

5/31/2012

Statement about accident

Rebecca Harvey [REDACTED] - pilot license

Aircraft Serial # ~~AAIB~~ AAIB-0608

Aircraft number: N1608R

Aircraft Type: AAIB (Grumman American)

Contact info: [REDACTED]

What happened

Summary

Decided too late to abort touch & go departure
Description:
Approach to landing normal. Touchdown normal in about the correct location and speed. However, I think I took too much time to adjust trim for takeoff and put up electric flaps. By the time I powered up for takeoff I must have been too far down the runway. I was just airborne when I decided that I was too low. I pulled the power back and put the plane back on the runway and proceeded to try and stop.

Although I was working hard I was unable to stop before the end of the runway. Once I reached the grass braking was NIL. After about 30 feet of grass I went airborne over the embankment after the plane fell straight down (landed on soft fiberglass gear) immediately after it landed it flipped over (tail ending up in front-end to end) and landed upside down.

(continued) - - -

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after the plane stopped moving I immediately pressed
the plane. Since the Slideback canopy was crushed under
the plane there was no way to open it.

I immediately grabbed the fire extinguisher
and smashed the back window (left rear window).

I was in such a rush to get out before a fire starts
that I did not take the time to turn off the motor or fuel.

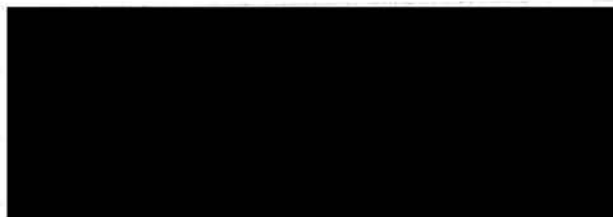
injuries:

minor injuries (declined medical treatment).

Some scrapes from climbing out broken window.

contact info:

Rebecca Harvey



addendum:

Flight originated from home airport KLMN.

Departed with full fuel (22 gal usable).

Plan was to do scenic flight of ~~plum~~ 15/4nd
followed by touch-n-go practice.

Flight lasted approx 45-50 min

remaining fuel should have been about 3/4 full.

This was indicated while in the pattern.

At no time did I notice any engine failure.