

Communication Summary

May 25, 2016 and June 23, 2016

Information From: FAA Inspector David J. Osborne



Summary & Factual Information:

Inspector Osborne reported that Mr. Warstler, the pilot, indicated to him that he was departing on Runway 19 with a southeast crosswind reported at 9 knots. At approximately 60 mph just before takeoff speed, the pilot stated the airplane veered hard to the left. The pilot stated he pulled back the power and applied full right rudder but could not maintain runway heading. As the airplane departed the runway, it struck a taxiway marker box, which collapsed the nose landing gear and where the first evidence of a prop strike occurred. The airplane then struck additional airport lighting located on infield grass. Both main landing gears collapsed as the airplane skidded sideways and came to rest with the nose of the airplane facing west. The airplane sustained substantial damage to both leading edges and numerous gouges and punctures to its fuselage skins.

An inspection and operational check of the nose wheel steering and brake system was conducted with no mechanical defects found. However, during the inspection of the nose wheel well area, a missing bolt was discovered which attaches the nose landing gear retraction link to the nose gear truss assembly. The brake system was also inspected and appeared to be functioning properly.

I can attest that the above summary is correct to the best of my knowledge:

Edward F. Malinowski
National Transportation Safety Board
Air Safety Investigator