



MEMORANDUM FOR RECORD

Douglass Brazy
Air Safety Investigator
Eastern Region Aviation

September 18, 2019

Subject: N3062B, EAB Avid Magnum, 06/06/19, Frederick, Maryland, NTSB Investigation ERA19LA187. Supplemental Pilot Statement.

On September 18, 2019, Mr. Preszler forwarded an email to the NTSB that he had written to Federal Aviation Administration Inspector Michael Bevan:

Dear Mr. Bevan I am herein providing supplemental information regarding N3062B accident on June 6, 2019.

I believe I now understand what happened June 6, 2019 when I attempted a take off at Fredrick Md. airport with my instructor Charles Smith. I am confident that the FAA and NTSB have already drawn similar conclusions.

When I lined up with the runway I accelerated by pushing the button on the rear of the vernier throttle and advanced the throttle completely, all the way in, or to a point where I thought it was all the way in and at full throttle. For some reason either the throttle stuck at a certain point or I just failed to push the throttle all the way in.

As I was accelerating down the run way I lifted the tail of the airplane off the runway. At about this point the airplane went to the left and I corrected with right rudder. The airplane straightened out down the runway and than continued further to the right. I corrected with left rudder and the plane did not correct back to the left but continued to the right no matter how hard I pushed on the left rudder. The plane continued to the right and it was going off the runway. I immediately pushed on the throttle to make sure I had full power and lifted off intending to stay over the runway and remain in ground effect until climb out speed could be achieved. I am speculating that when I pressed the throttle to make sure I had full throttle I did not press the button on the back of the throttle and the throttle never advanced to full throttle.

There was insufficient power to climb or have full rudder authority.

My lack of familiarity with the vernier throttle with the button on the back probably caused my failure to fully advance the throttle. My prior conventional training was in an Aeronca Champ with a single lever throttle control and prior airplanes I have flown all

had friction controls on the throttle and not the vernier button as typically found on mixture control or manifold pressure controls.

The fact that prior to the take off the aileron controls did not operate freely may have also been on my mind causing me to think that there was some other type of control problem. As I was taking off I felt the plane would start climbing at any time since the airplane was capable of climbing at 20 feet per second.

This is my opinion only and I am still waiting to see the conclusion of the FAA and NTSB.

Thanks for all you do.

Terry Preszler

<end>