



# Aviation Investigation Final Report

<b>Location:</b>	Linn Grove, Iowa	<b>Accident Number:</b>	CEN24LA183
<b>Date &amp; Time:</b>	May 11, 2024, 11:55 Local	<b>Registration:</b>	N932JT
<b>Aircraft:</b>	Vans RV9	<b>Aircraft Damage:</b>	Substantial
<b>Defining Event:</b>	Collision during takeoff/land	<b>Injuries:</b>	1 Serious, 1 Minor
<b>Flight Conducted Under:</b>	Part 91: General aviation - Personal		

## Analysis

While approaching the private grass strip to land, the airplane collided with slightly higher terrain. The pilot reported that he had lined up with the grass strip and the airplane developed a sink rate. He increased the throttle control, however the airplane still settled and landed short in a field. In a telephone conversation with the pilot, he reported that he added power but that it was too late. In addition, prior to the day of the accident, the airplane had not flown for about 2 years. The pilot had flown the airplane for a short flight before returning to pick up the passenger for the accident flight. Examination of the airplane by the responding Federal Aviation Administration inspectors did not identify any mechanical malfunctions. The pilot did not have a current flight review and the airplane did not have a current inspection.

## Probable Cause and Findings

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

The pilot's mismanagement of the airplane's approach resulting in a collision with terrain.

## Findings

<b>Personnel issues</b>	Task monitoring/vigilance - Pilot
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## Factual Information

### History of Flight

Landing	Collision during takeoff/land (Defining event)
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### Pilot Information

Certificate:	Private	Age:	76,Male
Airplane Rating(s):	Single-engine land	Seat Occupied:	Left
Other Aircraft Rating(s):	None	Restraint Used:	Unknown
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	
Medical Certification:	Sport pilot	Last FAA Medical Exam:	
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	(Estimated) 450 hours (Total, all aircraft)		

### Aircraft and Owner/Operator Information

Aircraft Make:	Vans	Registration:	N932JT
Model/Series:	RV9 A	Aircraft Category:	Airplane
Year of Manufacture:	2011	Amateur Built:	Yes
Airworthiness Certificate:	Experimental (Special)	Serial Number:	90312
Landing Gear Type:	Tricycle	Seats:	2
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	1700 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Lycoming
ELT:	Installed, not activated	Engine Model/Series:	O-235-L2C
Registered Owner:	On file	Rated Power:	118 Horsepower
Operator:	On file	Operating Certificate(s) Held:	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>	KSLB	<b>Distance from Accident Site:</b>	16 Nautical Miles
<b>Observation Time:</b>	11:55 Local	<b>Direction from Accident Site:</b>	
<b>Lowest Cloud Condition:</b>	Clear	<b>Visibility</b>	
<b>Lowest Ceiling:</b>		<b>Visibility (RVR):</b>	
<b>Wind Speed/Gusts:</b>	10 knots /	<b>Turbulence Type Forecast/Actual:</b>	/
<b>Wind Direction:</b>	270°	<b>Turbulence Severity Forecast/Actual:</b>	/
<b>Altimeter Setting:</b>	29.93 inches Hg	<b>Temperature/Dew Point:</b>	22°C / 5°C
<b>Precipitation and Obscuration:</b>			
<b>Departure Point:</b>	Linn Grove, IA	<b>Type of Flight Plan Filed:</b>	None
<b>Destination:</b>	Linn Grove, IA	<b>Type of Clearance:</b>	None
<b>Departure Time:</b>		<b>Type of Airspace:</b>	Class G

## Airport Information

<b>Airport:</b>	Private grass strip	<b>Runway Surface Type:</b>	
<b>Airport Elevation:</b>		<b>Runway Surface Condition:</b>	
<b>Runway Used:</b>		<b>IFR Approach:</b>	None
<b>Runway Length/Width:</b>		<b>VFR Approach/Landing:</b>	Full stop;Straight-in

## Wreckage and Impact Information

<b>Crew Injuries:</b>	1 Serious	<b>Aircraft Damage:</b>	Substantial
<b>Passenger Injuries:</b>	1 Minor	<b>Aircraft Fire:</b>	None
<b>Ground Injuries:</b>	N/A	<b>Aircraft Explosion:</b>	None
<b>Total Injuries:</b>	1 Serious, 1 Minor	<b>Latitude, Longitude:</b>	42.8615,-95.24636(est)

## Administrative Information

<b>Investigator In Charge (IIC):</b>	Aguilera, Jason
<b>Additional Participating Persons:</b>	Charles Grabill; FAA FSDO; IA
<b>Original Publish Date:</b>	September 4, 2024
<b>Last Revision Date:</b>	
<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=194251">https://data.nts.gov/Docket?ProjectID=194251</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](#).