

NATIONAL TRANSPORTATION SAFETY BOARD

WASHINGTON, D.C. 20594

STATEMENT OF WITNESS

BY PHONE

The purpose of this statement is intended solely for use in determining the facts, conditions and circumstances, and the probable cause of the subject accident.

- Date 7/19/2012
1. Place of accident WEST OF INW RWY 29 Date 7/11/2012 Hour APPROX. 1241
2. Type of vehicle AMATEUR BUILT COZY
3. Identification of vehicle N718JT
4. What is your name JOSEPH F. TISCHLER (PIC) Age 65
5. Address [REDACTED] THOUSAND OAKS CA 91360-5218
- Occupation _____ By whom employed _____
7. Where were you at the time of the accident PIC
8. Tell in your own words what you saw or heard before and at the time the accident occurred.

UPON LANDING AT INW PILOT REFUELED AIRCRAFT. ON STARTUP ENGINE RAN ROUGH. SHUT DOWN ENGINE, PILOT PUT IN 2 QUARTS OF OIL AND WENT TO LUNCH FOR APPROX. 45 MINUTES. UPON RETURN ENGINE WAS STARTED AND ENGINE RUN WAS NORMAL, WITH NORMAL MAG DROPS. PILOT TAXIED A/C TO USE ALL AVAILABLE RUNWAY ON RWY 29. ONE MORE RUNUP WAS PERFORMED AND THAT WAS ALSO WITHIN NORMS. ENGINE INSTRUMENTS WERE ALL WITHIN NORMS AT THAT TIME AND THE SUCTION GAUGE WAS SLIGHTLY LOW. AT THE BEGINNING OF THE TAKEOFF ROLL PILOT WAS PREPARED TO STOP THE A/C IF HE GOT TO 2000 FEET DOWN THE RUNWAY AND EXPERIENCED PROBLEMS WITH THE TAKEOFF. THE PILOT ROTATED THE AIRCRAFT AND LIFTOFF OCCURRED WITH APPROX 3000 FEET OF RWY. LEFT. AT APPROX. 25-40 FT ABOVE THE GROUND PILOT EXPERIENCED A "SEVERE NOSE DOWNWARD PULL ON THE CONTROL STICK." PILOT PULLED THE NOSE UP TO COUNTERACT THE NOSE DOWNWARD MOMENT. PILOT LEVELLED A/C AND ESTABLISHED APPROX. 200 FT./MINUTE CLIMB. AT APPROX. 75' AGL HE HAD A SECOND NOSE DOWNWARD MOMENT ON THE CONTROL STICK, WHICH WAS A 30 TO 45 DEGREE PITCH DOWN. HE PULLED THE STICK BACK AGAIN BUT THE A/C CRASHED INTO THE GROUND. HE WAS ABLE TO RELEASE HIS SEAT BELT AND ESCAPED THE A/C ON HIS OWN POWER. THE A/C HAD EXPERIENCED TOTAL MAG FAILURE IN MAY ON THE RIGHT MAG.

(Signature)

IT WAS REPAIRED AND THE PILOT EXPERIENCED NO FURTHER PROBLEMS. THE PILOT STATED THAT THE A/C DOES TEND TO HAVE A "BOBBLING" NOSE BUT THESE NOSE DOWNWARD MOMENTS WERE THE STRONGEST HE EVER FELT. TO THE PILOTS RECOLLECTION AT THE TIME OF THE SECOND NOSE DOWN MOMENT THE A/C WAS TRAVELLING AT 95 MPH INDICATED AIR SPEED. WHEN THE PILOT CALCULATED WEIGHT + BALANCE FOR THE FLIGHT IT WAS IN THE CENTER OF GRAVITY ENVELOPE WITH A FORWARD CG. PRIOR TO TAKEOFF THE PILOT STATES THAT THERE WAS FULL ELEVATOR AUTHORITY. THE PILOT IS UNSURE OF WHETHER OR NOT THE GEAR WAS RETRACTED. THE PILOT STATES THERE WERE NO OTHER ~~SO~~ MAINTENANCE ISSUES RELATED TO THE ENGINE OR FLIGHT CONTROLS, BUT HE HAD PREVIOUS RADIO ISSUES. PILOT STATES SUITCASES WERE IMMOBILIZED IN THE BACK SEAT BUT THE WERE LIGHTER ITEMS NOT STRAPPED DOWN.