

Memorandum of Conversation

Date: 05 September 2018

Time: 0818 central daylight time

Conversation Including: FAA Inspector Benjamin Roller, Cincinnati FSDO

Conversation Regarding: CEN18LA362, N2305K

Duration of Call: 28 Minutes



Summary & Factual Information from Conversation:

Inspector Roller reported he interviewed the pilot (Dr. Studebaker) while he was still being treated at the hospital. Inspector Roller noted that the pilot was medicated at the time of the interview. The pilot reported that he had purchased the airplane on 10 August 2018, and that he had flown with a flight instructor to regain familiarity with the airplane. The pilot noted that he had soloed in 1968 in the same airplane make/model. The pilot reported having flown about 490 hours in single-engine airplanes; however, until recently, he had not flown in about 5 years.

The pilot stated that the accident occurred shortly after takeoff from runway 27 (2,000 ft by 30 ft) at 3OH0. He noted that the airplane was slow to achieve liftoff from the runway, and about 75 ft above the ground the engine began to run rough. The pilot briefly applied carburetor heat, but he deselected carburetor heat after he perceived an increase in engine roughness. The pilot stated that a total loss of engine power occurred shortly after he deselected carburetor heat, and that he made a forced landing to a nursery located west of the airport. The airplane landed hard in uneven terrain, collapsing both main landing gear and damaging the right wing. The pilot sustained spinal compression injuries during the accident.

Inspector Roller reported that the accident site was about ½ mile west-northwest of the departure end of runway 27. The crash site consisted of a nursery of short, about 1 ft high, bushes. The airplane had landed on a north heading. The forward fuselage and the right wing sustained substantial damage during the hard landing. There was fuel observed in each wing tank. Neither wing tank appeared to be damaged or breached. Both main landing gear had collapsed and the right wing strut was damaged. The tailwheel and empennage appeared to be undamaged. The lower engine cowl was crushed and buckled. There was the odor of fuel emanating from beneath the engine. Inspector Roller authorized the airplane to be recovered back to the airport where a follow-up examination will be completed.

--- End of interview summary ---

I can attest that the above summary and factual information was taken on the above stated day, and is correct to the best of my knowledge:

Signed: _ Andrew Todd Fox _

Dated: _ 05 September 2018 _

Andrew Todd Fox
National Transportation Safety Board
Air Safety Investigator