



Aviation Investigation Final Report

Location:	Chelan, Washington	Accident Number:	WPR19FA133
Date & Time:	May 6, 2019, 06:29 Local	Registration:	N825PW
Aircraft:	Just JA30 SUPERSTOL	Aircraft Damage:	Destroyed
Defining Event:	Aerodynamic stall/spin	Injuries:	1 Fatal
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot was conducting a local flight. An airport surveillance camera captured the accident airplane departing from the runway and entering a nose high left turn. Shortly thereafter, the airplane's bank angle decreased, and its left yaw increased, and the airplane began to descend. A few seconds later, the airplane banked to the left, and entered a nose-low attitude just before impact with the ground.

Examination of the engine and the airframe revealed no preaccident anomalies that would have precluded normal operation. It is likely that the pilot exceeded the airplane's critical angle of attack during the initial climb, which resulted in an inadvertent stall and spin at an altitude too low to recover.

Probable Cause and Findings

The National Transportation Safety Board determines the probable cause(s) of this accident to be:

The pilot's exceedance of the airplane's critical angle of attack during the initial climb after takeoff, which resulted in an aerodynamic stall and spin.

Findings

Aircraft	Angle of attack - Not attained/maintained
Personnel issues	Aircraft control - Pilot

Factual Information

History of Flight

Initial climb	Aerodynamic stall/spin (Defining event)
Uncontrolled descent	Collision with terr/obj (non-CFIT)
Post-impact	Fire/smoke (post-impact)

On May 6, 2019, at 0629 Pacific daylight time, a Just Aircraft LLC JA30 Superstol airplane, N825PW, was destroyed when it was involved in an accident near Chelan, Washington. The pilot sustained fatal injuries. The airplane was operated as a Title 14 *Code of Federal Regulations* Part 91 personal flight.

A Lake Chelan Airport (S10), Chelan, Washington, airport surveillance camera captured the accident airplane departing from runway 20. As the airplane started to accelerate, the left main landing gear briefly lifted off the runway surface, then contacted the runway again. Shortly thereafter, the airplane became airborne, and entered a nose-high left turn. About 8 seconds after takeoff, the airplane's bank angle decreased; however, its left yaw increased, and the airplane began to descend. About 3 seconds later, the airplane banked to the left and entered a nose-low attitude just before impact with the ground.

Pilot Information

Certificate:	Sport Pilot	Age:	69, Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Front
Other Aircraft Rating(s):	None	Restraint Used:	
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	Yes
Medical Certification:	Sport pilot	Last FAA Medical Exam:	
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	(Estimated) 119.5 hours (Total, all aircraft), 44.6 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	Just	Registration:	N825PW
Model/Series:	JA30 SUPERSTOL Undesignat	Aircraft Category:	Airplane
Year of Manufacture:	2014	Amateur Built:	Yes
Airworthiness Certificate:	Experimental (Special)	Serial Number:	JA 308-07-13
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	March 15, 2019 Continuous airworthiness	Certified Max Gross Wt.:	1320 lbs
Time Since Last Inspection:		Engines:	Reciprocating
Airframe Total Time:	156.53 Hrs as of last inspection	Engine Manufacturer:	Rotax
ELT:		Engine Model/Series:	914UL
Registered Owner:		Rated Power:	115 Horsepower
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KEAT,1229 ft msl	Distance from Accident Site:	30 Nautical Miles
Observation Time:		Direction from Accident Site:	201°
Lowest Cloud Condition:		Visibility	10 miles
Lowest Ceiling:		Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	/
Wind Direction:		Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	29.96 inches Hg	Temperature/Dew Point:	10.6°C / 5°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Chelan, WA	Type of Flight Plan Filed:	
Destination:	Chelan, WA	Type of Clearance:	None
Departure Time:		Type of Airspace:	

Airport Information

Airport:	Lake Chelan Airport S10	Runway Surface Type:	Asphalt
Airport Elevation:	1263 ft msl	Runway Surface Condition:	Dry
Runway Used:	20	IFR Approach:	None
Runway Length/Width:	3506 ft / 60 ft	VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Destroyed
Passenger Injuries:		Aircraft Fire:	On-ground
Ground Injuries:		Aircraft Explosion:	On-ground
Total Injuries:	1 Fatal	Latitude, Longitude:	47.866489,-119.94173(est)

The accident site was located about 550 ft from the approach end of runway 20 on a heading of 157°. The airplane impacted terrain in a vertical nose-down attitude. Most of the airplane was consumed by the postcrash fire. The left and right wings, horizontal stabilizers, elevators, vertical stabilizer, and rudder remained secure to their respective attach points. Flight control cable continuity was established from the control surfaces to the cockpit area.

Examination of the engine and the airframe revealed no pre-accident anomalies that would have precluded normal operation.

Additional Information

About 10 months earlier, the airplane was substantially damaged when it impacted a dock while the pilot was landing on an airstrip next to a river (NTSB Accident No. GAA18CA443). A friend of the pilot reported that the accident flight was the first flight since the airplane had been repaired.

Medical and Pathological Information

The Chelan County Medical Examiner's Office performed an autopsy of the pilot. The autopsy report stated that the pilot's cause of death was inhalation of products of combustion and thermal injuries.

The Federal Aviation Administration's Forensic Sciences Laboratory conducted toxicology tests on specimens from the pilot. The results were negative for all tests performed.

Administrative Information

Investigator In Charge (IIC):	Smith, Maja		
Additional Participating Persons:	Christopher Lang; FSDO; Spokane, WA		
Original Publish Date:	May 5, 2021	Investigation Class:	2
Note:	The NTSB traveled to the scene of this accident.		
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=99378		

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](#).