



NATIONAL TRANSPORTATION SAFETY BOARD

Central Region

Record of Telephone Conversation

Person Interviewed: Eric Rudningen - CFI

Date: October 18, 2017

Subject: – CEN18LA015

Conducting a flight review with a private pilot.

Borrowed the airplane.

Half tanks of fuel plus 2 adults. He knew he was ok with weight and balance.

Sumped tanks and checked the oil during preflight.

Ran up engine to 1,500 rpm. Performed mag and carb heat checks. Functioned fine.

Lots of rain in the area and the ground was soggy.

Taxied to sod runway 21.

Acceleration on the runway was slow.

Stated they needed to get the nose off the ground because they were getting bogged down. The airplane seemed to accelerate, but it wasn't fast enough.

He took control of the airplane and lifted the nose off the ground and got the airplane into ground effect. He lowered the nose to gain airspeed.

Airplane was struggling to gain airspeed.

Saw a road and a soybean field. Tried to turn toward the field, but the airplane "wasn't happy" and seemed like it was going to stall. Rolled wings level.

Started flare too high and the bottom fell out. Hit hard on the main gear. The nose came down and the nose gear dug into the soft ground. The nose gear collapsed and the airplane flipped.

He and the other pilot crawled out of the airplane.

During the takeoff mixture – Rich, throttle – IN, Carb Heat - pulled on.

He doesn't recall looking at the tachometer, but the private pilot stated the rpm didn't get over 1,900.

Believes it was an engine issue.

Climbed to 100 – 150' the settled.

Should have aborted the takeoff.

Lifted off about 2,000' down the 3,000' runway.

Pamela S Sullivan

National Transportation Safety Board

Air Safety Investigator