



RECORD OF CONVERSATION

Timothy N. Sorensen
Aviation Accident Investigator
Central Region

Date: November 27, 2017 / December 12, 2017
Person Contacted: Gabriel Chandler, Pilot
NTSB Accident Number: CEN18LA039 – Dickinson, North Dakota

Narrative:

Mr. Chandler reported that he had landed in the Cruz Energy truck yard about 10:30 that morning. There was no turbulence at that time. He did not notice any appreciable change in the winds based on the wind socks located at the truck yard. He checked current weather conditions before the accident takeoff.

During the accident takeoff, when the airplane attempted to climb out of ground effect, it banked to the right. The right-wing tip contacted the ground and ultimately the airplane came to rest on a truck trailer to the right of the takeoff path. He commented that the airplane might have encountered a wind gust which caused the right wing to stall.

Mr. Chandler stated that there were no issues with the airplane during the accident takeoff.

Mr. Chandler noted that there is no flight manual for his airplane with the modifications installed. He explained that flaps up are negative when fully up. The first notch of flaps places them neutral with the wing (zero deflection). The second and third notches correspond to approximately one-half and full deflection. He was unsure of the exact deflection angles. Mr. Chandler uses the following takeoff procedure:

- Cabin preflight;
- Trim set for takeoff;
- Flaps 2 notches;
- Hold brakes;
- Full power;
- Stick forward;
- Release brakes;
- Accelerate to 30+ mph;
- Pull full flaps and lightly rotate;
- With lift off and airspeed building, bleed off flaps back to 2nd notch;
- Climb out.