

Memorandum of Conversation

Date: 4 September 2019
Time: 0745 central daylight time
Conversation Including: Logan G. Lane
Conversation Regarding: CEN19LA295, N8517Q
Duration of Call: 25 Minutes



Summary & Factual Information from Conversation:

Mr. Lane stated that the purpose of the flight was to fly the airplane from the Air Tractor factory at Olney Municipal Airport (ONY), Olney, Texas, to his company's base-of-operations at Lane Airpark (T54), Rosenberg, Texas. He arrived at ONY between 0930 and 1000, and then reviewed paperwork and the airplane logbooks for about an hour before he accepted airplane from the airplane manufacturer.

Mr. Lane did not observe any anomalies during his approximately 15-minute preflight inspection. The airplane was topped-off with fuel (234 gallons) before he arrived, and the fuel samples observed during the preflight inspection were free of water and particulate. Mr. Lane stated that the airplane was equipped with a ferry tank system; however, the ferry tank (hopper) did not contain any fuel.

Mr. Lane reported that the engine started normally and that he did not observe any anomalies on the engine gauges. He completed a brake check and cycled the propeller 3 times while he taxied to runway 17. The engine startup, taxi, and takeoff were conducted with the fuel selector valve positioned to use fuel from the main tank.

Before takeoff, he locked the tailwheel and increased engine power to 1,500 foot-pounds (ft-lbs) of torque as he held the brakes. He then increased engine power to 2,200-2,300 ft-lbs of torque during the takeoff roll and completed a normal liftoff at 95-100 knots. After liftoff he maintained a higher-than-normal climb angle to quickly climb to a safe altitude above the runway; however, about 200 ft above ground level and halfway down the 5,101 ft long runway the engine began to surge every 1-2 seconds between what he perceived as idle and full power. He described the sensation as alternating between being pushed back into the seat and being thrown forward until the seat belt restrained any further motion.

Mr. Lane stated there was insufficient runway remaining to ensure a safe landing, so he entered a left turn to land on runway 31. He recalled that during the turn he saw an amber annunciator panel light illuminated, which he believed to be the fuel filter warning light. The airplane was too low and slow to complete the turn to runway 31 without entering an aerodynamic stall, so he leveled the wings and made a forced landing in a rough pasture southeast of runway 31. The airplane landed hard on the left main landing gear before it collided with a tree stump, and then swerved to the left and down into a ditch. After the accident, he moved the fuel condition lever to the cutoff position and evacuated the airplane through the left door.

--- 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: _ 4 September 2019 _

Andrew Todd Fox
National Transportation Safety Board
Air Safety Investigator