



NATIONAL TRANSPORTATION SAFETY BOARD

Central Region

Record of Telephone Conversation

Person Interviewed: Ken Bergman - Pilot

Date: August 15, 2017

Subject: – CEN17LA318

The pilot was crow hopping down the runway and decided to takeoff.

Shortly after takeoff at altitude of about 500 ft, the engine stopped responding to throttle inputs.

The propeller continued to turn.

Landed in an asphalt parking lot of a factory where the airplane contacted a steel handrail.

He sustained minor injuries.

He purchased the airplane about 1 ½ years ago. He is the second owner.

He removed the engine and had it rebuilt in Naples, Florida, and reinstalled the engine himself.

The engine had a couple hours of ground run time on it since he reinstalled it.

Pamela S Sullivan

National Transportation Safety Board

Air Safety Investigator



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Record of Telephone Conversation

Person Interviewed: Mel Crane - FAA

Date: August 16, 2017

Subject: – CEN17LA318

He spent several hours going over the airplane and engine then met with the pilot/owner.

The pilot stated that he ran up the engine and it ran fine. He departed runway 29. At 500' agl the engine stopped responding to the throttle. He landed in the parking lot at FAU Industries where the airplane contacted a metal handrail that was along a sidewalk, a stop sign, and a cigarette extinguishing receptacle. Both gear were damaged and the right wing was bent downward about 45 degrees.

His examination of the engine did not reveal any issues that would have resulted in the loss of engine response. The throttle linkages were connected to the carburetors and movement was verified. The fuel pump was new and operational. The magnetos checked ok. The airplane had 5 gallons of fuel in each wing and the header tank was $\frac{3}{4}$ full.

The pilot had about 30 hours of flight time. He did not have the airplane logbooks with him, but was going to provide either the books or copies.

Pamela S Sullivan
National Transportation Safety Board
Air Safety Investigator