

Statement of events leading up to the incident involving N61EF on 6 April 2021

On 6 April 2021 I met Guy Juntunen who had just ferried N61EF from KFAT to KORH. He was both ferry pilot and the CFI who was to provide transition training for me to fly the MUS2 aircraft. As a condition of insurance coverage, I was to receive 3 hours of dual instruction in type before coverage would be effective.

Guy arrived at about 12:45 EDT on 6 April. Guy and I settled in the conference room at Rectrix where we discussed the aircraft, the ferry flight and began the briefing for the transition training. Guy described how he would conduct the training, what maneuvers and tasks he would like to complete for the transition training and we then reviewed the weight and balance of the aircraft. The previous owner had stressed the aft CG issue with the aircraft as the seats were significantly reclined resulting in pilot and passenger having a more aft CG than standard for the aircraft. We carefully reviewed the CG from the documents at hand, the documents that arrived with the aircraft. We also reviewed the gross weight from the Weight and Balance document of the aircraft. This showed that we were close to limits but within limits.

We proceeded to the ramp, had the aircraft fueled. We added fuel to the main header tank only and checked both wing aux tanks to be sure they were empty. The aux tanks, 6 gallon each, are behind the CG whereas the main header tank, 25 gallons, is forward of the CG.

We spent significant time getting the seats shimmed with cushions and pads to get both pilot and instructor into the correct position for flight and controls access. Once in the aircraft Guy proceeded to give an orientation of switches and controls as described to him by the previous owner. Once this briefing was completed, we started the engine. Switching on the electrical and starting comms we discovered an issue with comms. This was rectified by making internal switch adjustments to my headset allowing me to hear the intercom and radios. We received clearance to taxi. We taxied via Bravo to Alpha. There we conducted a runup. We requested high speed taxi run down the length of runway 32 however, there was traffic in the pattern, so we waited approximately 1 minute until the traffic had passed.

Once cleared for the high-speed taxi practice we taxied at a speed high enough to get airspeed indication and provide rudder authority. We stopped and then accelerated three times at Guy's request. Guy indicated that he was pleased with the directional control I had demonstrated.

Once at full length of 32 we exited 32 on Echo and requested taxi clearance to return to Alpha. We received clearance and then returned to Alpha via Bravo and then requested clearance for departure.

Once cleared for departure I taxied the aircraft onto the runway centerline. When on centerline and at a full stop I applied power slowly letting the aircraft accelerate and gain rudder authority. I kept the aircraft on centerline and kept a neutral stick position allowing the aircraft to lift the tail and break ground without aft stick movement. The aircraft lifted off normally and was accelerating. I estimate at approximately mid field and an altitude AGL of 6 feet the aircraft began to roll to the right and turn to the right. I applied left pressure to the stick but there was no control response to the control input I told Guy and using both hands applied left force on the stick and there was no roll response. The aircraft was now in a right bank of approximately 30 degrees and turning toward the terminal building. At this point I eased forward on the controls and aborted the takeoff. The aircraft was clearly not in a

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proper landing configuration but to continue the aircraft would have rolled inverted or at least cartwheeled when hitting the ground.

Upon impact with the ground the aircraft landed on the grass at the boundary between 32 and Bravo collapsing both landing gear legs but landed flat and slid in a 10:30 direction relative to the aircraft X axis. The aircraft came to a stop at approximately the centerline of Bravo.

Once stopped we shut down electricals, shut down fuel and exited the aircraft. Neither Guy or I were injured or bruised in any way.

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