



RECORD OF CORRESPONDENCE

Mitchell Gallo
Aviation Accident Investigator
Central Region

Person: Steve Lindquist, Pilot
NTSB Accident Number: CEN22LA241

Steve Lindquist stated:

“The morning of June approximately 0600 I wheeled out my plane from the hangar and did a routine pre-flight check and runup. After climbing I turned on my I-Pad which has ForeFlight navigation I checked the weather conditions. the winds were light and variable the sock barely was moving. I turned radio, coms, and VOR. I proceeded to taxi to the runway checking the brakes as I started to taxi. When I reached the ramp before the runway I tuned the radio to the AWOS broadcast and noticed that nothing was coming over so I set my altimeter to field elevation of KGDB. Then proceeded to the runway stopping again to take notice of the wind sock. As I stated they were very calm so I decided to back taxi to runway 33. Reaching the start of the runway pulling off into the runup area I once again checked all controls for operation and set the brakes and did a preflight runup. Checked oil pressure and fuel pump pressure with the electrical pump and mechanical pump pressures. The carb heat was also checked after returning the engine to normal and checking all flight instruments I radioed for clearance to depart on runway 33. Take off went smooth and I climbed to approx 2300 ft and did a few maneuvers to make sure everything was good.

I decided to return to runway 33. I did a left downwind pattern. I remember radioing for that procedure and turning left base then left final. I have no recall of the events leading up to the crash or after, only waking up in North Memorial. I truly wish that I could be of more help. It would really help going forward as what happened. If I could help someone else not to end up this way that would be my wish. I apologize for not getting back to you earlier. I have been trying to piece back”.

Mitchell Gallo

