

Good afternoon,

I would like to amend a portion of my prior statement that was given over the phone. After having several days to reflect on and process the incident, I realized that my recollection was incomplete due to the stress and circumstances surrounding the occurrence. Specifically, I now recall that the barbed wire did not simply fall away from the aircraft while in the air. Rather, after landing, I personally removed the barbed wire from the wing and moved it away from the aircraft in order to prevent any potential injury or hazard to others. I did not intentionally omit this information; it was only after further reflection that I remembered this detail and recognized the need to clarify the record.

Please see below a full report of the events that occurred on 7/24/26

On July 24, 2026, I conducted a flight in N44704 from KPIE with a student for familiarization training and grass-strip operations at 48X. The aircraft was preflighted and appeared airworthy. We departed KPIE at approximately 0747 local and landed uneventfully on Runway 07 at 48X.

After a full-stop landing, I initiated a soft-field takeoff from Runway 07 with the intention of demonstrating the maneuver to the student before departing northbound. During the takeoff, I remained in ground effect longer than intended and initiated a left crosswind turn at a low altitude. There was a light breeze coming from 120 that I believe slightly pushed the plane's track to the left which can be seen on the flight aware track as I departed the runway. I had the sun in my eyes and it made me disoriented. The aircraft was not high enough and as my wing dipped to the left during the turn, the aircraft's left wing contacted a barbed wire fence located near the departure path.

After recognizing the contact, I returned and landed on Runway 07 at 48X without further incident. During a post-landing inspection, I observed barbed wire attached to the aircraft's wing. I removed the wire from the aircraft and moved it clear of the operating area to eliminate any potential hazard.

Following my inspection at 48X, I observed what appeared to be limited damage to the aircraft. I performed a full preflight inspection, specifically with strong attention to detail to the flight control surfaces. All flight control surfaces were in normal working order. I then elected to return the aircraft to KPIE. The flight back to KPIE was completed without further incident. After landing, I taxied to Sheltair and notified the aircraft owner of the damage.