

Hicks Ralph

From: [REDACTED]
Sent: Wednesday, August 13, 2014 3:01 PM
To: Hicks Ralph
Cc: [REDACTED]
Subject: FW: Runway departure N-286A

Ralph:

Here is the inspector statement and the e-mail containing Mr. McCarter's statement.

"Pilot made multiple comments about how short a distance the aircraft could takeoff in. Passenger had no hearing protection so pilot took off with approximately 2/3 power. Between 5-10' agl aircraft banked hard left. Pilot applied opposite aileron and rudder and increased power to full, which aggravated the left bank. Damage inspection revealed the Aircraft impacted nose and right wing low. It is believed that the aircraft actually initially banked right, as opposed to the pilot's Memory of the accident.

The damage was on the right side of the nose and the right wing impacted the ground causing damage. The left wingtip had scrapes. Inspection of the flight controls was limited due to the structural damage. We were able to partially test the flight controls that showed normal operation."

Let me know if you need anything further.

Niko

Nikolas Kubli
Aviation Safety Inspector, Ops
AEA-RIC-FSDO-21
[REDACTED]
Richmond, VA 23250
[REDACTED]
[REDACTED]

-----Original Message-----

From: Cook, James M (FAA)
Sent: Wednesday, August 13, 2014 11:45 AM
To: Kubli, Nikolas B (FAA)
Subject: FW: Runway departure N-286A

-----Original Message-----

From: William McCarter [REDACTED]
Sent: Monday, June 16, 2014 3:28 PM
To: Cook, James M (FAA)

Subject: Runway departure N-286A

Mr. Cook,

Monday morning, June 16, prior to beginning tow operations, I planned to take a quick flight to check out the air conditions before towing the first glider. This is standard practice.

My tandem pilot's girlfriend asked for a ride. After a normal pre-flight, I loaded the passenger in the rear seat, started the engine and made my first radio call for traffic in the area. I performed a normal run-up to 3000 rpm and checked mags and oil pressure and then taxied to the runway after making a second call announcing that I was taking runway 030. I made a third unicom call announcing that I was departing 030 for a short flight without a glider in tow to check conditions and would remain in the pattern. I applied power. Dragonflies have a very short takeoff roll, less than 50 feet. As soon as we lifted off, the plane banked sharply to the left and impacted the edge of the runway in a slightly nose-down, left-banking attitude. Opposite control input had no effect. Wind conditions at the time were variable at less than 4 knots. Post-accident inspection, however, showed no obvious problems with control surfaces or control-linkage systems. One observed noticed that the fabric cover that is attached by velcro between both wings appeared to flap loose, which may have interfered with the aerodynamics of the wing or prop. The pilot was unhurt. The passenger was taken to the hospital and released. The plane sustained damage to the forward fuselage, right wingtip and right aileron. There was no damage to airport facilities.

William S. McCarter