



RECORD OF CONVERSATION

Jim Silliman
Air Safety Investigator
Central Region

Date: 8/12/2018
Person Contacted: Mr. Terry Rohr, Pilot
NTSB Accident Number: CEN18LA335

Narrative:

Mr. Rohr stated that it was the 1st flight for the student pilot in a 210-horsepower C-41 (C-172). It had better performance than the 180-hp airplanes. He stated that the airplane was about 400 lbs below maximum gross weight. He stated that the preflight and engine run-up were normal. The fuel flow gauge indicated 14 gph of fuel at 2,900 rpm.

He described the takeoff roll as normal. The student pilot rotated at about 60 mph and brought the nose up to the horizon. It flew out of ground effect; however, the airplane wouldn't accelerate or climb. The pilot took the controls and went back into ground effect, put in 10-degrees of flaps, but it still didn't accelerate. He turned 10-degrees to the right to avoid trees. He touched down near the stall speed. The nose wheel jammed into the rough terrain and flipped over.

He stated that the engine was running smooth and producing power. There was no indication of any problems. There was no roughness. The propeller was running at 2,800 rpm.

The nose might have been high initially, but then she put it on the horizon so it shouldn't have been a problem.



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Date: 8/12/2018
Person Contacted: Ms. Rachel Pring, Student pilot
NTSB Accident Number: CEN18LA335

Narrative:

Ms. Pring stated that the takeoff felt fine and she rotated at about 60 – 65 mph. She said the engine sounded fine and was not sputtering. She said the airplane did not stay in ground effect very long. She said she pulled up the nose too high and the stall warning horn sounded, but she lowered the nose and the stall warning horn stopped. However, the airplane was not accelerating, and the stall warning horn sounded again. The instructor pilot checked the instruments and took the controls. The engine continued to sound normal, but the airplane was not accelerating. The stall warning horn sounded again right before touch down.