

Mr. [REDACTED] started his story with a background of his intent to fly his Swift to a Fly-In in southern California. He mentioned his background in the military and his experience working on cars, etc. He stated that he “takes care of the airplane” immediately after his reference to working on cars.

He then discussed the “upgrades” his friend, who is a mechanic, made to the airplane. The upgrades mentioned were a “panel upgrade”, a rollover bar, and aerobatic seatbelts.

Mr. [REDACTED] then went on to tell the full story of the events that took place the day of the accident. The following is a summary of details of the day:

His flight originated at Concrete (Mears Fld 3W5)

- A friend helped him load his 45lb suitcase into the airplane.
- He loaded approximately 70 lbs into the baggage compartment, which has a limitation of 100 lbs.
- He didn’t have ADS-B, so he planned to fly around the Class B airspace.
- Flew around to the West by Jefferson County Airport (0S9)

Arrival at Ed Carlson Memorial Field (KTDO)

- Circled over the field to ascertain the wind direction but was not able to see the windsock.
- A Twin Cessna landed runway 24 around that time and Mr. Christiansen elected to follow suit.
- He made a low approach runway 24 and didn’t notice any wind.
- Came around the pattern again to land, but was fast on final and elected to execute another go-around.
- On the third pass, he made a good landing and noted that no cross wind correction was necessary.

He stated that he was at KTDO to look through his hangar for a tool that he needed.

- This was estimated to take about 15 minutes.

- His friend, [REDACTED]” met him at the hangar and helped him add some oil.
- He filled the plane with about 12 gallons of fuel at the fuel pump.
- He was planning his next stop at Grants Pass (3S8)
- By this time, he was worried that he would arrive at Grants Pass around dusk and, as he wasn’t familiar with the area, decided to stay overnight.
- He and [REDACTED] got dinner and he ended up staying on a cot at [REDACTED] house approximately 1.5 miles away from the airport.

The next day, he planned his departure to Grants Pass.

- He had to go to Winlock for a locknut before going to the plane.
- When he went to prepare the plane, his suitcase was behind his seat, which was restricting its motion.
- He decided to move the suitcase (45 lbs) to the passenger seat.
- [REDACTED] helped him remove the tiedowns.
- He checked the windsock at the “South end of the field” and noted that the wind looked to be about 260 degrees at 3-5 knots.
- Planned to depart Runway 24.

Taxied for departure on Runway 24

- He had to taxi the full length of the taxiway – approximately $\frac{3}{4}$ mile
- Noted that the windsock that used to be at the “North end of the field” was no longer there, even though it had been there for all the 15 years he flew out of the airport.
- Made his estimate of wind based on the information from the other sock he viewed while loading. Didn’t notice any trees or grass blowing.
- He started his takeoff roll normally, at about 1600rpm, to get the tail flying.
- After he got the tail flying, he suddenly experienced the right wing lift up about 30 degrees and the nose pitched up.
- The airplane got about a foot up in the air at this point then bounced.
- Now at full power and accelerating (about 40mph), the right wing comes up again, and bounced for the second time.
- At this point “the nose came way up” and the plane got airborne at relatively slow speed (approximately 60mph).
- The airplane then went into a steep left bank (estimated 80 degrees) at about 30 feet in the air.

- He managed to get the plane leveled “by the trees”, and the airplane comes down relatively flat. The prop dug into the ground on impact and the plane pivots 180 degrees around to the left.
- He noted that his back has been sore.

Several people from the airport came to Mr. [REDACTED] aid after the accident.

- The Sheriff and EMT services arrived a short time after.
- He told the responders he was fine and didn’t require medical treatment.

Mr. [REDACTED] left the wreckage and took the train back home to Concrete that evening.

He spoke to the airport manager the next day to inquire about the windsock.

- The manager told him it had been removed a while ago due to disrepair.
- The manager informed him that his airplane had been moved by using straps and a vehicle as the gear were stuck in the up position.