

AT APPROXIMATELY 08:25 ON THUR JUNE 19TH I WAS A PASSENGER IN KATHY BROWNS CESSNA 172, 1

AFTER A NORMAL PREFLIGHT SHE STARTED THE ENGINE, IT FIRE UP WITH A BIT OF RUFFNESS. THIS WAS CORRECTED WITH AN ADJUSTMENT TO THE MIXTURE CONTROL. OIL PRESSURE TO NORMAL, EXHAUST TEMP RISING THROUGH 600°F. AND NORMAL.

AFTER ~~BE~~ POWERING UP THE RADIOS AND RUNNING AT JUST ABOVE 1100 R.P.M.'S SHE TAXIED TO THE RUN UP AREA AND PERFORMED A ~~1800~~ 1800 R.P.M. RUN UP CHKING CARB HEAT, PROP CYCL, MAG CHK. ALL WERE APPROPRIATE NORMAL + WITHIN NORMAL R.P.M. DROP. THERE WAS A SLIGHT FLUCTUATION ON BOTH MAG'S BUT EACH HAD AN EQUIL 100 R.P.M. DROP.

TAXIED TO THE TAKE OFF END OF RUNWAY 21, DID A FINAL PRE TAKE OFF ^{CHK} AND THEN WENT TO FULL PWR. AT THIS POINT MY ATTENTION WAS OUTSIDE THE WINDOW AS ALL STANDARD ROUTINE TO ME.

AT A POINT SHORT + EAST OF THE RUN WAY INTERSECTION, (13/31), I FELT THE PLAIN LIFT OFF AND THROTTLE BACK DOWN, ONLY MAKE COTING UP SEVERAL INCHES. I HAD JUST GLANCED AT THE AIR SPEED ~~AND~~ PRIOR TO THAT LIFT OFF AND IT WAS INTO THE GREEN ARCH, NORMAL.

AFTER IT SETTLED BACK DOWN I THOUGHT IT WOULD BEGINS TO FLY AT ANY ~~THE~~ SECOND. IT DIDN'T AND KATHY SAID "WE AIN'T GOING TO MAKE IT!") "PULLING OFF THE POWER + APPLYING THE BRAKES. I COULD SEE OUR ONLY OPTION WAS TO TRY AND STOP.

AND THAT WE WERE NOT GOING TO AVOID
HITTING THE FENCE. I TO USED THE BREAKS IN
AN EFFORT TO VARE ~~into~~ ~~the~~ OFF TO THE
RIGHT INTO THE DIRT + SOME BRUSH TO USE
UP ENERGY + SPEED TO NO AVAIL.

AFTER HITTING THE DIRT DRAINAGE DITCH THE
PLANE WENT UP ON TO THE NOSE AND SLOWLY
ON OVER TO ITS BACK.

BOTH KATHY + I UNBUCKLED AND CRAWLING
OUT EACH SIDE ON TO THE UNDER SIDE OF
THE WINGS. BOTH UNHURT! PRIOR TO UNBUCKLING
KATHY HAD TURNED OFF ALL SYSTEMS, FUEL, PYS
MASTER/18

[REDACTED]

[REDACTED]