



# Aviation Investigation Final Report

<b>Location:</b>	Clover, South Carolina	<b>Accident Number:</b>	ERA20LA286
<b>Date &amp; Time:</b>	August 15, 2020, 15:30 Local	<b>Registration:</b>	N146BB
<b>Aircraft:</b>	Just Aircraft LLC JA 30 Superstol	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Loss of engine power (partial)	<b>Injuries:</b>	1 Minor
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

The pilot reported that, during the initial takeoff, the airplane was not developing adequate lift and was not climbing as expected. He maneuvered to avoid trees at the end of the runway; however, the airplane collided with the trees and the pilot lost airplane control. The airplane came to rest in a wooded area and sustained substantial damage. Examination of the engine revealed adequate fuel for the flight. Further examination of the engine revealed that one of the spark plug leads became disconnected and there was no postaccident impact damage in this area. The separated spark plug lead most likely resulted in a partial loss of engine power during takeoff.

## Probable Cause and Findings

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

The separation of a spark plug lead, resulting in a partial loss of engine power and collision with trees.

## Findings

<b>Aircraft</b>	Recip eng wiring - Malfunction
<b>Aircraft</b>	Climb rate - Attain/maintain not possible



## Factual Information

### History of Flight

<b>Initial climb</b>	Loss of engine power (partial) (Defining event)
<b>Initial climb</b>	Collision with terr/obj (non-CFIT)
<b>Uncontrolled descent</b>	Collision with terr/obj (non-CFIT)

On August 15, 2020, about 1530 eastern daylight time, an experimental, amateur built Just Aircraft LLC, JA30 Superstol, N146BB, was substantially damaged when it was involved in an accident at a private airstrip near Clover, South Carolina. The private pilot had minor injuries. The airplane was operated as a Title 14 *Code of Federal Regulations* Part 91 personal flight.

The pilot reported that he landed at a private, grass airstrip during the flight from York Airport (O1SC), York, South Carolina, to Gastonia Municipal Airport (AKH), Gastonia, North Carolina. He landed uneventfully and taxied for a takeoff to the northwest. During the initial climb, he noted that the airplane was not developing lift or climbing as he expected. He maneuvered to avoid some trees; however, the airplane contacted the trees and he was unable to maintain control. The airplane crashed in a wooded area and he was met by first responders.

An inspector with the Federal Aviation Administration responded to the accident site and examined the wreckage. He reported that there was substantial damage to the wings, fuselage, and empennage. There was no fire.

The inspector found adequate fuel on board for the flight. The propeller was splintered from contact with trees. Internal engine continuity was established. The linkage to the engine controls was intact. Further examination of the engine revealed that the right, forward cylinder spark plug lead was separated from the plug. There was no evidence of impact damage in this area.

## Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	45, Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Left
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	4-point
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	No
<b>Medical Certification:</b>	Sport pilot Without waivers/limitations	<b>Last FAA Medical Exam:</b>	December 27, 2012
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	1402 hours (Total, all aircraft), 350 hours (Total, this make and model)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Just Aircraft LLC	<b>Registration:</b>	N146BB
<b>Model/Series:</b>	JA 30 Superstol	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	2016	<b>Amateur Built:</b>	Yes
<b>Airworthiness Certificate:</b>	Experimental (Special)	<b>Serial Number:</b>	JA335-12-13
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	February 20, 2020 Condition	<b>Certified Max Gross Wt.:</b>	1320 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	250 Hrs at time of accident	<b>Engine Manufacturer:</b>	Rotax
<b>ELT:</b>	Installed, activated, did not aid in locating accident	<b>Engine Model/Series:</b>	912S
<b>Registered Owner:</b>	On file	<b>Rated Power:</b>	100 Horsepower
<b>Operator:</b>	On file	<b>Operating Certificate(s) Held:</b>	None

## Meteorological Information and Flight Plan

<b>Conditions at Accident Site:</b>	Visual (VMC)	<b>Condition of Light:</b>	Day
<b>Observation Facility, Elevation:</b>	KAKH,797 ft msl	<b>Distance from Accident Site:</b>	5 Nautical Miles
<b>Observation Time:</b>	20:42 Local	<b>Direction from Accident Site:</b>	10°
<b>Lowest Cloud Condition:</b>		<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	Broken / 2100 ft AGL	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	3 knots /	<b>Turbulence Type Forecast/Actual:</b>	None / None
<b>Wind Direction:</b>	110°	<b>Turbulence Severity Forecast/Actual:</b>	N/A / N/A
<b>Altimeter Setting:</b>	29.81 inches Hg	<b>Temperature/Dew Point:</b>	29°C / 23°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Clover, SC	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Gastonia, NC (AKH )	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>		<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	N/A PVT	<b>Runway Surface Type:</b>	Grass/turf
<b>Airport Elevation:</b>	700 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	32	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	1000 ft / 50 ft	<b>VFR Approach/Landing:</b>	None

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Minor	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>		<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 Minor	<b>Latitude, Longitude:</b>	35.108333,-81.175277(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Hicks, Ralph
<b>Additional Participating Persons:</b>	Karrie Bowden; FAA/FSDO; Columbia , SC
<b>Original Publish Date:</b>	June 21, 2022
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class 3</a>
<b>Note:</b>	The NTSB did not travel to the scene of this accident.
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=101799">https://data.nts.gov/Docket?ProjectID=101799</a>

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](#).