

AIRCRAFT INCIDENT REPORT

To be completed within 12 hours of incident (use additional paper if needed)

Name	Title/Position (i.e.: Student, Renter, CFI, etc.)
JASON LEWIS	CFI / CFII
Location	Date & Time
KFLY	~ 8:45 AM 10.24.24
Pilot Certificate Number	N Number
[REDACTED]	N62740
Pilot Certificates & Ratings Held and Date of Issuance	
PPL / IR / Comm / CFI / CFII	
Total Hours: 846.4	Total PIC: 775.4
Total Complex: 14.0	Total High Performance: 1.2
Total Tail Wheel: 0	Total Dual Received: 194.4

1. In your own words, please describe the incident in detail starting with the preflight.

SEE PRINT OUT ATTACHED

2. Personal explanation of what happened to cause the incident.

SEE ATTACHED PRINT OUT

SPRINGS AVIATION

6. When was your last training flight? (If an instructor is reporting this, then when was the last time you were the recipient of the training?)

IPC → KEVIN WILSON — 9/²⁷~~29~~/24

7. Any other comments?

NA

8. All pictured attached or emailed to Springs Aviation Operations Manager?

EMAIL

10/24 ~8:45 Am Runway 33

Winds 280 @ 9 KTS (current AWOS reading prior to departure)

Prior to our scheduled lesson, Mr Wingers did the usual preflight and we did a short brief on what we intended to work on today. Sky clear, winds favoring Runway 33.

Normal taxi and run up at 33 with no issues prior to starting our pattern work lesson. Our time block was on 10/24/24 7-9:30 am. Cameron Wingers and I were working on Performance TOLs on Runway 33. Winds were variable throughout the training. Peak winds during our lesson were 16 kts, settling into roughly 8-10 kts average - Variable at 270-320 degrees during our landing lessons.

At roughly 8:45 am, Cameron Wingers taxied onto the runway via soft field take off practice. After lining up on centerline for runway 33 he applied full power and started the takeoff roll. At roughly ~25 approaching 30kts the plane started to veer left of the centerline as it slightly rotated from the runway. Mr Wingers over corrected to the right to get back center and the right wheel slightly touched down causing a slight "bounce" as we continued veering right, now leaving the right side of the runway over the taxi lights. At this point assuming we were going to land back on the grass to the right of the runway and strike a taxi light, I told Mr Wingers repeatedly to "Power Idle, Power Idle, Power idle" Frozen in the moment the power stayed in and we lifted off the ground just a bit higher and clipped the A6 Taxi sign as we veered left back onto the runway. At this point I was repeating "power idle, power idle" and decided to take over the controls and went power idle and got on the brakes to center the airplane back onto the runway. Mr Wingers was visibly shaken and allowed me to take control at this point. Not hearing any abnormal sounds from the brakes, front wheel and seeing the right wheel still attached I decided to taxi off the runway on A6 And announce intentions to taxi north on Alpha to Charlie back to FBO. After clearing runway I did not notice any abnormal sounds from the wheels or notice any issues while taxiing so I decided to slowly taxi on alpha directly to the maintenance hangar to inform the mechanics of what just happened. Upon shutdown I called Dave Elliot (Airport manager) to inform him of what just happened, received his voicemail and left message letting him know of the incident that just took place and to please return my call ASAP.

Jason Lewis

CFI / CFII

10.24.24