

On November 22nd 2016 I (Joshua Eugene Bailey) was planning a flight in Cirrus SR22 N217CE from KBLF to KHXD. The original flight was planned for a 10:00am departure. Upon arrival at KBLF approximately 0930 I conducted an exterior and interior pre-flight of N217CE. I noticed nothing of concern with the preflight of the aircraft. The aircraft was filled fully with approximately 49 gallons of 100LL avgas from the airport lineman at KBLF with 92 usable gallons of fuel on board. Once in the aircraft I had not had the engine preheated as it was brought out from a heated hanger for the departure. I had made a few attempts to start the engine and it would not turn over because of the cold engine. My dad and I got out of the airplane at which time I borrowed an extension cord from the line office to preheat the aircraft. I plugged the extension cord to an outside outlet and subsequently plugged in the other end to the engine preheat on the aircraft. My dad and I left the airport for approximately 45 minutes to get another extension cord in the case of the airport's extension cord was not working. Coming back to the airport I noticed the engine was not preheating and plugged the extension cord into a known outlet with power inside the terminal. N217CE is equipped with preheat and I noticed what I considered to be an indicator light beside the preheat plug to indicate the engine was preheating. After two attempts from two different extension cords from a known working outlet I determined the engine was not preheating.

After unplugging the cord from the preheat from the aircraft and putting the extension cords back I attempted starting the aircraft again as it was still cool but the aircraft had been in the sun for well over an hour at this point. After approximately 4 attempts the aircraft engine engaged and started. I allowed the engine to warm up for about 10 minutes and then began to taxi to Rwy 5 full length. Winds were variable in direction and speed at the time. After completing the before takeoff checklist, I had noticed the CHT temps were showing hot for a few of the cylinders and I back taxied RWY 5 and shut the engine down upon parking. I restarted the engine again after a few minutes and discovered that all cylinder head temps were reading normally as well as all other engine parameters and I taxied back out to RWY 5 conducting another before takeoff checklist. Announcing departure for takeoff from RWY 5 at approximately 1140 I advanced the throttle to full forward at which time I didn't feel the amount of power I am used to when advancing the throttle full forward in a Cirrus. I have over 400 hours in Cirrus SR22 and I am used to the acceleration when the throttle is advanced full forward with or without passengers and fully fueled. I began to notice the airspeed was not increasing fast enough on the takeoff roll. I noticed the airspeed indicator fluctuating from increasing to decreasing speed during takeoff roll. As I progressed further down RWY 5 and running out of runway it occurred to me that I did not have enough power and airspeed for a safe takeoff. I immediately retarded the throttle and applied full breaking on both main wheels at which time the left wing became airborne and I tried to get the left wing back down on the ground at which time the right wing struck the runway and then I went into the grass with the prop impacting as well in between the taxiway and runway with the airplane coming to rest approximately 180 degrees turned facing RWY 23 with the nose gear sheared away as well as heavy damage to the main gear. I immediately pulled the mixture to cut off grabbed the POH and told my dad to open the door and get away from the aircraft as quickly as possible in case of fire. I never noticed any smoke from the aircraft after deplaning. Then I was eventually picked up away from the aircraft by Sam Hazard on the taxiway and immediately taken to the line office.

This is the recollection of my flight attempt from KBLF to KHXD on November 22nd 2016.