



Aviation Investigation Final Report

Location:	Edgard, Louisiana	Accident Number:	CEN21LA045
Date & Time:	November 5, 2020, 14:30 Local	Registration:	N339PW
Aircraft:	Just Aircraft SuperSTOL	Aircraft Damage:	Substantial
Defining Event:	Loss of engine power (total)	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The student pilot was practicing takeoffs and landings when the engine lost power while the airplane was on final approach, at an altitude of about 150 ft above the ground. The pilot was able to restore engine power, but it was “too late to slow [the] descent” and avoid a hard landing. The right wing sustained substantial damage.

The pilot noted the importance of maintaining airspeed “even in [an] emergency engine failure”.

A postaccident examination revealed no anomalies that would have precluded normal operations. The reason for the loss of engine power could not be determined with the available information.

Probable Cause and Findings

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

The loss of engine power for reasons that could not be determined with the available information.

Findings

Personnel issues	Aircraft control - Pilot
Aircraft	(general) - Unknown/Not determined

Factual Information

History of Flight

Approach-VFR pattern final	Loss of engine power (total) (Defining event)
Landing-flare/touchdown	Hard landing

On November 5, 2020, about 1430 central standard time, a Just Aircraft SuperSTOL airplane, N339PW, was substantially damaged when it was involved in an accident near Edgard, Louisiana. The pilot was not injured. The airplane was operated as a Title 14 *Code of Federal Regulations* Part 91 personal flight.

The student pilot was practicing takeoffs and landings when the engine lost power while the airplane was on final approach at an altitude of about 150 ft above ground level. According to the pilot, the airplane's nose "dipped immediately." The pilot was able to restore engine power, but it was "too late to slow [the] descent" and avoid a hard landing. During the hard landing, the right wing separated from the fuselage at the root, the right-wing strut buckled, and the main landing gear collapsed. In the National Transportation Safety Board's Pilot/Operator Aircraft Accident Report form, the pilot noted the importance of maintaining airspeed "even in [an] emergency engine failure."

Both the left and right-wing fuel tanks appeared to have been compromised. No fuel was recovered from the left-wing tank; about 1 gallon of fuel was recovered from the right-wing tank. The fuel lines appeared to be intact. Both carburetors appeared undamaged. The carburetor bowls contained trace amounts of uncontaminated fuel. Internal engine continuity was confirmed via rotation of the crankshaft. Engine control continuity was confirmed. No anomalies with respect to the engine or the airframe fuel system were observed.

Pilot Information

Certificate:	Student	Age:	64, Male
Airplane Rating(s):	None	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:	
Medical Certification:	Class 3 With waivers/limitations	Last FAA Medical Exam:	September 7, 2020
Occupational Pilot:	No	Last Flight Review or Equivalent:	September 7, 2020
Flight Time:	70 hours (Total, all aircraft), 63 hours (Total, this make and model), 50 hours (Pilot In Command, all aircraft), 8 hours (Last 90 days, all aircraft), 8 hours (Last 30 days, all aircraft), 0 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Just Aircraft	Registration:	N339PW
Model/Series:	SuperSTOL	Aircraft Category:	Airplane
Year of Manufacture:	2013	Amateur Built:	Yes
Airworthiness Certificate:	Experimental (Special)	Serial Number:	JA271-08-12
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	July 26, 2020 Condition	Certified Max Gross Wt.:	1320 lbs
Time Since Last Inspection:	15 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	301 Hrs at time of accident	Engine Manufacturer:	Rotax
ELT:	Installed, activated, did not aid in locating accident	Engine Model/Series:	912ULS
Registered Owner:	On file	Rated Power:	100 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:	APS,7 ft msl	Distance from Accident Site:	2 Nautical Miles
Observation Time:	14:35 Local	Direction from Accident Site:	330°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	5 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	30°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.2 inches Hg	Temperature/Dew Point:	-3.9°C / -10°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	New Orleans, LA (LS40)	Type of Flight Plan Filed:	None
Destination:	Edgard, LA	Type of Clearance:	None
Departure Time:	13:00 Local	Type of Airspace:	Class G

Airport Information

Airport:	Private PVT	Runway Surface Type:	
Airport Elevation:		Runway Surface Condition:	Dry;Vegetation
Runway Used:		IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	Forced landing

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:		Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	30.034,-90.554(est)

Administrative Information

Investigator In Charge (IIC):	Sorensen, Timothy
Additional Participating Persons:	Michael P. Hall; FAA Flight Standards; Baton Rouge, LA
Original Publish Date:	July 7, 2022
Last Revision Date:	
Investigation Class:	Class 3
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=102249

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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](#).