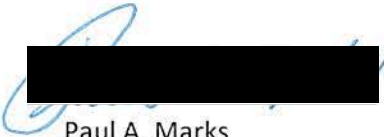


INSPECTOR'S STATEMENT:

On July 9, 2015 at Alexandria Medical Center ICU, two FAA inspectors in training and I interviewed Mr. Robert Jordan about his accident on July 8, 2015 in aircraft N3949K .

Mr. Jordan said prior to his flight fuel was added to his aircraft, not specifically stating an exact amount. He then said that he looked at the wind sock and noticed it down and not moving. He proceeded to take off to the north. He stated that he preferred north departures because of better clearance between the structures on the north end of the airstrip verses the height of the trees on the south end of the airstrip. Once the aircraft became airborne at an altitude of 40 feet he realized he had a 10-15 knot tail wind. He then stated the aircraft started losing altitude and that he advanced the throttle to full power. I asked if the aircraft's engine was still running and said it was. He said at that moment he realized he had messed up. He said he then contacted the trees and ground and when everything stopped he was upside down. He said he then crawled out the aircraft, unbuckled his wife and carried her away from the aircraft. He also stated in talking to his grandson, Slate, after the crash that Slate had looked at the wind sock at the time of takeoff and noticed that a gust of wind had filled the windsock in the direction he was departing with the airplane. Mr. Jordan stated that the next time he flew he was going to get wind directions in his local area from weather service before he departs. Mr. Jordan also mentioned purchasing a Cessna 182 and had he been in the 182 instead of the Piper 140 he would have had the power he needed to pull out of his situation.




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