

Gretz Robert

From: John Bodolay [REDACTED]
Sent: Tuesday, June 18, 2019 7:06 AM
To: Fluellen, Paul (FAA)
Subject: Mishap of N64003 at KRMN on 23 May 2016

Mr. Paul Fluellen,

I am John M. Bodolay [REDACTED], owner of a Cessna 182P N1248S.

On the above date, I took off from RMN on runway 15. (destination KOFP)

AWOS-3 and the windsock at time of departure were consistent in indicating a crosswind of <10 knots, slightly favoring runway 15.

Upon take off roll I noticed a high wing aircraft at my 10 O'Clock High was noted on Left downwind for Runway 15 (Possibly Subj Aircraft).

Radio Communication also indicated subject aircraft in the pattern.

Somewhere between 50 - 150 feet above ground level I encountered a severe increase in the crosswind requiring large counter input on my part.

As I crossed over 95 and continuing until Rt 1, very strong downdrafts were encountered that resulted in little if any climb of the aircraft.

After that, only choppy to light turbulence conditions were observed for the remainder of my flight.

I estimate the time between my departure and radio traffic indicating N64003's landing to be 3-5 minutes.

Upon my return that day, and discussion with FBO personnel, FlightAware.com indicated the same 3-5 minute delta between N1248S's departure and the FBO described time of the mishap.

--

R/s,

John Bodolay

[REDACTED]