



Aviation Investigation Final Report

Location:	Chelan Falls, Washington	Accident Number:	GAA18CA443
Date & Time:	July 22, 2018, 07:30 Local	Registration:	N825PW
Aircraft:	Just JA30 SUPERSTOL	Aircraft Damage:	Substantial
Defining Event:	Landing area undershoot	Injuries:	1 None
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot reported that, as he made the approach over a river to land at his private airstrip, he "came in too low and hit a dock." The airplane's propeller struck the dock, and the landing gear separated from the airplane, which then slid about 25 ft and came to a stop.

The airplane sustained substantial damage to the engine mounts.

The pilot reported that there were no 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 improper approach over a river, which resulted in a collision with a dock.

Findings

Personnel issues	Aircraft control - Pilot
Aircraft	Descent/approach/glide path - Not attained/maintained
Environmental issues	(general) - Effect on operation

Factual Information

History of Flight

Landing	Landing area undershoot (Defining event)
Landing	Part(s) separation from AC
Landing	Collision with terr/obj (non-CFIT)

Pilot Information

Certificate:	Sport Pilot	Age:	68, 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:	Sport pilot Without waivers/limitations	Last FAA Medical Exam:	
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	(Estimated) 119.5 hours (Total, all aircraft), 44.5 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	Just	Registration:	N825PW
Model/Series:	JA30 SUPERSTOL Undesignat	Aircraft Category:	Airplane
Year of Manufacture:	2014	Amateur Built:	Yes
Airworthiness Certificate:	Experimental (Special)	Serial Number:	JA 308-07-13
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	July 6, 2017 Condition	Certified Max Gross Wt.:	1320 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:	156.5 Hrs at time of accident	Engine Manufacturer:	Rotax
ELT:	Not installed	Engine Model/Series:	914UL
Registered Owner:	On file	Rated Power:	115 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,1229 ft msl	Distance from Accident Site:	25 Nautical Miles
Observation Time:	14:55 Local	Direction from Accident Site:	200°
Lowest Cloud Condition:	Clear	Visibility	10 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	7 knots /	Turbulence Type Forecast/Actual:	/
Wind Direction:	290°	Turbulence Severity Forecast/Actual:	/
Altimeter Setting:	30.22 inches Hg	Temperature/Dew Point:	17°C / 8°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Chelan, WA (S10)	Type of Flight Plan Filed:	VFR
Destination:	Chelan, WA (S10)	Type of Clearance:	None
Departure Time:	07:30 Local	Type of Airspace:	Class G

Airport Information

Airport:	PVT AIRSTRIP PVT	Runway Surface Type:	Grass/turf
Airport Elevation:	732 ft msl	Runway Surface Condition:	Dry
Runway Used:	NW	IFR Approach:	None
Runway Length/Width:	490 ft / 150 ft	VFR Approach/Landing:	Full stop

Wreckage and Impact Information

Crew Injuries:	1 None	Aircraft Damage:	Substantial
Passenger Injuries:		Aircraft Fire:	None
Ground Injuries:	N/A	Aircraft Explosion:	None
Total Injuries:	1 None	Latitude, Longitude:	47.786945,-119.993057(est)

Administrative Information

Investigator In Charge (IIC): Hicks, Michael

Additional Participating Persons: Chris Lane; FAA; Spokane, WA

Original Publish Date: September 26, 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=97900>

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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](#).