

RECORD OF ☐ VISIT ☐ CONFERENCE OR ☒ TELEPHONE CALL		TIME 8:00 AM	DATE 09/04/2020
NAME (S) OF PERSON (S) CONTACTED OR IN CONFERENCE AND LOCATION		ROUTING	
		SYMBOL	INITIALS
Herbert Maraman, Pilot # [REDACTED] - [REDACTED]			
Tim Kray - IIC			
Don Kendall - ASI			
SUBJECT Unreported aircraft accident, N57607, Ord NE, on 8/18/2020			
DIGEST Phone call with Mr. Maraman concerning the accident he was the pilot of on 8/18/2020, in aircraft N57607, in Ord, NE. Explained to Mr. Maraman why we were calling, and were acting as NTSB and FAA. His statement about the accident: Loaded the aircraft as normal, checked AWOS, and wind was calm. A front had just come through which delayed their spraying. He had 3 loads to do that day, starting with the largest field of 150 acres. During Taxi, he noted the windsock was dead, so he decided to depart to the N to avoid flying over the town. He was loaded with 155 gal, but he often flies with 180 or so. He performed his engine runup which was good, then when he cycled the oil and prop gov, black smoke shot out of the exhaust. He reset and tried it again and everything was normal. The T/O roll was long, but nothing unusual considering his load. He lifted off around 80 mph, stayed in ground effect to build speed and at approx 93 mph started his climb, with runway left below him. Once he saw he could clear the hills to the			
CONCLUSION, ACTION TAKEN, OR REQUIRED Mr. Maraman was very helpful and forthcoming. He will be sending all the required information. The investigation will continue with the NTSB.			
DATE 09/04/2020	TITLE Aviation Safety Inspector	SIGNATURE Timothy Peter Kray Digitally signed by Timothy Peter Kray Date: 2020.09.04 11:59:29 -05'00'	

DIGEST (CONT)

west, he began his left turn to the west.

The A/C felt sluggish during the turn, but he thought it was because of the hills to the west and expected it. He had enough altitude and continued his turn.

His speed began decreasing, he checked his RPM which was good. He checked Throttle, Prop, mixture, all were good. The aircraft wanted to settle and began to sink, he couldn't do anything about it. He basically was along for the ride and rode it into the ground.

As he got closer to the ground, one wing started to drop. He didn't dump his load because he was so slow, he was concerned it would pitch him up (even with pushing forward on the stick) and into a stall, causing him to hit the ground from a slightly higher altitude nose first. He hit the ground and slid to a stop.

He didn't have any injuries, just soreness and bruises from the harness and seat belt.

We asked him why he didn't report it, and he said it wasn't his aircraft, he was just the pilot. I explained he still has a responsibility as PIC to report an accident.

Inspector Kendall asked him how much he had flown this aircraft and in that area.

THis was his first flight in that aircraft and in the area. He has flown other similar aircraft, PA-25 (owns one), and CE-188.

Rex talked to him about the air phenomena prior to him flying, so he was expecting it, otherwise would have been more concerned that he was at the time.

He did not feel there were any issues with the aircraft or engine.

RECORD OF ☐ VISIT ☐ CONFERENCE OR ☒ TELEPHONE CALL		TIME 3:00 PM	DATE 10/02/2020
NAME (S) OF PERSON (S) CONTACTED OR IN CONFERENCE AND LOCATION		ROUTING	
		SYMBOL	INITIALS
Herbert Maraman - Pilot			
Tim Kray - ASI			
SUBJECT N57607 Accident follow up phone call.			
DIGEST			
Preflight planning with W&B - Did not calculate a weight and balance for this flight, he			
has taken off and flown heavier in this aircraft from this airport.			
Weather - Clear, possibly high clouds. During taxi, AWOS stated winds calm, pilot			
confirmed with a "dead" wind sock.			
Takeoff Time - Does not know exactly, he waited approx. 2 hours after rain passed, and the			
winds were calm on ASOS.			
How many times flying that aircraft - He has flown that brave before, over 8000 acres,			
started flying out of ORD in July. (Correction from initial conversation) (Original ROC			
with pilot states it was his first flight in the aircraft and this airport. Pilot			
clarified, this was his first season flying with this operator.)			
CONCLUSION, ACTION TAKEN, OR REQUIRED			
DATE 10/05/2020	TITLE Aviation Safety Inspector	SIGNATURE	

DIGEST (CONT)

Approx 150-155 gallon load, had flown 180 gal before. Normal load is approx. 160 gal.

Flap setting on Takeoff - 1st notch, 10 deg.

RECORD OF ☐ VISIT ☐ CONFERENCE OR ☒ TELEPHONE CALL		TIME 0825	DATE 09/04/2020
NAME (S) OF PERSON (S) CONTACTED OR IN CONFERENCE AND LOCATION		ROUTING	
		SYMBOL	INITIALS
Mr. Herbert Maraman - Pilot			
Donald Kendall - ASI PAI			
Tim Kray - ASI POI			
SUBJECT N57607 Accident that was not reported			
DIGEST			
A telephone interview was conducted with Mr. Herbert Maraman and the following information was collected: ASI Kendall and ASI Kray introduced themselves to Mr. Maraman and the reason for the call was explained as in investigation into an accident involving N57607. Mr. Maraman was fully cooperative. Mr. Maraman stated that AWAS was checked and weather was calm at the time, but a front had come through earlier. Mr. Maraman stated that there were three loads to get out that morning and he was going to do the largest field first. At the time of taxi, the wind sock was noted to be dead. Mr. Maraman stated that he departed to the North and didn't feel too heavy so no concerns about the weight. Mr. Maraman did note a puff of black smoke from the exhaust during run-up prior to takeoff, but it cleared out, so there was nothing out of the ordinary. At 93 mph Mr. Maraman started to climb and turn to the hills on the west. Mr. Maraman stated that the aircraft speed dropped. RPMs were fine, the throttle was full forward, mixture full in, but felt like the prob just wasn't biting and the aircraft started sinking. Mr. Maraman stated that there was nothing else he could do except to ride it down. Mr. Maraman stated that he decided not to dump the load because he felt that it would cause the aircraft to pitch up and in the current state, would potentially stall the aircraft and eventually spin the aircraft, nose down into the ground. Mr. Maraman stated that he sustained sore ribs and bruises from the harness, but no hospital visit. Mr. Maraman was asked if he had ever flown that aircraft before and if he has ever flown in the area before. Mr. Maraman stated no to both questions. Mr. Mariman stated that he didn't feel the aircraft was malfunctioning. Both Mr. Mariman and Mr. Kelley mentioned that pilots have reported their aircraft flight behavior to be affected adversely while flying over the west hills. When Mr. Maraman was asked why this accident wasn't reported, he stated that he was just the pilot and left it up to the owner, Mr. Kelley. Mr. Maraman agreed to provide pictures of logbooks, pictures of the accident and a written statement. Mr. Maraman stated that he was currently in Alabama and lives in Georgia.			
CONCLUSION, ACTION TAKEN, OR REQUIRED Statement has been documented and the investigation is ongoing. Further action is yet to be determined.			
DATE 09/04/2020	TITLE Aviation Safety Inspector	SIGNATURE  Digitally signed by Donald Edward Kendall Date: 2020.09.04 11:39:42 -05'00'	