



Diana Crump
Aviation Accident Investigator
NTSB Central Region Office

Date: 09/03/2026

Subject: CEN26LA304

Contact: [REDACTED], Nationwide Aviation Owner

A phone interview with the owner operator was conducted on September 3, 2026.

According to the owner/operator, he learned of the accident while driving to the flight school that morning. He reported that the rationale for the higher rotation speed specified in the school's engine break-in procedure was based on a recommendation from the engine overhaul facility to maintain a shallow climb profile to maximize engine cooling airflow. He further stated that previous engine break-in flights attaining the specified rotation speed of 75 knots without any issues.

The owner/operator stated that, following the accident, the school's engine break-in procedures would be revised. The proposed revisions direct pilots to conduct takeoff and rotation in accordance with the airplane's Pilot's Operating Handbook (POH) and normal operating procedures, including applying full takeoff power at the beginning of the takeoff roll and rotating at the appropriate airspeed for the airplane. The revised procedures further emphasize that engine break-in procedures do not establish or require a specific rotation airspeed and shall not delay an otherwise normal rotation or takeoff. The revisions also instruct pilots to establish a shallow climb profile, as conditions permit, after a positive rate of climb has been established while continuing to monitor engine parameters and operate within all airplane limitations. The owner/operator stated that they will implement training and education around this topic.

End of statement.