



AVIATION



HIGHWAY



MARINE



RAILROAD



PIPELINE

Aviation Investigation Final Report

Location:	Leavenworth, Washington	Accident Number:	WPR23LA326
Date & Time:	August 28, 2023, 10:15 Local	Registration:	N869BB
Aircraft:	HENRY STEVEN J JA 30 SUPERSTOL	Aircraft Damage:	Substantial
Defining Event:	Nose over/nose down	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot of the tailwheel-equipped airplane reported that, while taxiing for takeoff on a gravel bar, he encountered a slope. To prevent potential loss of control, he applied brake pressure to both wheels, causing the airplane to nose over, resulting in substantial damage to the rudder. The pilot reported that there were no preaccident mechanical malfunctions or failures with the airplane that would have precluded normal operation.

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 airplane control during taxi, which resulted in a nose over.

Findings

Personnel issues	Aircraft control - Pilot
Environmental issues	Choppy surface - Response/compensation

Factual Information

History of Flight

Taxi	Nose over/nose down (Defining event)
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Pilot Information

Certificate:	Private	Age:	47,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:	
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 3 Without waivers/limitations	Last FAA Medical Exam:	June 12, 2023
Occupational Pilot:	No	Last Flight Review or Equivalent:	June 7, 2021
Flight Time:	286 hours (Total, all aircraft), 230 hours (Total, this make and model), 230 hours (Pilot In Command, all aircraft), 84 hours (Last 90 days, all aircraft), 84 hours (Last 30 days, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	HENRY STEVEN J	Registration:	N869BB
Model/Series:	JA 30 SUPERSTOL	Aircraft Category:	Airplane
Year of Manufacture:	2015	Amateur Built:	Yes
Airworthiness Certificate:	Experimental (Special)	Serial Number:	JA366-04-14
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	June 25, 2023 Unknown	Certified Max Gross Wt.:	1520 lbs
Time Since Last Inspection:	105 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	479 Hrs at time of accident	Engine Manufacturer:	Rotax
ELT:	C91A installed, activated, aided in locating accident	Engine Model/Series:	915IS
Registered Owner:	On file	Rated Power:	141 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,1239 ft msl	Distance from Accident Site:	32 Nautical Miles
Observation Time:	10:55 Local	Direction from Accident Site:	142°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	4 knots /	Turbulence Type Forecast/Actual:	None / None
Wind Direction:	260°	Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	30.05 inches Hg	Temperature/Dew Point:	26°C / 11°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Leavenworth, WA	Type of Flight Plan Filed:	None
Destination:	Leavenworth, WA	Type of Clearance:	None
Departure Time:		Type of Airspace:	Class G

Airport Information

Airport:	LAKE WENATCHEE STATE 27W	Runway Surface Type:	
Airport Elevation:	1939 ft msl	Runway Surface Condition:	Dry
Runway Used:		IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Full stop;Stop and go;Straight-in

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	47.8142,-120.68983

Administrative Information

Investigator In Charge (IIC): Rho, Paul

Additional Participating Persons: Todd Pryor; FAA; Spokane, WA

Original Publish Date: December 7, 2023

Last Revision Date:

Investigation Class: [Class 4](#)

Note: The NTSB did not travel to the scene of this accident.

Investigation Docket: <https://data.nts.gov/Docket?ProjectID=192955>

The National Transportation Safety Board (NTSB) is an independent federal agency charged by Congress with investigating every civil aviation accident in the United States and significant events in other modes of transportation—railroad, transit, highway, marine, pipeline, and commercial space. We determine the probable causes of the accidents and events we investigate, and issue safety recommendations aimed at preventing future occurrences. In addition, we conduct transportation safety research studies and offer information and other assistance to family members and survivors for each accident or event we investigate. We also serve as the appellate authority for enforcement actions involving aviation and mariner certificates issued by the Federal Aviation Administration (FAA) and US Coast Guard, and we adjudicate appeals of civil penalty actions taken by the FAA.

The NTSB does not assign fault or blame for an accident or incident; rather, as specified by NTSB regulation, “accident/incident investigations are fact-finding proceedings with no formal issues and no adverse parties ... and are not conducted for the purpose of determining the rights or liabilities of any person” (Title 49 *Code of Federal Regulations* section 831.4). Assignment of fault or legal liability is not relevant to the NTSB’s statutory mission to improve transportation safety by investigating accidents and incidents and issuing safety recommendations. In addition, statutory language prohibits the admission into evidence or use of any part of an NTSB report related to an accident in a civil action for damages resulting from a matter mentioned in the report (Title 49 *United States Code* section 1154(b)). A factual report that may be admissible under 49 *United States Code* section 1154(b) is available [here](#).