

RECORD OF <input checked="" type="checkbox"/> VISIT <input type="checkbox"/> CONFERENCE OR <input type="checkbox"/> TELEPHONE CALL		TIME 10:45 AM	DATE 05/12/2020
NAME (S) OF PERSON (S) CONTACTED OR IN CONFERENCE AND LOCATION Mike Waytoshek/ Owner/Pilot/		ROUTING	
		SYMBOL	INITIALS
SUBJECT			
DIGEST 2020-5-12/1045/ The pilot departed Little Falls, MN (KLXL) on runway 31. The pilot had planned to do a very low fly over the runway (10-15 feet off the ground) to determine how the aircraft would fly with new wing and control surface "skins", shortly after lift off the engine coughed and then straightened out/ ran normally, at approximately 1900 feet from the departure end the pilot added power to perform a go-around maneuver due to the engine cough, during the maneuver the aircraft continued to roll to the left, the aircraft climbed to approximately 100 ft AGL in a left arc before losing altitude and crashing approximately two hundred yards southwest of runway 31 facing a heading of 81°E the GPS coordinate N 45°56'52" - W 94°20'54". The pilot stated the aircraft lifts off the ground at approximately 45-50 mph, stall speed for this aircraft is 34 mph. The pilot stated that he was not sure what happened he said he planned to just lift off and see how the plane felt after changing the skins on the wings and control surfaces, The pilot stated that he did not balance the control surfaces after he replaced the "skin" and repainted. The pilot/ owner also stated that he did not reweigh the aircraft after wing skin replacement and painting. continued on next page			
CONCLUSION, ACTION TAKEN, OR REQUIRED			
DATE 05/12/2020	TITLE ASI	SIGNATURE <div></div>	

DIGEST (CONT)

The tail section of the aircraft separated on impact, both main gear supports were broken and support structure was broken off, nose gear support structure was bent to the right as viewed from the pilot seat, left and right ailerons were bent, left wing was bent with the aft spar broken, control cable continuity could not be confirmed due to the elevator and rudder cables being broken during the accident, aileron continuity was not confirmed, both ailerons were bent and were bound up as a result. Removed 3 gallons of auto fuel from the left tank, removed 2 gallons of auto fuel from the right tank. All four propeller blades were damaged, one of the propeller blades was separated from the propeller, Other items noted during the inspection of the wreckage, aircraft airworthiness and registration not on the aircraft, no Experimental Placard on aircraft, no parachute warning placards on the aircraft, no "N" number on the aircraft. Aircraft is destroyed, pilot sought medical attention on his own, stated that he spent a night in the hospital.