

RECORD OF ☒ VISIT ☐ CONFERENCE OR ☐ TELEPHONE CALL		TIME 0900 LCL	DATE 09/05/2019
NAME (S) OF PERSON (S) CONTACTED OR IN CONFERENCE AND LOCATION Office meeting between members of the FAA and the accident pilot. Neal		ROUTING	
		SYMBOL	INITIALS
Spanier, FAA Investigator-in-Charge, Paige Kakas, Aviation Safety			
Inspector, and Nathan G. McBride, accident pilot, all in attendance at the			
Cincinnati Flight Standards District Office (FSDO).			
SUBJECT Accident of aircraft registration N8928B which occurred shortly after			
takeoff from the Andy Barnhart Memorial Airport (3OH0) on 08/11/2019.			
DIGEST Inspector Spanier requested Mr. McBride's presence at the Cincinnati FSDO to further			
discuss the events related to the aircraft accident that occurred in New Carlisle, Ohio on			
08/11/2019. At the meeting, Inspector Spanier again informed him of the accident			
investigation process and again provided Mr. McBride a Pilot's Bill of Rights Brochure			
(these items were originally discussed and presented to Mr. McBride on 08/13/2019).			
Inspector Spanier requested to see Mr. McBride's FAA airman certificate, basic medical			
documentation, pilot's logbook, and a valid government-issued form of photo identification.			
Inspector Spanier asked Mr. McBride several questions related to gathering information			
specific to FAA Form 8020-23, FAA Accident/Incident Report. Mr. McBride provided			
information to the best of his knowledge. Mr. McBride additionally provided Inspector			
Spanier with a printed NTSB Form 6120.1, Pilot/Operator Aircraft Accident/Incident Report,			
completed by Mr. McBride. Inspector Spanier asked Mr. McBride to describe the details of			
the accident flight from the beginning of the pre-flight stage through to the end of the			
accident. Mr. McBride stated he performed a normal takeoff from runway 27, a 2,000 foot			
paved runway, at the 3OH0 Airport. He further stated that he used 0 degrees of flaps and			
used a rolling takeoff as opposed to a short-field takeoff technique. Mr. McBride stated he			
CONCLUSION, ACTION TAKEN, OR REQUIRED The information and statements from the accident pilot will be included and reviewed as it			
relates to the investigation into the accident of aircraft registration N8928B on			
08/11/2019.			
DATE 09/05/2019	TITLE FAA Investigator-in-Charge (IIC)	SIGNATURE Neal Joseph Spanier  Digitally signed by Neal Joseph Spanier Date: 2019.09.10 16:34:14 -04'00'	

"used up all of the runway on takeoff" and rotated close to the end of runway 27. Mr. McBride stated right after rotation, he accidentally "pulled back" too aggressively on the flight controls which caused the aircraft to have a high pitch attitude. Mr. McBride stated he felt the aircraft "shutter" intensely followed by the aircraft descending. Mr. McBride stated he leveled the aircraft's pitch attitude to arrest the descent rate, however, the aircraft still continued to descend. Mr. McBride stated he had no choice but to conduct a forced landing in the plant nursery that was in front of his flight path. Inspector Spanier asked if the "shutter" encountered on the flight was consistent with stall characteristics of the aircraft. Mr. McBride stated he didn't think the aircraft stalled because he did not hear the stall warning horn. When asked, Mr. McBride stated he did not notice or hear any engine abnormalities and does not think the engine failed on the accident flight. Inspector Spanier asked Mr. McBride if he considered using a short-field takeoff technique because of the short runway and heavy total weight of the aircraft. Mr. McBride stated he had not considered a short-field takeoff because he didn't think it was necessary. When arranging the meeting with Mr. McBride in advance, Inspector Spanier asked him to bring the actual or recreated weight and balance calculations and performance calculations as it related to the accident flight. At the meeting, Mr. McBride presented a recreated weight and balance calculation only. The calculation showed the accident flight exceeded the maximum weight limitation of the accident aircraft by 5 pounds (although Inspector Spanier noted the weights of the occupants and the baggage presented in the calculation may be less than the actual weights involved on the accident flight) and exceeded the Center of Gravity envelope limitations of the accident aircraft. Mr. McBride stated he did not know how to complete the takeoff performance calculations related to the accident aircraft. Mr. McBride stated he did not complete a weight and balance calculation nor a performance calculation prior to the accident flight. He stated that he does not calculate weight and balance or performance prior to any flight he conducts. Inspector Spanier questioned Mr. McBride further about weight/balance and performance information. Mr. McBride stated he did not perform these calculations because in his prior experience he "had always been within the limitations and the flights were okay." Mr. McBride stated he originally completed his private pilot training at the Springfield-Beckley Municipal Airport (SGH) in Springfield, Ohio, which has 9,010 foot and 5,498 foot paved runways. Mr. McBride stated that neither he nor the flight instructor would perform these calculations because they knew they would be within the limitations. Mr. McBride stated he just recently began flying out of the 30H0 Airport in relation to a flying club which is closer to his residence. His logbook showed 16 flights that had been conducted from the 30H0 Airport, all within the last year. A few of these flights were conducted in a Cessna 182 while the majority were conducted in the accident aircraft. Mr. McBride stated that he normally flew the accident aircraft either solo or with one additional occupant. He stated the accident flight was the first time he flew the accident aircraft with two passengers. It was noted from Mr. McBride's pilot logbook that he satisfactorily completed his private pilot practical test with a Designated Pilot Examiner on 12/07/2005 and received a recent flight review endorsement on 01/16/2019. Additionally, Mr. McBride had taken a nine year hiatus from flying and recently began flying again at the end of 2018. He has 147 hours of total time in all aircraft, 132 hours of total time in the make/model of the accident aircraft, and 19 hours of total time in all aircraft in the past year.