



MEMORANDUM FOR RECORD

Michael Hicks

Air Safety Investigator

(GAAID) General Aviation Accident Investigation Division **NOV 09th 2016**

NTSB Accident Number: GAA16CA485

Aircraft Registration & Make/Model: N110MD, Monte R. Dormaier/ Baby Great Lakes 7704-A637B

Accident Location: Mazama, WA (W12)

Accident Date: 03SEP2016 @ 1015

Subject: Memorandum for Record FAA Statement

In support of the NTSB air safety accident investigation involving accident airplane N110MD, and pilot Rudolph E. Peterson; the NTSB Investigator-in-charge (IIC) made multiple phone calls to Mr. Peterson to no avail. The NTSB asked the FAA Aviation Safety Inspector to contact Mr. Peterson and inform him that he needs to contact the NTSB IIC. The FAA Inspector stated that he too had problems communicating with the Mr. Peterson and provided the following statement. The FAA Inspector stated that he had visited the accident site, and interviewed the pilot shortly after the accident.

Mr. Hicks,

Below are the details of the airplane accident at Lost River Airport (W12) in Mazama, WA on 9/3/2016.

Event ID: 284364

The pilot lost control of the airplane during the takeoff roll from RWY 11. The airplane departed the runway to the left, impacting a 4x6 wood post supporting a satellite dish with the left upper/lower wings which separated 2-3' of the left lower wing, then contacted a tree with the left upper wingtip. The plane came to rest up-right with the front main gear collapsed along with substantial damage to the wings, propeller and fuselage. We did not find any evidence of aircraft system or component failure prior to the impact.

The pilot was checked out by EMT and released on sight. Today the pilot reported a few sore muscles but no other injuries.

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Other than damage to the wood post and satellite dish , there wasn't any other damage to private or public property.

Our investigation of the accident sight is considered complete.

Please let me know if you have questions or request more information.

Sincerely,

Doug Belcher

Aviation Safety Inspector

-In spite of multiple attempts to communicate by the NTSB IIC, the following details were provided by the FAA Inspector.

PIC: Rudolph Ernest Peterson,

Pilot Statement: *After conducting engine run with all normal indications, he slowly increased power to begin the takeoff roll began takeoff roll from cement pad at RWY 11. At some point the airplane drifted to the left. The pilot did not have adequate rudder authority and so added more power intending to induce airflow over the rudder. The torque from the added power exacerbated the loss of control. Stated in hind sight it would have been better to abort the takeoff. When asked, the pilot stated he would like to continue flying, but probably needs to consider having a safety pilot*

Site Description: *The airplane departed the runway to the left, about 1200' from the departure end. It appears the left main wheel rolled up a small raised area of dirt/rocks. After passing the raised area the plane impacted a 4x6 wood post supporting a satellite dish with the left upper & lower wings which separated 2-3' of the left lower wing. The 4x6 post was broken into two pieces, the top 2' with the satellite dish and the middle 3'-4' section. The plane then nicked a tree with either the left upper wingtip or propeller. The plane continued forward and spinning approximately 270° counter-clockwise, then came to rest up-right with the front main gear collapsed, along with substantial damage to the wings, propeller and fuselage. We did not find any evidence of aircraft system or component failure prior to the impact.*

Other than damage to the wood post and satellite dish, there wasn't any other damage to private or public property.

The pilot said he operates in the local Mazama area on the occasions when the weather is good.

On 9/8/16 our investigation of the accident sight is considered complete.

On-Site Inspectors: Doug Belcher, Eric Barr

This is page 2 of 2 and nothing follows.