



NTSB RECORD OF CONVERSATION

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Date: 7/19/2021
Person Contacted: Michael Martin (Pilot in Command)
NTSB Accident Number: ERA21LA281

Narrative:

The individual noted above provided the following information via telephone. The below contents are a summary of what was reported:

- He reported that he used a “squeegee” on the forward windscreen during preflight.
- During the takeoff roll, the windscreen began to fog up and got progressively worse as the airplane reached rotation speed. When he rotated and pitched up, the sun angle moved directly into his eyes. When this occurred, it reduced all forward visibility and he decided that a high-speed abort would be worse, rather than “taking the airplane into the air.” In the initial climb a thump was felt from the landing gear, which he believed at the time was a runway light being struck. After the accident he learned that a taxiway sign was struck.
- He immediately notified air traffic control that he needed to return to land, and he never retracted the landing gear, although one light for the main landing gear did not light. The landing was uneventful.
- He reported that usually at the start of the takeoff roll, the condensation blows off the windscreen and fog does not form as it did that morning. He also reported that he is accustomed to departing at 8:00AM, however this flight was closer to 7:00AM. The scheduled flight the day before the accident had been cancelled, so the operator was squeezing two flights into the morning.
- The accident airplane was based in Florida, and it does not have a heater/ defroster.
- The dewpoint and temperature were the same on the morning of the accident. He believed that contributed to the rapid fog formation.
- He was asked about what safety actions may be available to prevent this event from happening again in the future. He reported that a few different solutions were being discussed, from cleaning solutions to hot water applications.