

N41429 Aircraft incident narrative best as I can recall.

6 March, 2020

10:40 am

Landed Twin Falls only 40 minutes prior to the incident. Moderate turbulence at 5,500, normal landing with a southerly crosswind.

Prior to taxi out, I checked ForeFlight weather at Avionics Shop ramp. Winds were within aircraft limits. Taxied to Runway 26 as directed. Did an abbreviated run up. Was in no hurry. No traffic. Watched the wind sock waiting for some cross wind relief.

Cleared for T.O. Again, watching the sock sag and applied full power with no flaps. Aircraft lifted off unexpectedly in a huge wind gust and windmilled immediately to the left (to the south).

Gust faded and I felt the plane starting to sink and pushed the yoke forward to get it back on the ground so it wouldn't stall. Rudder input was not effective because of the strong wind. I do not know how high off the ground I was, but not far. Whole episode lasted only a matter of seconds. Now, over the edge of the runway at full throttle, I knew I would land in the dirt. Touch down was uneventful and immediately pulled throttle to idle and applied the brakes. Steered the aircraft between 2 PAPI lights to prevent striking the right light at the fuel tank, right MLG area. The right wing struck the north most light and knocked it down. The left wing pitot stuck the left light. It was a low speed impact. Never did stop and rolled back onto the runway and requested taxi to Reeder FBO.

Reported light damage immediately to the KTWF tower. Spoke by phone with the NTSB and FAA

prior to leaving the field. Met with the FAA That same afternoon at the KBOI FSDO with my personal records/medical and the required aircraft registration, airworthiness certificate, maintenance and propeller log books. They are recommending no punitive or follow-on requirements.

~~Michael S. B...~~ 6 March, 2020