



RECORD OF CONVERSATION

Robert Gretz
Senior Air Safety Investigator
Eastern Region Aviation

Date: September 25, 2017
Person Contacted: Brian Humphrey, FAA/FSDO, Orlando, FL
NTSB Accident Number: ERA17LA311

Narrative:

Mr. Humphrey was interviewed via telephone. He obtained an airport surveillance video that showed the airplane utilizing almost all of the runway during the takeoff attempt. Additionally, a witness assisted after the accident and reported that there were four large adults onboard and approximately 12 pieces of luggage.

Mr. Humphrey performed a cursory examination of the engine. He was able to rotate the propeller and confirm crankshaft, camshaft, and valve train continuity to the rear accessory section of the engine. During rotation, Mr. Humphrey noted saltwater emitting from the exhaust. Mr. Humphrey did not attempt a test-run as saltwater remained in the engine and had corroded one of the magnetos.



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Date: September 26, 2017

Person Contacted: Peter Boshoff, 2FLY Airborne, Merritt Island, FL

NTSB Accident Number: ERA17LA311

Narrative:

Mr. Boshoff was interviewed via telephone. He is a flight instructor at 2FLY and was standing on the east ramp, near the 2FLY hangars at the time of the accident. His attention was drawn to the accident airplane as it used more of a ground roll prior during the takeoff attempt than what Mr. Boshoff is accustomed to observing. Specifically, the airplane did not rotate until about 2,300 feet down the runway. The nose initially pitched up about 5° and the airplane climbed about 20 to 30 feet above ground level. Then, as the airplane approached trees, the nose pitched up about 15° and the left wing dropped, consistent with a stall.

As rescue personnel brought the occupants and baggage back to the airport, Mr. Boshoff noted that there were approximately 12 backpack-size pieces of luggage that were recovered from the airplane. He estimated the weight of each back to be approximately 20 lbs. He observed two males, which he estimated to weigh about 220 lbs each. He also observed two females, which he estimated to be about 200 lbs. each.

Mr. Boshoff added that the pilot initially reported that the engine “quit,” but Mr. Boshoff heard the sound of engine noise all the way up to impact with water.