

Hi Ryan,

Here is my narrative of the incident N94138E on June 1.

I made the first flight of the day carrying a passenger about 12 pm, for 0.5 hr. Made one uneventful landing. Winds were practically calm.

Went on a solo flight about 2:30, to practice landings. Conducted 2 uneventful take offs and landings, 0.5 hrs. So, I debated whether to call it quits, or try one more. Winds were still pretty calm, but favoring runway 5, ~80 degrees F. I decided to do one more, and taxied to the start of runway 5, turned around to take off. It was then that I heard on the CTAF that a Piper twin was on base, then final for runway 23. I observed him to land and do a touch and go, and he departed the airport.

I then started my takeoff roll, and I started to lose directional control, drifting from one side of the runway to the other. When my left main was just in the tall grass, I decided for no good reason to try to fly it out from there. It was then that the plane veered more to the left, and entered taller vegetation which quickly slowed the airplane down and it started to go tail up. As it stopped, it then nosed over, to an inverted position, and came to a complete stop.

I was upside down in the cockpit, held by the shoulder straps. I couldn't release the straps because of my weight. A few minutes later, people from the museum came to my aid, and cut the shoulder strap to free me. I was not injured, bumped into nothing during the rollover.

So there you have my story.

Pete