

From: [Congelosi, Anthony \(FAA\)](#)
To: [Kelly, Dan \(FAA\)](#); [Astin, Mark \(FAA\)](#)
Subject: FW: 789WF
Date: Wednesday, September 09, 2015 7:51:23 AM

FYI

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

From: Thomas Monaghan [<mailto:>]
Sent: Tuesday, September 08, 2015 2:46 PM
To: Congelosi, Anthony (FAA)
Subject: 789WF

Anthony:

I arrived at ILM at 9 AM from BU Y with no problems.

I re-fueled the airplane in anticipation for the trip to GNV. I went inside to Air Wilmington and called the flight briefer to get an update on the weather between Wilmington and Gainesville. I was concerned about a storm brewing in the gulf that was heading towards Gainesville due to arrive there around four or 5 PM.

My friends finally arrived around 10 o'clock and I did a quick weight and balance and determined we were under the max.

We all got in the airplane and I obtained the ATIS and clearance and contacted ground and taxied for departure. I went through my takeoff checklist and did my run up. Everything appeared normal. I switched to Tower and they cleared me for takeoff runway six. I lined up and I applied full power and at 73 I started my rotation and the nose abruptly went up past 10° and I applied forward pressure on the yolk. The aircraft started drifting to the left and I applied right rudder and right aileron with no effect. The plane was heading toward the trees left of runway six and as we were getting closer it was apparent we were not going to clear the trees so I reduced power and tried to land the plane in the grass. The nosewheel snapped off and we spun around toward the fence and stopped. I called Tower to tell them we were OK and then cut the battery.

Thomas A Monaghan
Sent from my iPhone