



NATIONAL TRANSPORTATION SAFETY BOARD

Eastern Region – Ashburn, Virginia

RECORD OF CONVERSATION

Who: Steven Spearman, Pilot

When: July 29, 2015 and May 10, 2016

RE: ERA15LA270

In two separate telephone conversations, Mr. Spearman stated that the accident flight was his third flight of the day and the wind was calm. After re-loading, he taxied the airplane to the west and departed to the east as he had done on the previous two runs. Mr. Spearman said he brought engine up to takeoff- power and all gauges were normal before he released the brakes and started the takeoff roll. He said the prop control was full forward and his hand was on the power lever. When the tail came up off the ground, Mr. Spearman initiated a climb. He said that within 2-3 seconds, the airplane suddenly stopped flying "like the engine went into neutral." The airplane then settled onto the ground, went into a cornfield, and struck a fence. Mr. Spearman said there were no unusual noises, smoke or vibrations from the engine, "it just drew down." He said the engine stayed running, but the propeller stopped producing thrust "like it was wind milling." Mr. Spearman said he realized the engine was still running at takeoff power about 30-40 seconds after the accident, so he immediately shut the engine down.

Mr. Spearman stated that his hand stayed on the power lever and the prop control was full forward during the entire flight.

Leah D. Read

Sr. Air Safety Investigator

National Transportation Safety Board