



RECORD OF CONVERSATION

Timothy N. Sorensen
Aviation Accident Investigator
Central Region

Date: July 25, 2018
Person Contacted: Brian Lundquist, FAA Flight Standards
NTSB Accident Number: CEN18LA288 – Milford, Iowa

Narrative:

Inspector Lundquist conducted a post-recovery airframe examination, with particular emphasis on the flight control system. He reported that continuity of the flight control system was confirmed and that no anomalies consistent with a pre-impact malfunction were observed.

Inspector Lundquist noted that the runway was oriented north-south, about 2,000 feet long, and consisted of grass. The airplane came to rest about 70 feet west of the runway in a corn field, oriented on a northwest heading.

The pilot informed Inspector Lundquist that he uses a gentle rise in the runway to assist the airplane to become airborne during takeoff. The pilot stated that there were no issues with the engine during the accident takeoff. The airplane was loaded with about 120 gallons of chemical, which was approximately one-half of the airplane hopper capacity.

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