



# Aviation Investigation Final Report

<b>Location:</b>	Park Rapids, Minnesota	<b>Accident Number:</b>	CEN24LA087
<b>Date &amp; Time:</b>	January 9, 2024, 15:35 Local	<b>Registration:</b>	N1401V
<b>Aircraft:</b>	Piper J3C	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Loss of control in flight	<b>Injuries:</b>	1 None
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

The pilot reported that he completed a full preflight inspection of the airplane with no issues noted, including inspecting all the flight control surfaces. During the run-up, the pilot checked all the flight controls and he noted they “all checked perfect.” The pilot was operating at a remote airport that was surrounded by pine trees, about 90 ft tall, on all sides. The takeoff roll from the snow-covered runway was “normal” and about 150 ft agl, the airplane “started turning/pulling left” in a descending turn. The pilot attempted to correct the turn and descent to no avail. The pilot decided to continue to use engine power until the airplane impacted trees. The airplane impacted several trees and came to rest nose down. The pilot was able to egress from the airplane without further incident.

The airplane sustained substantial damage to the fuselage, both wings, and the engine mount. The pilot reported there were no preimpact mechanical malfunctions or failures with the airframe or the engine that would have precluded normal operation. A postaccident examination of the airframe established flight control continuity.

## Probable Cause and Findings

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

The pilot’s failure to maintain directional control and terrain clearance during initial climb, that resulted in an impact with trees and terrain.

## Findings

<b>Personnel issues</b>	Aircraft control - Pilot
<b>Aircraft</b>	Altitude - Not attained/maintained
<b>Aircraft</b>	Directional control - Not attained/maintained

## Factual Information

### History of Flight

<b>Initial climb</b>	Loss of control in flight (Defining event)
<b>Initial climb</b>	Attempted remediation/recovery
<b>Landing</b>	Collision during takeoff/land
<b>Landing</b>	Nose over/nose down
<b>Post-impact</b>	Evacuation

### Pilot Information

<b>Certificate:</b>	Private	<b>Age:</b>	50,Male
<b>Airplane Rating(s):</b>	Single-engine land; Single-engine sea; Multi-engine land	<b>Seat Occupied:</b>	Rear
<b>Other Aircraft Rating(s):</b>	None	<b>Restraint Used:</b>	Lap only
<b>Instrument Rating(s):</b>	Airplane	<b>Second Pilot Present:</b>	No
<b>Instructor Rating(s):</b>	None	<b>Toxicology Performed:</b>	
<b>Medical Certification:</b>	Class 3 With waivers/limitations	<b>Last FAA Medical Exam:</b>	April 6, 2023
<b>Occupational Pilot:</b>	No	<b>Last Flight Review or Equivalent:</b>	May 27, 2022
<b>Flight Time:</b>	(Estimated) 2665 hours (Total, all aircraft), 675 hours (Total, this make and model), 2347 hours (Pilot In Command, all aircraft), 23 hours (Last 90 days, all aircraft), 1 hours (Last 30 days, all aircraft)		

## Aircraft and Owner/Operator Information

<b>Aircraft Make:</b>	Piper	<b>Registration:</b>	N1401V
<b>Model/Series:</b>	J3C 65	<b>Aircraft Category:</b>	Airplane
<b>Year of Manufacture:</b>	1943	<b>Amateur Built:</b>	
<b>Airworthiness Certificate:</b>	Normal	<b>Serial Number:</b>	10771
<b>Landing Gear Type:</b>	Tailwheel	<b>Seats:</b>	2
<b>Date/Type of Last Inspection:</b>	November 28, 2022 100 hour	<b>Certified Max Gross Wt.:</b>	1220 lbs
<b>Time Since Last Inspection:</b>		<b>Engines:</b>	1 Reciprocating
<b>Airframe Total Time:</b>	3528 Hrs at time of accident	<b>Engine Manufacturer:</b>	Continental Motors
<b>ELT:</b>	C91 installed, activated, did not aid in locating accident	<b>Engine Model/Series:</b>	C-85-12F
<b>Registered Owner:</b>	On file	<b>Rated Power:</b>	65 Horsepower
<b>Operator:</b>	On file	<b>Operating Certificate(s) Held:</b>	None
<b>Operator Does Business As:</b>	On file	<b>Operator Designator Code:</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>	KPKD, 1441 ft msl	<b>Distance from Accident Site:</b>	9 Nautical Miles
<b>Observation Time:</b>	15:22 Local	<b>Direction from Accident Site:</b>	166°
<b>Lowest Cloud Condition:</b>	Few / 1200 ft AGL	<b>Visibility</b>	10 miles
<b>Lowest Ceiling:</b>	Broken	<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	3 knots /	<b>Turbulence Type Forecast/Actual:</b>	None / None
<b>Wind Direction:</b>	20°	<b>Turbulence Severity Forecast/Actual:</b>	N/A / N/A
<b>Altimeter Setting:</b>	29.57 inches Hg	<b>Temperature/Dew Point:</b>	-8°C / -11°C
<b>Precipitation and Obscuration:</b>	No Obscuration; No Precipitation		
<b>Departure Point:</b>	Park Rapids, MN	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Detroit Lakes, MN (DTL)	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>		<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	SKY MANOR AERO ESTATES MN86	<b>Runway Surface Type:</b>	Grass/turf
<b>Airport Elevation:</b>	1492 ft msl	<b>Runway Surface Condition:</b>	Dry;Snow
<b>Runway Used:</b>	13/31	<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>	1999 ft / 80 ft	<b>VFR Approach/Landing:</b>	None

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 None	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	N/A	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 None	<b>Latitude, Longitude:</b>	47.044798,-95.118313(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Hodges, Michael
<b>Additional Participating Persons:</b>	Chad Morley; FAA Minneapolis FSDO; Minneapolis, MN
<b>Original Publish Date:</b>	February 20, 2024
<b>Last Revision Date:</b>	February 22, 2024
<b>Investigation Class:</b>	<a href="#">Class 4</a>
<b>Note:</b>	The NTSB did not travel to the scene of this accident.
<b>Investigation Docket:</b>	<a href="https://data.nts.gov/Docket?ProjectID=193640">https://data.nts.gov/Docket?ProjectID=193640</a>

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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](#).