



MEMORANDUM FOR RECORD

Michael Hicks

Air Safety Investigator

(GAAID) General Aviation Accident Investigation Division

JUN 24th, 2019

NTSB Accident Number: GAA19CA320

Aircraft Registration & Make/Model: N484RF, Cessna, A185F

Accident Location: Ashland, ME

Accident Date: 07JUN2019@1530 (EDT)

Subject: Memorandum for Record

In support of the NTSB Air Safety Accident Investigation involving accident airplane N484RF, the NTSB Investigator-in-charge (IIC) has provided below, the pilot's narrative from the NTSB Form 6120.1 page #9. The statement was not visible in totality, given the restrictions of the fillable form.

NTSB Form 6120.1 Full Pilot Narrative

Jean Paul Carrier

[REDACTED]

Jackman, ME [REDACTED]

Phone: [REDACTED]

June 7, 2019

RE: N484RF Incident (leaving runway on takeoff)

Location: Latitude 46.9005

Longitude -69.7885

Pilot: Jean Paul Carrier

Certificate Number [REDACTED]

Med Certificate Number Applicant ID: [REDACTED], Control No.: [REDACTED]

Injuries: NO

Solos on board: 1 (Pilot in command)

To whom it my concern,

Below you will find a short but complete description of what happen on the 7th of June 2019 on a remote private airstrip in northern Maine.

I had flown into the remote air strip which runs about 34-16 at about 9:00 on the morning of June 7th wind was light from the SSW had a good landing.

I came back to the plane at 15:00 did my preflight everything checked out ok and then proceeded to do my run-up and again all was good. The wind had shifted and gotten stronger, I would guess +/- 15 knots from the WNW mostly West. After carefully assessing the winds I decided that it would be best to use 34 to make sure I did not encounter a possible quartering tail wind on departure. I got to the end of 34 and turned around and went through my check list one more time before takeoff trim was good and I added 20% of flaps I then powered up with a lot of right rudder and a lot of yoke into the wind to insure my up wind wing did not come up. As I powered up I experienced a strong yah to the left so I added full rudder and pushed on my yoke to get my tail up so I would get enough airflow across the rudder to get the correction I needed to gain control and dampen the yah and it was not working (I would say do to the 3% incline on 34 and the runway being crowned for erosion control along with the crosswind also adding the P-Factor created by power) I then let up on the power for a second and the aircraft came around to the right enough for a straight line of site down 34 (tail still on the ground) so I then gave full throttle again to get back to my take off as soon as I gave full throttle again the plane lunged to the left and by then I was getting close to the edge of the runway (at +/- 30 knots) and could not have stopped in time from going off the runway over a small embankment with small trees in it if I had tried so I stayed on full throttle to try to get the plane back to the right with rudder control (airflow) and avoid the embankment which by then I had a whole wing and my left gear out over the runway and the leading edge of my left wing caught a small tree which then pulled me to the left hard again which resulted in a 45 degree turn facing about 270° or so. In the process of coming around the right wing and the noise hit the ground at some point and then the plane came back down on its wheels in some brush. The plane had come to a full stop with the engine shut off so I proceeded to do an emergency shut down, kill power sources and shut off the fuel made sure there was no danger of fire.

Jean Carrier