



Aviation Investigation Final Report

Location:	Oshkosh, Wisconsin	Accident Number:	CEN18CA293
Date & Time:	July 24, 2018, 10:03 Local	Registration:	N45FT
Aircraft:	Just JA30 SUPERSTOL	Aircraft Damage:	Substantial
Defining Event:	Loss of control in flight	Injuries:	2 Minor
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The private pilot stated that, during the initial climb after takeoff, the flight controls got mushy, and the airplane began to sink. The pilot added flaps and verified engine throttle position; however, the airplane continued to sink, and the flight controls continued to feel mushy. The pilot pushed the airplane's nose forward and retracted the flaps. The airplane descended and hit a ditch and gravel road before coming to rest adjacent to a chain-link fence.

Examination of the airplane and related systems revealed no preimpact mechanical anomalies that would have precluded normal operation. The pilot's statement, along with the video of the accident, revealed that the pilot did not maintain an adequate airspeed during the initial climb and should have climbed more shallowly. Due to the low airspeed and his exceedance of the airplane's critical angle of attack, the airplane aerodynamically stalled.

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 adequate airspeed during the initial climb and his exceedance of the airplane's critical angle of attack, which resulted in an aerodynamic stall.

Findings

Aircraft	Airspeed - Not attained/maintained
Aircraft	Angle of attack - Not attained/maintained
Personnel issues	Aircraft control - Pilot
Environmental issues	Fence/fence post - Contributed to outcome
Environmental issues	Sloped/uneven terrain - Contributed to outcome

Factual Information

History of Flight

Takeoff	Loss of control in flight (Defining event)
Takeoff	Attempted remediation/recovery
Uncontrolled descent	Collision with terr/obj (non-CFIT)

Pilot Information

Certificate:	Private	Age:	42, 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:	No
Instructor Rating(s):	None	Toxicology Performed:	No
Medical Certification:	Class 3 Without waivers/limitations	Last FAA Medical Exam:	September 1, 2017
Occupational Pilot:	No	Last Flight Review or Equivalent:	June 25, 2018
Flight Time:	319 hours (Total, all aircraft), 113.1 hours (Total, this make and model), 253.3 hours (Pilot In Command, all aircraft), 15.3 hours (Last 90 days, all aircraft), 6.9 hours (Last 30 days, all aircraft), 0.4 hours (Last 24 hours, all aircraft)		

Aircraft and Owner/Operator Information

Aircraft Make:	Just	Registration:	N45FT
Model/Series:	JA30 SUPERSTOL	Aircraft Category:	Airplane
Year of Manufacture:	2015	Amateur Built:	Yes
Airworthiness Certificate:	Experimental (Special)	Serial Number:	JA263-03-12
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	February 2, 2018 Condition	Certified Max Gross Wt.:	1320 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	103 Hrs at time of accident	Engine Manufacturer:	Rotax
ELT:	C126 installed, not activated	Engine Model/Series:	912UL
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:	KOSH,808 ft msl	Distance from Accident Site:	1 Nautical Miles
Observation Time:	14:53 Local	Direction from Accident Site:	180°
Lowest Cloud Condition:	Clear	Visibility	7 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	None / None
Wind Direction:		Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	30.01 inches Hg	Temperature/Dew Point:	23°C / 20°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Oshkosh, WI (OSH)	Type of Flight Plan Filed:	None
Destination:	Oshkosh, WI (OSH)	Type of Clearance:	None
Departure Time:	10:03 Local	Type of Airspace:	Class D

Airport Information

Airport:	Wittman Rgnl OSH	Runway Surface Type:	Grass/turf
Airport Elevation:	808 ft msl	Runway Surface Condition:	Dry;Vegetation
Runway Used:		IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 Minor	Aircraft Damage:	Substantial
Passenger Injuries:	1 Minor	Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	2 Minor	Latitude, Longitude:	43.969722,-88.562774(est)

Administrative Information

Investigator In Charge (IIC):	Rodi, Jennifer
Additional Participating Persons:	Justin Hetland; Federal Aviation Administration; Milwaukee, WI
Original Publish Date:	March 18, 2019
Last Revision Date:	
Investigation Class:	Class
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=97871

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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](#).