

Fox Todd

From: Fox Todd
Sent: Thursday, September 10, 2020 3:12 PM
To: Kray, Timothy (FAA)
Cc: Fox Todd
Subject: RE: N57607 Accident

Importance: High

Inspector Kray,

Thank you for forwarding this email correspondence that you have had with the pilot thus far...

I will include this information/data with our public docket materials associated with the investigation.

Sincerely,
Andrew Todd Fox
NTSB, Air Safety Investigator

From: Kray, Timothy (FAA) [REDACTED]
Sent: Thursday, September 10, 2020 12:16 PM
To: Fox Todd [REDACTED]
Subject: FW: N57607 Accident

Todd,

Here is the statement and information from the pilot. This is also PDF'd in the file I sent you. All the attached pictures are also in the zip file.

Tim Kray
Principal Operations Inspector
Aviation Safety
Lincoln Flight Standards District Office
[REDACTED]

From: Herb Maraman [REDACTED]
Sent: Saturday, September 5, 2020 10:19 PM
To: Kray, Timothy (FAA) [REDACTED]
Subject: Re: N57607 Accident

-Wx Briefing source: Ord AWOS [REDACTED]

-Precipitation: None

-Wx factors: A storm passed through earlier that morning thus causing us to delay flights until it passed. The storm had passed and weather was good. Note: I heard of another ag pilot crashing later that day and his location was in another town several miles southwest of Ord. After my event, I'd wondered if the storm/front caused any atmospheric issues similar to what I was experiencing.

-Phase of flight: Climb

- Actual weather: Clear and Calm
- Pilot Training
 - Safety Seminar: None
 - Wings program: None
 - Other applicable training (137, IPC...)
- Pilot Information to include:
 - Hours in Make and Model: 328
 - Hours in Last 90 Days (total): 640.7
 - Hours in last year (total): 899.2
 - Total Hours: 2,643
 - Regulatory Check Ride (Flight Review or last certification check): BFR 20 March 2020

Finally, please provide a written account of the event. Please be as detailed as possible, as this may assist the NTSB in determining causal factors. Include the preflight items we discussed, the run-up, chemical load, fuel load, winds, temperature, and any environmental, instrument, or aircraft indications you noted during the event.

At that time, we had three loads that day (150, 70 and 40 acres). A weather front passed through earlier that morning and we waited a couple of hours after it had passed before beginning operations. As they were loading the plane for the 150 acre load, they loaded 155 gallons. I'd called the Ord (Evelyn Sharp Field AWOS) and it was reported calm and 70 degrees. I wanted to take the 150 acre load first because of the weather conditions being reported as later the temperature would become hotter. I've taken loads of 160 gallons several times prior to this and a few loads of 180 gallons, given the right weather/temperature conditions. Engine start was as normal. I then proceeded to taxi to the runway from the loading pad. Once I had a view of the wind sock, it confirmed no winds were present. I decided to take off on the northern runway (RWY 31) because my field was to the west of the airport and there were hills I would have to fly over enroute to the field. Taking off to the south, I would have had to turn west sooner due to the town location and population. Prior to entering the runway, I ensured my mixture was rich and I conducted an engine run up at 2,000 rpm. Both right and left magnetos checked normal. Upon cycling the prop to circulate fresh oil in the prop governor, I noticed black smoke coming out the exhaust. This was the first time I'd ever experienced this. I waited about 15 seconds then cycled the prop once again. This time, no black smoke was observed. I then proceeded to depart on RWY 31. I pushed the throttle to full using a 5 count, I increased in speed as prior takeoff rolls. Because I was carrying 155 gallons, I knew my takeoff roll was going to be longer than for lessor takeoffs. Tail section came up as normal and as I approached 80mph the plane lifted off the runway. I kept the aircraft in ground effect until my airspeed was above 90mph prior to climbing and I still had runway in front. The aircraft climbed as normal as I kept the 31 heading until I knew I was higher than the hills before I started my turn to the west. Upon turning to the west, I began to notice my airspeed decreasing. I rechecked throttle, prop and mixture positions and they were normal takeoff settings. The aircraft continued to maintain altitude. Of note, we experienced this before when turning toward the west, not just myself but also the other pilots. However, the aircraft would again begin to climb prior to reaching the hills. Once I realized the aircraft wasn't going to climb, I felt it settling (weight wise), my airspeed kept decreasing and I was approaching stall speed, At that point I'd decided not to dump my hopper because of the vast increase in height it would have put me and at such low speed, I was afraid that it would stall and enter a spin (at a higher altitude). So, the aircraft continued to settle. Prior to impacting the ground, the right wing began to drop indicating a stall however given the height above the ground, it didn't enter a spin. Once the aircraft came to a halt, I turned off all electrical switches and departed the aircraft.

On Fri, Sep 4, 2020 at 12:24 PM Herb Maraman [REDACTED] wrote:

FLIGHT REVIEW: \$61.56

HERB MARAMAN [First name, MI, Last name] holder of pilot
 certificate # [redacted] [certificate number] has satisfactorily
 completed the flight review required by \$61.56 on 2-7-16 [date].
 Signed [redacted] Date 2-7-16
 CFI # [redacted] Expiration 1-31-17

FLIGHT REVIEW
 FLIGHT
 certificate
 completed
 Signed
 CFI #

FLIGHT REVIEW: \$61.56

Herb Maraman [First name, MI, Last name] holder of pilot
 certificate # [redacted] [certificate number] has satisfactorily
 completed the flight review required by \$61.56 on 3-11-18 [date].
 Signed [redacted] Date 3-11-18
 CFI # [redacted] Expiration 02-28-19
Includes 1 hour of F Ground instruction (Pilot)

FLIGHT REVIEW
 FLIGHT
 certificate
 completed
 Signed
 CFI #

FLIGHT REVIEW: \$61.56

HERB MARAMAN [First name, MI, Last name] holder of pilot
 certificate # [redacted] [certificate number] has satisfactorily
 completed the flight review required by \$61.56 on 4-3-20 [date].
 Signed [redacted] Date 4-3-20
 CFI # [redacted] Expiration 1-31-21

FLIGHT REVIEW
 FLIGHT
 certificate
 completed
 Signed
 CFI #

9/6/13
9/12/14
9/18/15
9/12/16
09/17
09/18
09/19

I UNITED STATES OF AMERICA		XI	
DEPARTMENT OF TRANSPORTATION • FEDERAL AVIATION ADMINISTRATION			
IV NAME HERBERT RANDALL MARAMAN			
V ADDRESS TIFTON GA 31794-1309			
VI NATIONALITY USA		SEX - HEIGHT - WEIGHT - HAIR - EYES	
IVa D.O.B. [REDACTED]		M [REDACTED]	
IX HAS BEEN FOUND TO BE PROPERLY QUALIFIED TO EXERCISE THE PRIVILEGES OF			
COMMERCIAL PILOT			
III CERTIFICATE NUMBER [REDACTED]			
X DATE OF ISSUE [REDACTED]			
XIV [REDACTED]			

FLIGHT REVIEW (BIENNIAL)	INSTRUMENT PROFICIENCY	PIC PROFICIENCY CHECK	CPI RENEWAL	MEDICAL	REMARKS
UNITED STATES OF AMERICA Department of Transportation Federal Aviation Administration MEDICAL CERTIFICATE SECOND CLASS					
This certifies that (Full name and address): HERBERT Randall MARAMAN [REDACTED] Tifton GA 31794 USA					
Date of Birth	Height	Weight	Hair	Eyes	Sex
[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	[REDACTED]	M
has met the medical standards prescribed in part 67, Federal Aviation Regulations, for this class of Medical Certificate.					
Must wear corrective lenses. Not valid for any class after 9/30/2020.					
Limitations					
Date of Examination			Examiner's Designation No.		
09/16/2019			[REDACTED]		
Examiner	Signature [REDACTED]				
	Typed Name David O'Brien, MD				
AIRMAN'S SIGNATURE [REDACTED]					
Applicant ID: [REDACTED]			Control No.: [REDACTED]		
FAA Form 8500-9 (3-12) Supersedes Previous Edition NSN: 0052-00-670-7002					

On Fri, Sep 4, 2020 at 12:15 Kray, Timothy (FAA) [REDACTED] wrote:

Herb,

Thanks, got the first set, appreciate it.

Have a good weekend yourself.

Tim Kray
Principal Operations Inspector
Aviation Safety
Lincoln Flight Standards District Office

[REDACTED]
From: Herb Maraman [REDACTED]
Sent: Friday, September 4, 2020 11:30 AM

To: Kray, Timothy (FAA) [REDACTED]
Subject: Re: N57607 Accident

Tim,

I'll work on the information requested. I may send piece meal until I get back and can set down.

Have a great holiday weekend.

Herb









On Fri, Sep 4, 2020 at 11:12 Kray, Timothy (FAA) [REDACTED] wrote:

Mr. Maraman,

Thank you for taking the time to talk with us this morning concerning the aircraft accident of N57607, at Ord, NE, on Aug 18, 2020.

Please provide the following items:

- Pictures of the accident, as many as you have, as we need to try assess damage based on the photos.
- Pictures or Color copies of your drivers license and pilot certificate.

From your log book:

- Copies or pictures of flight review, both the endorsement as well as the flight and ground training logged.
- Copies or pictures showing currency for past 90 days.

I am having issues with the fillable fields on the PDF, so I have just listed the information I will need to fill out the report, in addition to our discussion and the information you provide above.

- Wx Briefing source
- Precipitation

- Wx factors
- Phase of flight
- Actual weather
- Pilot Training
- Safety Seminar
- Wings program
- Other applicable training (137, IPC...)

- Pilot Information to include:
- Hours in Make and Model
- Hours in Last 90 Days (total)
- Hours in last year (total)
- Total Hours
- Regulatory Check Ride (Flight Review or last certification check)

Finally, please provide a written account of the event. Please be as detailed as possible, as this may assist the NTSB in determining causal factors. Include the preflight items we discussed, the run-up, chemical load, fuel load, winds, temperature, and any environmental, instrument, or aircraft indications you noted during the event.

If you have any questions regarding any of this information, please call me at the number below or respond to this e-mail.

Tim Kray
Principal Operations Inspector
Aviation Safety
Lincoln Flight Standards District Office
