

Zane Brown
Aviation Accident Investigator
AS-CEN

Date: 07/11/2024

Subject: CEN24LA244

Contact: Michael Reinhart FAA Denver FSDO

Inspector Reinhart reported the pilot stated that he performed a pre-takeoff checklist, including a mag check, and all appeared normal. The pilot began the takeoff roll from the end of runway 17L in N10ZR. Runway 17L is a dirt runway that is 4500 ft long. Inspector Reinhart reported that the pilot stated that during the takeoff roll, there were no indications of engine problems or other mechanical issues.

Upon inspection of the runway, Inspector Reinhart found evidence of approximately 9 impact points from the right main wheel along about 60% of the runway length. The pilot accompanied the inspector during this runway inspection and verbally verified that these marks were made by the right main wheel of his aircraft during his takeoff attempt.

The Pilot told Inspector Reinhart that after the last runway impact point of the right wheel, he had aborted the takeoff attempt. He also stated that he was at taxi speed when he reached the end of the runway and attempted to turn right but had no directional control. The airplane continued off the end of the runway while veering slightly to the right, coming to rest upside down about 145 ft from the end of the runway. Inspector Reinhart observed two deep ruts in soft dirt within about 15 feet of the aircraft, which appeared to be caused by the right main wheel or axle. Inspector Reinhart observed the right main wheel under the right wing and the right main wheel axle bent at a severe angle up toward the fuselage. Inspector Reinhart observed one of the two propeller blades broken off about the midpoint. The fractured blade was found about six feet in front of the aircraft. Inspector Reinhart commented that the propeller did not appear to have any evidence of a strike while rotating.

An eyewitness interviewed by Inspector Reinhart stated that he observed the entire takeoff attempt and did not hear or see anything out of the ordinary; all appeared to be normal, except the airplane was not getting any lift.

Inspector Reinhart returned to the site and the owner's hangar on 07/01/2024, and was able to access the fuel tanks and observed that both wing tanks appeared to be approximately 3/4 full of what appeared to be avgas.

END
