

Attempted to depart 60G Skyway estates airport at 1806 EST. Airplane was a PA-28-181 Piper Archer. Runway is 2600ft grass strip positioned 08-26. Departed from 08 at full power. Rotated about 1000ft down the runway got into ground effect. At about 800ft from the trees we reached 63kts and began to climb out. After clearing the first set of trees, pushed the nose level to try and regain speed but shortly after the tires clipped the top of the second set of trees. This slowed us even more and which began our decent into the trees. After that the aircraft descended through the branches and came to a stop resting on the nose and the tail straight up in the air resting on a tree. There were no injuries between the two people on board.

N3553M Accident Report

The plane was left in an upright position balanced between pine trees. The aircraft's wings both suffered heavy sheet metal damage. The aircraft's engine mounts were pushed into the firewall on the pilot's side. The floor under the pilot was pushed up and the pilot side wall caved in. There was minor damage to the fuselage from the crew seat aft. Elevator suffered sheet metal damage. The rudder and vertical stabilizer remained undamaged. Windshields were still intact and the crew door still operated as intended. The nose gear was pushed back and broke from the engine mount.

Roles and Responsibilities: On the flight from KPTK to 60G, Brian Ferweda, sitting in the left seat, was acting PIC and landed the airplane into 60G with John Warren sitting in the right seat. At the time of departure, Brian Ferweda was sitting in the left seat, and John Warren was sitting in the right seat acting as PIC. John Warren was operating the controls on the attempted take off from the right seat. Brian Ferweda applied the input of the nose down only after the stall horn began to sound. Seats were chosen solely on comfort and not pilot responsibility.

When I first gave this report, I left the roles of each pilot vague on purpose. After talking with the owner of the airplane, it was found that damages would have to be paid. After the meeting with the owner, John Warren and I talked about paying such damages. He led me to believe he would pay fully for the damages. At this point, I did not speak up about not being the operator of the aircraft at the time of the accident in order to ensure John would pay the damages. However, three weeks after this I was fired from DCT aviation where I worked underneath John Warren as an A&P. I was fired for not agreeing to implement new work schedules and management methods by the CEO(it was not related to the accident). On July 20 I received a letter in the mail stating that DCT was coming after me for the full damages of 53M. I called John Warren about the matter. The conversation was pushed to the side and I can no longer reach him. On July 21 2022, I received an email from Mitchell Gallo from the NTSB for the completion of a 6120 Form. This form was specific on who was flying the airplane during the incident. Since I was not the one operating the aircraft, I marked accurately on the document. I sent John Warren a SMS message about the 6120 form to be completed by him. The message was never replied to. On July 22 2022 I followed up with a phone call to him where I was sent directly to voicemail. All of this has led me to contacting Mitchell Gallo about how I should proceed. With the entire incident being placed on me, I only believe it fair that specifics are defined in what roles were taken.