

My name is Eric Muro from the Tampa FSDO and I was assigned to your accident/incident, and I need some information. I'm glad you didn't receive any injuries.

Thank you

Here are the additional items I need from you to complete the accident forms:

Did you get a weather briefing and if so, what was the source that you got the weather briefing from?

Yes; electronic weather apps and METAR observation.

Were there any weather factors like crosswind, turbulence, fog, precipitation, etc.?

There was a mild crosswind that was no factor, no precipitation or haze.

Was this an IMC or VMC flight?

VMC

Any issues with the runway such as wetness, obstacles, etc.

No.

Have you had any safety seminars or WINGS program training within the last 2 years? If so, what were the dates of the training?

No.

Your Pilot certificate number, DOB and address including zip code.

Cert. # [REDACTED] Gainesville, 32605

Were there any passengers aboard? If so, how many?

No.

~~Were there any injuries? If so, were they minor or serious? Who sustained the injuries?~~

Your total hours in this make and model aircraft.

29

Your total hours in the last 90 days and total hours in the last year.

19 hr/90 day; 42 hr/last year

Your total career hours.

124

When was your last regulatory check ride, (bi-annual) date?

I have not yet been required to perform one (w/in 2 years of certification), though I have scheduled one for the first week of January to be proactive.

What is your highest pilot certificate rating?\

Private

Total airframe hours

29

Was this a part 91 flight?

Yes.

Was this flight for personal reasons or business?

Personal.

Please provide a written statement pertaining to the accident/incident?

In the afternoon of 11/26/2025, during an attempted takeoff roll, I, pilot, experienced sudden and unexplained yaw to the left in the Mini Max airplane, a short-coupled tailwheel amateur-built experimental aircraft. I rapidly corrected with right rudder and cut power to idle. Full right rudder authority was quickly exhausted, and, despite full right rudder use and power adjustment, the aircraft continued on its leftward path. It became evident that the aircraft would soon exit the runway, whereupon brakes were applied in addition to the continued use of full right rudder/steer. The brake setup is bilateral and synchronized; differential braking for the purposes of steering is thus not possible. While continuing its trajectory, and failing to yield to the corrective input, the aircraft exited the runway and struck an airport sign. The aircraft sustained damage to the left wing and aileron. The sign was not functionally damaged. Before the flight, maintenance was performed on the aircraft, to wit: left tire replacement. At the time, there was a mild crosswind from the right (~260 at ~6 on Rwy 190). The aircraft was taxied out of the occurrence area and tied down on the ramp. I contacted the NTSB immediately thereafter. Preflight inspection had not revealed abnormalities.

Recent maintenance performed? Please provide copies of logbook entries.

Yes; on 11/26/2025, date of occurrence, TT 1243.6, Tach Time 331.6, the replacement of the left side tire and inner tube was performed. Returned to service. Length of service ~4 hr.

Note: I encountered difficulties in attempting to import and attach photographs here. If pictorial copies of the entry are required, please let me know and I will need to upload and furnish them via email.

Eric Muro
Aviation Safety Inspector, Tampa FSD