

STUDENT STATEMENT

Grand Forks Information Gathering Checklist
Updated April 2014

UNDAEROSPACE
UNIVERSITY OF NORTH DAKOTA

Pilot or Witness Statement

Name Sibre Colbrn	Phone Number [REDACTED]
Organization	Date/Time 4/6/2014 17:30

Additional forms are located at the SOF desk.
Please use the back of this report if more space is needed.

On April 5th, my instructor Joe Edwards and I went on a training flight for Course 221, lesson 18. Everything was fairly routine, and the weather was excellent. Winds were from the south at the surface, but from the west at altitude - we were mostly cruising at 4500' MSL. After reviewing cross-country procedures and instrument flight procedures, we needed to do some landings. As we'd been in Practice Area F, we requested and received permission from the SOF to do the landings at Larimore Airport. I performed a go-around, then a normal landing, short-field landing and takeoff, then finally a power-off 180° landing. All of these went quite smoothly, though the normal landing rolled quite far and required us to taxi back, as the runway is quite short. With takeoff and landing distances in mind, it was safer to taxi back. After that, at my instructor's request, I used full aerodynamic braking for both the short field and power-off landings, so as to have more room to takeoff. The next takeoff was to be a soft-field, but again due to the shorter runway, I followed my instructor's guidance to modify the soft-field by keeping in brakes while applying the throttle. Otherwise, it was a normal soft-field takeoff, and I began with full aft elevator and crosswind correction to the right. As we passed about 35 KIAS and could feel the aircraft beginning to lift off, the aircraft began to drift left very quickly. I saw that we were nearing the snowbank, and pulled power; I don't remember what else I did, if anything - there was very little time between the first sign of drift and the left wheel hitting the snow. It acted as a brake and quickly pulled

the aircraft even further to the left. The sudden braking caused by the snow caused the aircraft to pitch forward, planting the nose into the ground. It then rather slowly flipped over the nose and onto its back. The impact was slow enough that our seatbelts protected us from any obvious injury. After we made sure neither of us was injured, my instructor helped me make sure all fuel and electrical switches were turned off - I also turned the magneto's off and removed the key. We then helped each other remove our seatbelts and exit the aircraft. My instructor had already opened his door by the time I was unbuckled, so I left through his door. We gathered our coats but otherwise left our items in the aircraft, and met at the runway to call for assistance.

As for the cause of the accident, I can't be positive - it was over too quickly. It felt like a sudden gust caught us, but it is also possible that I applied insufficient aileron or rudder. I did start with full right aileron deflection, but reduced the deflection as we picked up speed, as normal for a soft-field takeoff. The crosswind was at a significant angle to the runway, but was not supposed to be very strong. I'd looked at the wind calculation on the C1000 just prior to landing, and it showed 190° at 6 knots, or so I recall. In any case, my correction for the sudden drift must have been incorrect, and there was no time for my instructor to seize the flight controls.