

Memorandum of Conversation

Date: 14 August 2019
Time: 1000 central daylight time
Conversation Including: Nathan McBride, Pilot
Conversation Regarding: CEN19LA263, N8928B
Duration of Call: 15 Minutes



Summary & Factual Information from Conversation:

Mr. McBride stated that he completed a normal preflight inspection of the airplane using the checklist. He refueled the airplane the previous day and estimated that the airplane had about 35 gallons of fuel onboard before the flight. Mr. McBride stated that he did not observe any anomalies with the airplane or its engine during his before takeoff engine runup, which included verifying proper flight control movement and proper function of each magneto and the carburetor heat. The flaps were fully retracted for takeoff.

Mr. McBride made a rolling takeoff on runway 27 and the airplane accelerated to 70 mph before he rotated for liftoff near the departure end of the runway. Mr. McBride stated that he was "too aggressive" when he pulled aft on the control stick, which resulted in a higher-than-normal airplane pitch attitude after liftoff. About 15 seconds after liftoff, he felt the airplane "shudder" as it began to descend. He decreased airplane pitch to increase airspeed, but the airplane continued to descend. He made an immediate landing in a plant nursery about ½ mile off the end of the runway. The airplane's nose landing gear collided with a hoop support in the plant nursery before the airplane impacted terrain.

Mr. McBride reported that there were no mechanical malfunctions or failures that would have precluded normal operation of the airplane.

--- 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: _ 14 August 2019 _

Andrew Todd Fox
National Transportation Safety Board
Air Safety Investigator