



Aviation Investigation Final Report

Location:	May, Idaho	Accident Number:	WPR21LA267
Date & Time:	July 11, 2021, 15:00 Local	Registration:	N17VP
Aircraft:	JUST AIRCRAFT LLC JA30 SUPERSTOL	Aircraft Damage:	Substantial
Defining Event:	Loss of control on ground	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot in the tailwheel-equipped airplane reported that, during the landing roll on an unimproved dirt surface, the airplane veered to the right and he subsequently reduced the throttle to the idle position. About 40 knots ground speed, he made a full left rudder pedal application, but the airplane continued to the right. The pilot then applied left brake application and the airplane veered aggressively to the left and ground looped. The right main landing gear collapsed, and the right wing struck the ground, which resulted in substantial damage to the right aileron. The pilot reported that there were no preaccident mechanical failures or malfunctions 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 directional control during the landing roll, which resulted in a ground-loop and collision with terrain.

Findings

Personnel issues

Aircraft control - Pilot

Aircraft

Directional control - Not attained/maintained

Factual Information

History of Flight

Landing	Loss of control on ground (Defining event)
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Pilot Information

Certificate:	Commercial	Age:	25, Male
Airplane Rating(s):	Single-engine land; Multi-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	3-point
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 1 Without waivers/limitations	Last FAA Medical Exam:	February 11, 2021
Occupational Pilot:	No	Last Flight Review or Equivalent:	June 3, 2021
Flight Time:	(Estimated) 388 hours (Total, all aircraft), 4.4 hours (Total, this make and model), 251.5 hours (Pilot In Command, all aircraft), 48.9 hours (Last 90 days, all aircraft), 18.8 hours (Last 30 days, all aircraft), 1.8 hours (Last 24 hours, all aircraft)		

Pilot Information

Certificate:	Airline transport; Commercial	Age:	64, Male
Airplane Rating(s):	Single-engine land; Single-engine sea; Multi-engine land	Seat Occupied:	Right
Other Aircraft Rating(s):	Glider	Restraint Used:	3-point
Instrument Rating(s):	Airplane	Second Pilot Present:	Yes
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Class 1 With waivers/limitations	Last FAA Medical Exam:	February 4, 2021
Occupational Pilot:	Yes	Last Flight Review or Equivalent:	January 7, 2021
Flight Time:	(Estimated) 9950 hours (Total, all aircraft), 10 hours (Total, this make and model), 6300 hours (Pilot In Command, all aircraft), 1 hours (Last 90 days, all aircraft), 1 hours (Last 30 days, all aircraft), 1 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	JUST AIRCRAFT LLC	Registration:	N17VP
Model/Series:	JA30 SUPERSTOL	Aircraft Category:	Airplane
Year of Manufacture:	2016	Amateur Built:	
Airworthiness Certificate:	Experimental (Special)	Serial Number:	JA433-01-15
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	May 18, 2021 Condition	Certified Max Gross Wt.:	1320 lbs
Time Since Last Inspection:	1.3 Hrs	Engines:	1 Reciprocating
Airframe Total Time:	69.9 Hrs at time of accident	Engine Manufacturer:	Rotax
ELT:	C91A installed, not activated	Engine Model/Series:	914
Registered Owner:	AVSTAR INC	Rated Power:	115 Horsepower
Operator:	AVSTAR INC	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	KOMK,5040 ft msl	Distance from Accident Site:	19 Nautical Miles
Observation Time:	14:53 Local	Direction from Accident Site:	285°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	340°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.03 inches Hg	Temperature/Dew Point:	31°C / 8°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	May, ID (0ID2)	Type of Flight Plan Filed:	None
Destination:	May, ID (0ID2)	Type of Clearance:	None
Departure Time:	16:30 Local	Type of Airspace:	Class G

Airport Information

Airport:	FLYING JOSEPH RANCH 0ID2	Runway Surface Type:	Dirt;Grass/turf
Airport Elevation:	5642 ft msl	Runway Surface Condition:	Dry
Runway Used:	33	IFR Approach:	None
Runway Length/Width:	1500 ft / 50 ft	VFR Approach/Landing:	Full stop

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:	44.442031,-113.77717

Administrative Information

Investigator In Charge (IIC):	Hicks, Michael
Additional Participating Persons:	Howard R. Dunn; Federal Aviation Administration; Boise , ID
Original Publish Date:	December 17, 2021
Last Revision Date:	
Investigation Class:	Class 4
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.ntsb.gov/Docket?ProjectID=103463

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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](#).