



Don Brown

May 15, 2019

Detroit FSDO

Willow Run Airport

Mr. Brown,

The following is a summary of my discussion with the pilot the morning after N21794 crashed at Cackleberry Airport on Saturday, May 11, 2019.

The pilot called me early Sunday morning and left a message on my voicemail requesting a return call to discuss the event. Upon my returning his call the pilot first apologized for breaking our aircraft. He went on to explain that upon departure, immediately after take-off he noticed he was losing airspeed. At this point he pitched forward to regain airspeed and seconds later hit the ground hard. He stated he did not notice a power loss, just an airspeed loss. He said he had no idea what caused this. He went on to explain the reasons this might happen in an aircraft being wake turbulence, wind shear, microburst or low departure speed.

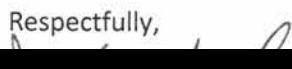
I, at this time, advised the pilot that grass strip operations were prohibited per our rental agreement unless permission was granted by myself, on a given day and for a given airport.

He further explained that he selected 10 degrees flaps, was airborne early and climb to approximately 100 feet AGL before noticing the airspeed loss.

When I arrived at the scene that evening, I noted he was attempting to depart uphill, on wet grass and with very little wind. I also noted the flaps were fully retracted. Upon returning Monday, one of my technicians noted the flaps were selected up. I am familiar with and had frequented the airstrip many times in years past.

If you have any further questions or concerns, please feel free to ask.

Respectfully,



John Solo