



National Transportation Safety Board Aviation Accident Data Summary

Location:	Oshkosh, WI	Accident Number:	CEN18CA293
Date & Time:	07/24/2018, 1003 CDT	Registration:	N45FT
Aircraft:	Just JA30 SUPERSTOL	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.

Flight Events

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

Probable Cause

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-Aircraft oper/perf/capability-Performance/control parameters-Airspeed-Not attained/maintained - C
Aircraft-Aircraft oper/perf/capability-Performance/control parameters-Angle of attack-Not attained/maintained - C

Personnel issues-Task performance-Use of equip/info-Aircraft control-Pilot - C
 Environmental issues-Physical environment-Object/animal/substance-Fence/fence post-Contributed to outcome
 Environmental issues-Physical environment-Terrain-Sloped/uneven terrain-Contributed to outcome

Pilot Information

Certificate:	Private	Age:	42
Airplane Rating(s):	Single-engine Land	Instrument Rating(s):	None
Other Aircraft Rating(s):	None	Instructor Rating(s):	None
Flight Time:	319 hours (Total, all aircraft), 113.2 hours (Total, this make and model), 253.3 hours (Pilot In Command, all aircraft), 15.4 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	Engines:	1 Reciprocating
Operator:	On file	Engine Manufacturer:	Rotax
Operating Certificate(s) Held:	None	Engine Model/Series:	912UL
Flight Conducted Under:	Part 91: General Aviation - Personal		

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual Conditions	Condition of Light:	Day
Observation Facility, Elevation:	KOSH, 808 ft msl	Weather Information Source:	Weather Observation Facility
Lowest Ceiling:	None	Wind Speed/Gusts, Direction:	Light and Variable / , Variable
Temperature:	23° C	Visibility	7 Miles
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Oshkosh, WI (OSH)	Destination:	Oshkosh, WI (OSH)

Airport Information

Airport:	Wittman Rgnl (OSH)	Runway Surface Type:	Grass/turf
Runway Used:	N/A	Runway Surface Condition:	Dry; Vegetation
Runway Length/Width:			

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
Latitude, Longitude:	43.969722, -88.562778 (est)		

Administrative Information

Investigator In Charge (IIC):	Jennifer Rodi	Adopted Date:	03/18/2019
Note:	This accident report documents the factual circumstances of this accident as described to the NTSB.		
Investigation Docket:	http://dms.nts.gov/pubdms/search/dockList.cfm?mKey=97871		

The National Transportation Safety Board (NTSB), established in 1967, is an independent federal agency mandated by Congress through the Independent Safety Board Act of 1974 to investigate transportation accidents, determine the probable causes of the accidents, issue safety recommendations, study transportation safety issues, and evaluate the safety effectiveness of government agencies involved in transportation. The NTSB makes public its actions and decisions through accident reports, safety studies, special investigation reports, safety recommendations, and statistical reviews.

The Independent Safety Board Act, as codified at 49 U.S.C. Section 1154(b), precludes the admission into evidence or use of any part of an NTSB report related to an incident or accident in a civil action for damages resulting from a matter mentioned in the report.