



Aviation Investigation Final Report

Location:	Mooresburg, Tennessee	Accident Number:	ERA24LA346
Date & Time:	August 16, 2024, 07:15 Local	Registration:	N21811
Aircraft:	Piper J3	Aircraft Damage:	Substantial
Defining Event:	Controlled flight into terr/obj (CFIT)	Injuries:	1 Fatal
Flight Conducted Under:	Part 91: General aviation - Personal		

Analysis

The pilot departed from a private airstrip and overflew his property. The airplane subsequently impacted a barn adjacent to the airstrip. The airplane sustained substantial damage, and the fuselage was mostly consumed by the postimpact fire that ensued. The pilot was fatally injured. An autopsy of the pilot was performed by the William L. Jenkins Forensic Center, Johnson City, Tennessee. The autopsy report listed the cause of death as blunt force injuries and the manner of death as suicide.

Probable Cause and Findings

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

The pilot's intentional flight into a building as an act of suicide.

Findings

Personnel issues	Suicide - Pilot
-------------------------	-----------------

Factual Information

History of Flight

Maneuvering	Controlled flight into terr/obj (CFIT) (Defining event)
--------------------	---

Pilot Information

Certificate:	None	Age:	60,Male
Airplane Rating(s):	None	Seat Occupied:	Unknown
Other Aircraft Rating(s):	None	Restraint Used:	Unknown
Instrument Rating(s):	None	Second Pilot Present:	No
Instructor Rating(s):	None	Toxicology Performed:	Yes
Medical Certification:	Class 3 Without waivers/limitations	Last FAA Medical Exam:	November 8, 1979
Occupational Pilot:	No	Last Flight Review or Equivalent:	
Flight Time:	(Estimated) 24 hours (Total, all aircraft), 24 hours (Total, this make and model)		

Aircraft and Owner/Operator Information

Aircraft Make:	Piper	Registration:	N21811
Model/Series:	J3	Aircraft Category:	Airplane
Year of Manufacture:	1938	Amateur Built:	
Airworthiness Certificate:	Normal	Serial Number:	2587
Landing Gear Type:	Tailwheel	Seats:	2
Date/Type of Last Inspection:	Unknown	Certified Max Gross Wt.:	1220 lbs
Time Since Last Inspection:		Engines:	1 Reciprocating
Airframe Total Time:		Engine Manufacturer:	Franklin
ELT:	Not installed	Engine Model/Series:	
Registered Owner:	On file	Rated Power:	
Operator:	On file	Operating Certificate(s) Held:	None

Meteorological Information and Flight Plan

Conditions at Accident Site:	Visual (VMC)	Condition of Light:	Day
Observation Facility, Elevation:	OVG,1411 ft msl	Distance from Accident Site:	18 Nautical Miles
Observation Time:	07:15 Local	Direction from Accident Site:	2°
Lowest Cloud Condition:	Clear	Visibility	9 miles
Lowest Ceiling:	None	Visibility (RVR):	
Wind Speed/Gusts:	/	Turbulence Type Forecast/Actual:	None / None
Wind Direction:		Turbulence Severity Forecast/Actual:	N/A / N/A
Altimeter Setting:	30.09 inches Hg	Temperature/Dew Point:	18°C / 18°C
Precipitation and Obscuration:	No Obscuration; No Precipitation		
Departure Point:	Mooresburg, TN	Type of Flight Plan Filed:	None
Destination:	Mooresburg, TN	Type of Clearance:	None
Departure Time:		Type of Airspace:	Class G

Airport Information

Airport:	PVT	Runway Surface Type:	
Airport Elevation:	1095 ft msl	Runway Surface Condition:	Dry
Runway Used:		IFR Approach:	None
Runway Length/Width:		VFR Approach/Landing:	None

Wreckage and Impact Information

Crew Injuries:	1 Fatal	Aircraft Damage:	Substantial
Passenger Injuries:	N/A	Aircraft Fire:	On-ground
Ground Injuries:	N/A	Aircraft Explosion:	Unknown
Total Injuries:	1 Fatal	Latitude, Longitude:	36.359167,-83.227092

Administrative Information

Investigator In Charge (IIC):	Galbraith, Damian
Additional Participating Persons:	David Lewis; FAA/FSDO; Nashville, TN
Original Publish Date:	June 5, 2025
Last Revision Date:	
Investigation Class:	Class 4
Note:	The NTSB did not travel to the scene of this accident.
Investigation Docket:	https://data.nts.gov/Docket?ProjectID=194939

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](#).