



## RECORD OF CONVERSATION

**Timothy N. Sorensen**  
**Aviation Accident Investigator**  
**Central Region**

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**Date: September 8, 2021**  
**Person Contacted: Perry Ochsner, FAA Flight Standards**  
**NTSB Accident Number: CEN21LA337 – Larimore, North Dakota**

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### **Narrative:**

Inspector Ochsner interviewed the pilot and provided the following information:

The pilot performed a proper pre-flight inspection, a normal start procedure, and a control check before take-off. All checks were satisfactory. The pilot stated the take-off roll was normal until the aircraft came off the ground. It was then that the aircraft began a hard turn to the left. The pilot attempted to maintain directional control using opposite rudder and aileron, but the airplane continued “pulling left”. Unable to land on the remaining runway, the pilot continued his attempts to maintain directional control, but the airplane was in a “climbing skid”. The climb rate was deteriorating rapidly under full power and the pilot feared the airplane would stall.

The airplane impacted the treetops just 75 yards south of the airport property and went nose first at a near 90° (nose down) angle into the trees. The airplane came to rest in a vertical position with the tail up and the nose on the ground. The airplane made a 180° left turn from the departure point. The pilot mentioned that it was possible that the passenger may have had his foot on the rudder pedal or trapped underneath the rudder pedal.

Inspector Ochsner conducted an on-scene examination of the airplane and provided the following information:

The airplane was positioned vertically (nose down) in the trees, with the nose on the ground. The airplane exhibited a lack of damage to the lower fuselage consistent with a near vertical angle (nose down) impact to the 50-foot trees. Flight control continuity – ailerons, elevator, and rudder – was confirmed. The cables were attached and functioned properly.