

Nelson, David R (FAA)

From: Woody Minar [REDACTED]
Sent: Tuesday, August 16, 2016 6:55 PM
To: Nelson, David R (FAA)
Cc: Jeff Moryn
Subject: N50437 Crash Statement - MINAR

Dave,

Herewith my statement. If you need it in Word Format with a signature, I can do that for you.

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“The day started out as a recurrent training session with a fly-in at Surfside (MN24) in between. Knowing we were going to Surfside we chose Runway 04 at Osceola to do some Takeoffs and landings because it is a grass runway oriented in the same direction as Surfside. We had no issues taking off or landing and we could see that we had plenty of runway for a takeoff at Surfside. I am very familiar with Surfside having been there dozens of times solo and with students and passengers in three different airplanes including the Citabria.

”The winds are light out of the northwest so everyone was using Surfside’s Runway 04 for takeoff. The run up was good. Sitting in the back seat, I verified before takeoff that all switches (Beacon, Navigation Lights, Landing Light, Master Switch, and both Mag switches) were in the up position. This was also verified after the crash when I shut off everything. All switches up is normal operating procedure for this aircraft.

”We started the takeoff roll and at a point when it seemed appropriate speed was reached I visually confirmed and verbally confirmed with the pilot that the stick was forward to lift the tail. The tail didn't come up as far as I had expected. I also reconfirmed that the throttle was full forward and the carb heat was off (forward position).

“At a distance when a decision had to be made to abort or takeoff, a split second decision was made to continue. The thought being that if the takeoff was aborted and we hit the brakes hard we could flip over or skid into the brush at the end of the runway at a high speed, flip over, and go down the embankment.

”The plane wanted to fly because, as is normal for a tail wheel in a certain pitch attitude, it will start to bounce a bit which was exacerbated by the grassy ground. At the last minute before the brush was reached, the plane was pulled up briskly to clear it. The right main or tail wheel caught some brush which destroyed some acceleration. We were unable to maintain what little altitude we had between the runway and the swamp below. We plowed through the reeds and cattails before the wheels touched firm ground and we slowly flipped upside down.

“We assessed our physical health, opened the door, unbuckled, and got out. After the crash retrieval, I confirmed that the mixture was full rich and the primer was in and locked.”

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