

From: [REDACTED]
To: [REDACTED]
Subject: Accident
Date: Friday, February 16, 2018 9:59:06 AM

Dear Kathryn

This is the report given to the FAA Lee Oscar [REDACTED]
The Wind was 18-20 from about 210 when I met Harry. He was unloading his Kitfox from his trailer. We talked about the weather and me checking out in the airplane. I told him this was not a flying day. I suggested that we do some taxi to practice wind correction. We taxied up and down the South lanes and agreed to taxi down the runway to the first taxiway by the fuel pump. We then lined up on 27. Why he applied take off power and right rudder, Why I do not no. The airplane lurched toward the ditch. seconds before hitting the ditch I pulled the airplane off the ground. Then nursed it back over the runway, he could not hold the center line. I had him fly around to a extended down wind to fly a low pass over the runway to see the effect of the wind.

Harry could not handle it. I took the controls and set it down in a 3 point. the airplane started sliding to the north. I picked it up and put down on the left wheel, it would not hold direction when I put down the right wheel.

At this point we had used most of the runway, I added full power. The wind was pushing us to north and we would not be able to clear the building after adding power.

I chose to wheel land in the small sagebrush. It worked to almost a stop when one tube broke on the left gear leg. some damage to left wing and fabric.

I reviewed this flight over and over as you can imagine. The only thing I can come up with, is to get all the information from the pilot on the flight review sheet the Larry Cheek gave me and Just cancel the appointment. Sorry.

Larry Lindenberg [REDACTED]
Sent from my iPad