



MEMORANDUM OF CONVERSATION

Aaron McCarter
Air Safety Investigator
Eastern Region Aviation

Date: 06-29-2016
Person Contacted: FAA Inspector Fred King
NTSB Accident Number: ERA16LA220

Narrative:

The airplane departed the end of the runway and impacted with several trees and brush. The trees cushioned the impact and they both were not injured. Weather was not conducive to carburetor ice. It was warm and dry out.

The runway was freshly cut and about 2,500 to 2,800 feet long. Plenty for this type of airplane. Probable that this airplane can take off in half that distance.

There was gas in the tank, about $\frac{3}{4}$ full. Tested for water in the fuel- there was none. Weight and balance doesn't seem to play into it. Just the two (2) of them, small bag and 13 gallons of fuel, so they should have been under gross weight.

Unfortunately, the IA mechanic who was working on the airplane had removed and replaced the propeller and he did a compression check on one of the cylinders before we (FAA) arrived. Informed him that he was not supposed to work or perform maintenance without NTSB or FAA oversight.

The compression was low but does not recall which one it was. Discussed the possibility of one cylinder being low on compression and if it was possible to reduce the horsepower enough to contribute; possible but unknown.

There was oil, and the engine looked clean.

Both wings damaged, windshield damage and both propeller blades splintered; one damaged about 12 inches out from the hub, the opposing blade about 24 inches out from the hub. Appears it was rotating during impact.

The pilot had about 1,000 hours, but only a few in this airplane.

[END]



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Date: 06-30-2016
Person Contacted: Pilot Bruce Carlson
NTSB Accident Number: ERA16LA220

Narrative:

The airplane wouldn't climb. It was the first time in this specific airplane with a passenger and he did not know what to expect, but he had flown an exemplar airplane with two 190 pound people and there was no issue at all so he assumed it would be the same. They were below max takeoff weight.

The airplane started beautifully, there were no issues during the runup; everything tested ok. The weather was very nice. It was clear and pleasant. There was no moisture.

The takeoff run was normal and immediately after liftoff, it climbed to about 20 feet, then settled back down onto the runway. It did this several times and would not climb. It was like it wasn't making full power, but it sounded normal. He did not recall any backfire, or engine hesitation.

They hit the trees off the end of the runway. They were not injured.

[END]