

## Recap of flight on Monday, March 18<sup>th</sup> 2024 - written by Jeremy Stolp

I am a student pilot and was planning for a solo cross country flight on Monday and began planning on where to go. My instructor Andrew Lindsey had sent me a text just before noon that the plane would be available anytime during the afternoon to which I responded that I would plan to arrive at the airport (Monaco Air in Duluth / KDLH) at 3pm. I was told the plane would in fact be available at 3pm so I began planning the cross country flight knowing that it had to be at least 150nm and I would have to land and takeoff at two different airports. I originally planned to fly from Duluth (KDLH) - Ironwood (KIWD) - Madeline Island (4R5) - KDLH. I proceeded to calculate the route and plan my waypoints and take notes on the airports and runways that I would be landing on. Andrew and I had flown to both of these airports on previous flights and I had also completed a student solo cross country and landed at Madeline Island the week prior so I felt comfortable with the plan. I let Andrew know that this was my plan but after getting a weather briefing and seen there was light snow in the area I decided to reroute and fly more to the south and east as the weather briefing looked a lot better in that direction. I then told Andrew I would instead plan on flying from Duluth (KDLH) - Aitkin (KAIT) - Voyageur Village (9WN2) - KDLH. Andrew reminded me that I would burn 10 gallons of fuel per hour and to keep an eye on the fuel but also to feel free and ask the ground crew at Monaco to top off the fuel before I left which I did. I proceeded to do my preflight inspection and noticed the oil was slightly low so went back into Monaco to get oil and added oil to the required level otherwise the rest of the plane was in great condition and passed my preflight inspection. I then did the required start up / warm up and run up of the plane and all engine parameters were good. I setup all the radios and entered my complete flight path into the GPS. I then contacted Duluth Ground to let them know who I was (Cirrus 788JN) and that I was at Monaco with ATIS information and that this would be a student solo cross country flight and gave them my destinations of Aitkin, Voyager Village and then back to Duluth and I then also asked for flight following. They gave me the squawk code which I entered in and then got ready to taxi for departure. I should also mention that Andrew reminded me to let him know when I left and also to send him a text before I left each destination. I then was cleared to takeoff from KDLH using Runway 27 and fly on course. I believe I left just before 4 pm and the flight down to Aitkin (KAIT) went just fine, was a little bumpy around 3500' but I was planning to fly at 6500' and the air was quite smooth. I was also in contact with Minneapolis Center and they informed me that when I got close to Aitkin they would lose radio contact and gave me the frequency to use and contact them after I had departed KAIT. I did use the autopilot feature and approximately 20 miles out I was able to get the weather report from KAIT (from what I remember the wind was coming from 240 so I knew there would be a little bit of a crosswind), verified the pattern altitude and which runway I would use. I then disabled the autopilot at around 17 miles and began my descent trying to maintain the 500 feet per minute and knowing I had around 4000' of altitude to lose to get down to pattern altitude of 2200' and my plan was then to fly in from the north and enter midfield in the left downwind of runway 34 and then fly the left traffic pattern. I made the call to Aitkin traffic to let them know and then proceeded, made the call when entering the base leg and final as well and I believe I landed around 4:30. I let Aitkin traffic know I would be back taxiing runway 34 and then be departing from runway 34. I let Andrew know that I had landed in Aitkin and then had a debriefing with myself before taking off again. This is something that Andrew taught me and was always reminding me to go through the takeoff steps before actually taking off and verify all engine parameters were good. I also should mention that Andrew and I had flown to Aitkin previous to this trip so I felt comfortable landing

and taking off from here. I then made the call to Aitkin traffic to let them know I was departing runway 34 and would be heading east. I remember verifying the mixture was full rich and then going full throttle and using the right rudder to help keep the plane straight on the runway. From this point on things get somewhat fuzzy for me as things happened fast. I remember glancing at the gauges and everything was fine and was going good and just hitting the rotation speed of 70knots when all of a sudden the back of the plane kicked to the right and at the same time caused me to takeoff the left. I do recall there was a crosswind but I had landed and taken off before in a crosswind so I was not too concerned. I am not sure what took place after the plane shot to the left and into the air. I don't think I was that high off the ground but with thing happening so fast my main concern was to try and get back to the runway and abort the takeoff which obviously did not happen and the only thing I really remember at that point was trying to land the best I could. After the impact, I was really shook up and trying to wrap my mind around it all and what had actually just happened. My main thought at this point was to shutdown the plane, grab the key and my belongings and evacuate the area. After leaving the plane, I made sure to check myself and make sure I did not have any injuries and probably was in some shock of what just took place. I then walked back to the hangers where I found a couple of guys and reported to them what had just happened. I also called Andrew and the flight school (Fly Duluth) as this point to let them know I had been in an accident and that I was okay but the plane was damaged and in a swampy area to the west of runway 34. I also remember talking to Minneapolis Center and let them know what had happened and to cancel the flight following. Like I mentioned earlier things happened fast after taking off but this is my recollection of what took place to the best of my knowledge.

Sincerely,

Jeremy Stolp

Student Pilot Certificate # [REDACTED]