



MEMORANDUM FOR RECORD

During the course of the investigation, the following findings were collected.

No NTSB Form 6120 was submitted for the completion of this report.

Information obtained by the responding Federal Aviation Administration (FAA) inspector revealed that on September 2, 2019, about 1240 central daylight time, a float-equipped J3 Cub airplane, impacted terrain shortly after takeoff. The pilot and passenger both sustained minor injuries. The airplane was substantially damaged in a post crash fire.

Shortly following the accident takeoff, the pilot stated he noticed a reduced climb performance which he perceived was exacerbated by turbulence. He maneuvered to avoid high tension power lines that ran east-west along the flight route. During this turn, the airplane entered a stall which the pilot was able to recover from, however the airplane subsequently stalled a second time, and the pilot was unable to recover the airplane prior to collision with terrain.

A witness stated that the airplane “seemed to stop flying” prior to impacting terrain approximately 1,200 ft west/southwest of the departure point.

The pilot and passenger were able to exit the airplane prior to the post impact fire consuming a majority of the wreckage. The pilot reported that the floats were “pumped” normally, and that the engine did not show any indications of a malfunction.

Examination of the wreckage by the FAA did not reveal any anomalies. Flight cable continuity was established. Signatures of power were reportedly present on the propeller.

The pilot had performed 3 previous departures with acceptable performance within the hour: 2 with passengers and 1 solo.

Data collected by the FAA inspector showed the airplane near, but not over maximum takeoff weight for the available conditions. Fuel was estimated at 8 gallons but could not be verified due to the fire.

The pilot reported having accumulated about 400 hours of seaplane time over 14 years.

Independence Township, Michigan is located in the Eastern time zone and does observe daylight savings time. Weather around the time of the accident was as following.

At 1153 EDT, wind was from 300° at 6 knots, visibility 10 miles, few clouds at 3,300 ft, few clouds at 24,000 ft, temperature 23° C, dew point 15° C, and altimeter 30.05.

At 1253 EDT, wind was from 260° at 6 knots, visibility 10 miles, a broken ceiling at 3,500 ft, temperature 23° C, dew point 15° C, and altimeter 30.05.

The departure area was Walters Lake. The lake is about 3,000 ft long by 700 ft wide. The longest takeoff surface is aligned about 215°. Takeoff winds would have been a right crosswind.

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