

-Official statement of Palm Springs runway incident with Sling N294JY on 7/11/2023.

My student pilot (Ned Hagoski) and I (Bryce Trevett) started our flight from Torrance airport (KTOA) that morning around 9am local time. We got all our required information for the flight in terms of pre flight planning, weather, fuel, airport information, ect. My student did his pre flight which I double checked afterwards. Everything appeared normal. No signs of damage anywhere that I could see. I fueled the aircraft. We did our normal start up, taxi, and run up at KTOA. Everything was normal. Our take off at Torrance was normal without any issue and we flew to KPSP. My student made a straight in landing at KPSP on runway 13L as instructed by ATC. His landing was fantastic. It was a stable approach. The landing was a soft, straight, and centerline landing at appropriate touch down speed with no side loading. The winds were calm. We taxied to the end of the runway to Bravo, then to Atlantic Aviation. No apparent issues during taxi. We went inside Atlantic Aviation to grab snacks then came right back out. We then proceeded as normal with another normal pre flight, start up, and run up on Bravo. We were cleared to take off by ATC on runway 31R. We taxied out onto the runway, got centerline, and began the take off roll. We were full power and rolling down the runway. Engine gauges were green, airspeed was alive. Somewhere before rotation speed (55kts) the aircraft “sunk” or “buckled” to the left. This is the best description I can make as to how the aircraft behaved at this moment. It was not left turning tendency or wind gust that made the airplane do this. It was a hard and sudden action that happened to the aircraft. My instant thought was the tire blew. My student was doing the take off and had controls at this moment. I immediately told the student “my controls” and took over the controls. I pulled power to idle, applied the hand brake. The aircraft at high speed and uncontrollable. It was not at rotation speed yet so I did not continue the take off. I tried using rudder to keep it on the runway. When applying the brake, the aircraft quickly went right and over the gravel embankment to the right of the runway. It was hard to tell during the chaos of the moment, but I do believe the aircraft lifted off while going over the slight embankment momentarily. There was a runway length sign I remember trying to avoid hitting (successfully) and we continued sliding along the gravel ground. I believe this is when the aircraft wing tips and tail got damaged from skimming the embankment/ground. I don’t ever remember seeing the prop striking anything. I believe it was unscathed. Upon coming to a full stop in the gravel, ATC asked us if we needed assistance. I told them I wanted to try and taxi back to Atlantic Aviation. I was able to taxi back, though it felt very unstable and shaky. I back taxied down the runway and back to Atlantic Aviation as approved by ATC very slowly. Upon getting back to Atlantic

Aviation we exited the aircraft and then inspected the aircraft to see the damage which is shown in the photographs. The entire left landing gear was cracked on both side along the length from the wheel to the fuselage. There was other skin damage from skimming the ground/ rocks and there was a hole/crack on the leading edge of the right side of the elevator. I assume this is from one of the gravel rocks shooting back and hitting it. The gravel rocks appeared to be quite sharp. No injuries were sustained by myself or my student.

Bryce Trevett 7/12/2023

My instructor, Bryce Trevett, and I, Ned Hagoski, flew a cross country trip to Palm Springs, KPSP, from Sling Pilot Academy in Torrance, KTOA. We arrived at KPSP, landed on 31 L and taxied off B. We took a break and got some snacks. Then I did my pre-Flight check, everything seemed fine. We then taxied via B , held short of 31R and contacted ATC. After receiving permission, we proceeded to the runway and began the takeoff roll. Just before rotation speed, around 45 to 50 kts, there was a sudden drop to the left, and the left wing dipped. Although I am a student, I knew this was not a left turning tendency issue. It felt much much different than that. I had never come across anything like this besides maybe the right wing getting a little bit more lift than the left due to a cross wind gust. It became apparent to me that this was a unique issue once I started to try to correct by putting more right rudder in and right stick to correct the left dip. This caused an over correction to the right, and we veered to the right. This is where my instructor said “my controls “, and I gave him the controls. At this point the plane was extremely hard to control. My instructor managed to avoid obstacles, and controlled plane as much as he could. We then went to the right and off the runway down a small embankment where there is a large gravel pit. We became airborne momentarily due to the embankment, and at this point, I believe we struck the wing tips and landed in the gravel where we stopped. ATC checked in with us. We told him that we were OK. We managed to taxi back onto the runway and made a 180 back to B. While taxiing back it became apparent to us that there was definitely something wrong with the left wheel, and/or left landing strut. The left wing was still dipping and the left wheel/strut vibrated when bakes were applied. After parking we exited the plane to

observe the damage and found our left landing strut had multiple gaping cracks. We also saw that the wingtips and elevator were damaged.

Ned Hagoski

7/12/2023