



MEMORANDUM FOR RECORD

Douglass Brazy
Air Safety Investigator
Eastern Region Aviation

April 1, 2015

Subject: ERA15LA174, N376CG, Just Aircraft Highlander, March 31, 2015, Walhalla, South Carolina. Record of telephone conversation with Mr. Todd Clamp, FAA/FSDO, Columbia, South Carolina.

On April 1, 2015 Mr. Clamp provided the following information:

The pilot of the airplane was one of the owners of the Just Aircraft company, and was performing a demonstration flight for a prospective buyer. The accident occurred on the 3rd flight of the day. The pilot attempted to land on the 400 ft long upsloping runway during gusty wind conditions, however he decided to perform a go around and then struck trees. Mr. Clamp examined the airplane at the scene and noted substantial damage to the forward fuselage, and left wing. He did not observe any preimpact mechanical malfunctions, nor did the pilot report any.



MEMORANDUM OF RECORD

Doug Brazy
Air Safety Investigator
Eastern Region Aviation

April 7, 2015

Subject: Telephone Interview with Mr. Troy Woodland, Just Aircraft LLC

Mr. Woodland was interviewed as witness to the airplane accident. Mr. Woodland asked to describe what he could recall of the events surrounding the accident. He stated that it was a windy day, and at the time of the accident he estimated the wind speed to be about 10-15 knots. He said the purpose of this flight was to provide a demonstration flight to the girlfriend of a potential buyer. The pilot had just previously completed "a few" other demonstration flights before the accident flight. He said the accident airplane was landing to the east, and as it approached the field was "hot" [faster than normal] due to the tailwind. As the airplane was about to land the engine power increased "to reduce the descent rate", and then the airplane "ballooned" [increased altitude and began to rise away from the runway]. Shortly thereafter the engine went to "full power" and began a go-around. The airplane climbed and flew over a building located about 100 feet off the end of the runway extended centerline, and then impacted trees just to the north of the building, and came to rest in a ravine. Mr. Woodland added that the landing strip was "one-way" and indicated that landings were always performed to the east, and takeoffs performed to the west, due to the slope of the runway. He also added that the field was "not setup for go-arounds" due to the slope of the runway, and the location of the building. Mr. Woodland estimated that between 600-1000 landings are performed annually at the airport, primarily by Just Aircraft airplane models but also included Piper Cubs and at least one Cessna 182. He said the runway was about 400-500 feet long, and believed the elevation difference from one end to the other was about 100 feet.

Mr. Woodland was thanked for his time.

-END-

Just Plane Fun



April 8, 2015

Seneca, SC 29691

Re: Accident report

I William P. Brown witnessed the aircraft crash at approximately 2:30 P.M. on 3/31/15 at the Just Aircraft grass strip. I had just witnessed the pilot do a pleasure flight in gusty tail wind conditions. As result of the previous flight, 15 minutes earlier, I was less concerned with the wind. He landed middle distance in strip as I have seen demonstrated many times before this with several different pilots. The approach was the same as previous flight and about to touch down at same spot as previous landing. However, this time full power was added for go around and aircraft ballooned up and initially thought he had pulled it off for go around clearing parked aircraft next to the building and not flying over building even though gaining altitude and was higher than building. I turned away just before hearing hit the trees and watched as going down just beyond the tree first impacted. I would estimate quartering tail wind at 10 to 15 with possible gust higher. Weather was clear no clouds, 70 degrees +.

Yours Truly,

William P. Brown, customer, local pilot



Just Plane Fun



04/01/15

I Brent Woodland was witness to a plane crash involving a Just Aircraft at approximately 2:30 P.M. On approach had a tail wind of 10 to 15 kts. appeared that the pilot was maintaining plenty of speed to keep the airplane flying. From my perspective on the loading dock I lost sight of the airplane near the bottom of the air strip but heard fairly normal throttle control associated with landing here then heard full throttle and the aircraft came back into view flying up the runway. The aircraft was climbing as it crossed the upper parking lot and building, but I lost sight of it after it cleared the front of the building by about 25 to 30 ft.

Brent Woodland

