



# Aviation Investigation Final Report

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<b>Location:</b>	Chelan, Washington	<b>Accident Number:</b>	WPR19FA133
<b>Date &amp; Time:</b>	May 6, 2019, 06:29 Local	<b>Registration:</b>	N825PW
<b>Aircraft:</b>	Just JA30 SUPERSTOL	<b>Aircraft Damage:</b>	Destroyed
<b>Defining Event:</b>	Aerodynamic stall/spin	<b>Injuries:</b>	1 Fatal
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

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## Analysis

The pilot was conducting a local flight. An airport surveillance camera captured the accident airplane departing from the runway and entering a nose high left turn. Shortly thereafter, the airplane's bank angle decreased, and its left yaw increased, and the airplane began to descend. A few seconds later, the airplane banked to the left, and entered a nose-low attitude just before impact with the ground.

Examination of the engine and the airframe revealed no preaccident anomalies that would have precluded normal operation. It is likely that the pilot exceeded the airplane's critical angle of attack during the initial climb, which resulted in an inadvertent stall and spin at an altitude too low to recover.

## Probable Cause and Findings

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

The pilot's exceedance of the airplane's critical angle of attack during the initial climb after takeoff, which resulted in an aerodynamic stall and spin.

## Findings

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<b>Aircraft</b>	Angle of attack - Not attained/maintained
<b>Personnel issues</b>	Aircraft control - Pilot

## Factual Information

### History of Flight

<b>Initial climb</b>	Aerodynamic stall/spin (Defining event)
<b>Uncontrolled descent</b>	Collision with terr/obj (non-CFIT)
<b>Post-impact</b>	Fire/smoke (post-impact)

On May 6, 2019, at 0629 Pacific daylight time, a Just Aircraft LLC JA30 Superstol airplane, N825PW, was destroyed when it was involved in an accident near Chelan, Washington. The pilot sustained fatal injuries. The airplane was operated as a Title 14 *Code of Federal Regulations* Part 91 personal flight.

A Lake Chelan Airport (S10), Chelan, Washington, airport surveillance camera captured the accident airplane departing from runway 20. As the airplane started to accelerate, the left main landing gear briefly lifted off the runway surface, then contacted the runway again. Shortly thereafter, the airplane became airborne, and entered a nose-high left turn. About 8 seconds after takeoff, the airplane's bank angle decreased; however, its left yaw increased, and the airplane began to descend. About 3 seconds later, the airplane banked to the left and entered a nose-low attitude just before impact with the ground.

### Pilot Information

<b>Certificate:</b>	Sport Pilot	<b>Age:</b>	69, Male
<b>Airplane Rating(s):</b>	Single-engine land	<b>Seat Occupied:</b>	Front
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	
<b>Instrument Rating(s):</b>	None	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	Yes
<b>Medical Certification:</b>	Sport pilot	<b>Last FAA Medical Exam:</b>	
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	
<b>Flight Time:</b>	(Estimated) 119.5 hours (Total, all aircraft), 44.6 hours (Total, this make and model)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Just	<b>Registration:</b>	N825PW
<b>Model/Series:</b>	JA30 SUPERSTOL Undesignat	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	2014	<b>Amateur Built:</b>	Yes
<b>Airworthiness Certificate:</b>	Experimental (Special)	<b>Serial Number:</b>	JA 308-07-13
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	March 15, 2019 Continuous airworthiness	<b>Certified Max Gross Wt.:</b>	1320 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	Reciprocating
<b>Airframe Total Time:</b>	156.53 Hrs as of last inspection	<b>Engine Manufacturer:</b>	Rotax
<b>ELT:</b>		<b>Engine Model/Series:</b>	914UL
<b>Registered Owner:</b>	On file	<b>Rated Power:</b>	115 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>	KEAT,1229 ft msl	<b>Distance from Accident Site:</b>	30 Nautical Miles
<b>Observation Time:</b>		<b>Direction from Accident Site:</b>	201°
<b>Lowest Cloud Condition:</b>		<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>		<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	/	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>		<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	29.96 inches Hg	<b>Temperature/Dew Point:</b>	10.6°C / 5°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Chelan, WA	<b>Type of Flight Plan Filed:</b>	
<b>Destination:</b>	Chelan, WA	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>		<b>Type of Airspace:</b>	

## Airport Information

<b>Airport:</b>	Lake Chelan Airport S10	<b>Runway Surface Type:</b>	Asphalt
<b>Airport Elevation:</b>	1263 ft msl	<b>Runway Surface Condition:</b>	Dry
<b>Runway Used:</b>	20	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	3506 ft / 60 ft	<b>VFR Approach/Landing:</b>	None

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Fatal	<b>Aircraft Damage:</b>	Destroyed
<b>Passenger Injuries:</b>		<b>Aircraft Fire:</b>	On-ground
<b>Ground Injuries:</b>		<b>Aircraft Explosion:</b>	On-ground
<b>Total Injuries:</b>	1 Fatal	<b>Latitude, Longitude:</b>	47.866489,-119.94173(est)

The accident site was located about 550 ft from the approach end of runway 20 on a heading of 157°. The airplane impacted terrain in a vertical nose-down attitude. Most of the airplane was consumed by the postcrash fire. The left and right wings, horizontal stabilizers, elevators, vertical stabilizer, and rudder remained secure to their respective attach points. Flight control cable continuity was established from the control surfaces to the cockpit area.

Examination of the engine and the airframe revealed no pre-accident anomalies that would have precluded normal operation.

## Medical and Pathological Information

The Chelan County Medical Examiner's Office performed an autopsy of the pilot. The autopsy report stated that the pilot's cause of death was inhalation of products of combustion and thermal injuries.

The Federal Aviation Administration's Forensic Sciences Laboratory conducted toxicology tests on specimens from the pilot. The results were negative for all tests performed.

## **Additional Information**

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About 10 months earlier, the airplane was substantially damaged when it impacted a dock while the pilot was landing on an airstrip next to a river (NTSB Accident No. GAA18CA443). A friend of the pilot reported that the accident flight was the first flight since the airplane had been repaired.

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Smith, Maja
<b>Additional Participating Persons:</b>	Christopher Lang; FSDO; Spokane, WA
<b>Original Publish Date:</b>	May 5, 2021
<b>Last Revision Date:</b>	
<b>Investigation Class:</b>	<a href="#">Class 2</a>
<b>Note:</b>	The NTSB traveled to the scene of this accident.
<b>Investigation Docket:</b>	<a href="https://data.ntsb.gov/Docket?ProjectID=99378">https://data.ntsb.gov/Docket?ProjectID=99378</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](#).