

On June 19, 2014 I ran my 1980 C172RG off the end of the runway 21 at AAT. The following is a list of events as best as I can recall.

1. Preflight of the plane in the hangar. I looked particularly for any oil that may have accumulated from my last flight and cleaned the belly so I could determine if any occurred on the flight I would take that morning.
2. All fuel sumps were checked, flaps, checked oil level, nose gear for hydraulic leaks, a visual inspection for loose screws or safety wires that may have come loose. All was normal.
3. Pulled the plane out and waited for my passenger, Jim Bates, to complete fueling his plane and helped him put it in his hangar.
4. At start up there was some shuddering and roughness and Jim Bates made an adjustment of the mixture. I asked him what he thought and he thought it was just running on the primer and needed more fuel which seemed to be correct, although the mixture wasn't out by much. I checked oil pressure and EGT, all was normal. I continued to let the plane idle at 1100 to 1200 rpm thinking the engine needed to warm up a little. Ambient temp was approx.. 57 F. While sitting at idle I checked control surfaces and set the clock and altimeter. Start up time was 8:17 a.m. PDT
5. I reviewed the windsock and noted take off would be in a no wind condition, cool morning and opted for runway 21. I pulled up to position and did a run-up with rpm at 1900. I cycled the prop twice, mag check with a drop of 100 rpm and slight roughness but thought it was normal, carb heat, aux fuel pump, checked suction gauge, trimmed for takeoff, doors and seatbelts and announced takeoff for a local flight staying close in which was the recommendation of my mechanic until I had 5 hours on the engine.
6. Full power was applied while making a mental note that the throttle seemed a bit stiff and may need to loosen the nut at the back when I got into the air. About even with the tie-down area I noticed a shimmy or vibration which I thought was the nose gear and I applied slight back pressure to relieve and the vibration ceased. I also checked my speed and realized I had not reached rotation and should be in any second. At that point the plane lifted off slightly. .. maybe a foot and settled back down. I thought it would lift off at any second, but continued to feel as if it was not

going to fly. The past two flights the plane had "leaped" off the runway so fast that it surprised me so this take-off didn't feel good when I had not started flying. I saw how far I had come and said we were not going to make it, pulled the power and applied hard brakes. The distance was too short to stop and I over ran the runway, hit a dirt embankment at the end of the runway, hit the fence and the plane tipped onto its top and rested. At that time, Jim Bates asked me if I was okay and told me his door wouldn't open. I reached for my door, it opened and I released my seat belt and rolled out onto the wing. I then reached in and turned off the fuel, the mags and the master and saw that Jim Bates had released his seat belt and appeared to walking on the other side of the plane. I told him I would locate my phone and call 911 and he suggested I take a minute to get my bearings and then we saw a pickup truck coming down the runway toward us to help.

Dated: June 20, 2014

[REDACTED]

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Kathleen Brown [REDACTED]