed: | No |
| Medical Certification: | Class 3 Without waivers/limitations | Last FAA Medical Exam: | September 1, 2017 |
| Occupational Pilot: | No | Last Flight Review or Equivalent: | June 25, 2018 |
| Flight Time: | 319 hours (Total, all aircraft), 113.1 hours (Total, this make and model), 253.3 hours (Pilot In Command, all aircraft), 15.3 hours (Last 90 days, all aircraft), 6.9 hours (Last 30 days, all aircraft), 0.4 hours (Last 24 hours, all aircraft) | | |

Aircraft and Owner/Operator Information

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|-------------------------------|-------------------------------|--------------------------------|-----------------|
| Aircraft Make: | Just | Registration: | N45FT |
| Model/Series: | JA30 SUPERSTOL | Aircraft Category: | Airplane |
| Year of Manufacture: | 2015 | Amateur Built: | Yes |
| Airworthiness Certificate: | Experimental (Special) | Serial Number: | JA263-03-12 |
| Landing Gear Type: | Tailwheel | Seats: | 2 |
| Date/Type of Last Inspection: | February 2, 2018 Condition | Certified Max Gross Wt.: | 1320 lbs |
| Time Since Last Inspection: | | Engines: | 1 Reciprocating |
| Airframe Total Time: | 103 Hrs at time of accident | Engine Manufacturer: | Rotax |
| ELT: | C126 installed, not activated | Engine Model/Series: | 912UL |
| Registered Owner: | | Rated Power: | 100 Horsepower |
| Operator: | On file | Operating Certificate(s) Held: | None |

Meteorological Information and Flight Plan

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| Conditions at Accident Site: | Visual (VMC) | Condition of Light: | Day |
| Observation Facility, Elevation: | KOSH,808 ft msl | Distance from Accident Site: | 1 Nautical Miles |
| Observation Time: | 14:53 Local | Direction from Accident Site: | 180° |
| Lowest Cloud Condition: | Clear | Visibility | 7 miles |
| Lowest Ceiling: | None | Visibility (RVR): | |
| Wind Speed/Gusts: | / | Turbulence Type Forecast/Actual: | None / None |
| Wind Direction: | | Turbulence Severity Forecast/Actual: | N/A / N/A |
| Altimeter Setting: | 30.01 inches Hg | Temperature/Dew Point: | 23°C / 20°C |
| Precipitation and Obscuration: | No Obscuration; No Precipitation | | |
| Departure Point: | Oshkosh, WI (OSH) | Type of Flight Plan Filed: | None |
| Destination: | Oshkosh, WI (OSH) | Type of Clearance: | None |
| Departure Time: | 10:03 Local | Type of Airspace: | Class D |

Airport Information

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|-----------------------------|------------------|----------------------------------|----------------|
| Airport: | Wittman Rgnl OSH | Runway Surface Type: | Grass/turf |
| Airport Elevation: | 808 ft msl | Runway Surface Condition: | Dry;Vegetation |
| Runway Used: | | IFR Approach: | None |
| Runway Length/Width: | | VFR Approach/Landing: | None |

Wreckage and Impact Information

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|----------------------------|---------|-----------------------------|---------------------------|
| Crew Injuries: | 1 Minor | Aircraft Damage: | Substantial |
| Passenger Injuries: | 1 Minor | Aircraft Fire: | None |
| Ground Injuries: | N/A | Aircraft Explosion: | None |
| Total Injuries: | 2 Minor | Latitude, Longitude: | 43.969722,-88.562774(est) |

Administrative Information

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| Investigator In Charge (IIC): | Rodi, Jennifer |
| Additional Participating Persons: | Justin Hetland; Federal Aviation Administration; Milwaukee, WI |
| Original Publish Date: | March 18, 2019 |
| Note: | This accident report documents the factual circumstances of this accident as described to the NTSB. |
| Investigation Docket: | https://data.nts.gov/Docket?ProjectID=97871 |

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. A factual report that may be admissible under 49 U.S.C. § 1154(b) is available [here](#).