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Aviation Safety - Central Region

Date: June 26, 2026

Subject: CEN26LA180, N422T, Collision with power line

On April 25, 2026, about 1930 central daylight time, a Just Aircraft JA-30, N422T, was destroyed when it was involved in an accident near Hartville, Missouri. The pilot sustained serious injuries. The airplane was operated as a Title 14 *Code of Federal Regulations* Part 91 personal flight.

The accident occurred about 25 minutes before sunset with the sun lower over the western horizon. The airplane was departing to the south toward the power lines, which were ~500 yards from the end of the runway. The airplane collided with a power line and continued another ~180 yards and impacted a field. The airplane came to rest inverted, and a postimpact fire consumed a majority of the fuselage and the inboard sections of each wing.

The pilot's cousin, who lived next to the airstrip, stated to the FAA inspector that the pilot had just departed from the airstrip and impacted power lines. The airplane seemed to be flying normally before the impact with power lines.

The FAA inspector completed an onsite examination of the accident site and provided photos of the wreckage. Due to the condition of the airplane, he was unable to complete a detailed examination.

The following is a summary of pertinent information from a public Facebook post made by the pilot's wife: The airplane crashed on Saturday evening (4/25) after hitting a power line. One of the pilot's sons had been flying with him before the accident and had just exited the airplane about 5 minutes before the accident. The power in the house suddenly went out and then the airplane crashed. The pilot sustained serious injuries.

The pilot's son was the family member in contact with the FAA after the accident. The son provided an update to the FAA about the pilot's condition. Later the NTSB and FAA made multiple attempts to contact the pilot's son, via phone and email, about completing the NTSB Accident Report Form 6120.1 and the FAA Aircraft Occurrence Worksheet CE05-8020-1. The NTSB and FAA have not received a response nor any completed forms as of June 26, 2026.

The pilot was contacted on June 26, 2026, and a separate statement is provided in the docket.

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