

Here's the synopsis for the events of 10 April.

2.30 pm CDT. I was going to fly the airplane from Council Bluffs, Iowa to Red Oak, Iowa.

The airplane was in Council Bluffs for an oil change. Red Oak is where it is currently based.

The winds were projected to pick up through the afternoon. I gambled that I had time--based on weather reports--to make the transit.

Local traffic was using runway 18. The winds were southerly, but I knew I'd have a cross-wind. The runway is 150 feet wide. I figured I had lateral maneuvering room

During the takeoff roll, the airplane veered left. I was unable to correct with rudder and aileron.

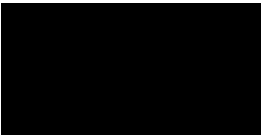
When I recognized that I was going to depart the runway, I pulled the power. The airplanes energy sustained forward motion. It rolled over a berm, and pitched forward, ending up inverted.

There is always a chain of events.

Did I need to change the oil today? No, not really. The morning winds were light enough to facilitate the flight to Council Bluffs. (It was the first light wind day in a long while.) But the oil change was taking longer than expected. I was under self-imposed stress to depart while tehg winds were still light enough.

Did I need to takeoff when I did? No, of course not. But I knew hangar space was tight at Council Bluffs and that if I didn't get her back to Red Oak that day, she'd be sitting in Council Bluffs for the next ten days.

Could I--should I--have ascertained the current conditions better? Yes. I went with the latest METAR for Council Bluffs and Red Oak, and the TAF for Omaha-Eppley (the regional airport). The products told me it was doable. However, METARs have a latency, and TAFs are predictions. I should have gone into the FBO and reviewed current conditions. Then, I would have had an objective condition with which to vet against my personal minimums.



John Rued