



RECORD OF INTERVIEW

Daniel P. Boggs
Air Safety Investigator
National Transportation Safety Board
Office of Aviation Safety - Eastern Region

Date: November 13, 2018 1100 EST
Person Interviewed: Phillip Granberry-witness
NTSB Case Number: ERA19LA041

Narrative:

Mr. Phillip Granberry was interviewed by telephone.

Phillip stated he was a pilot with over 2,000 hrs. since 1977.

Phillip read me his statement and then emailed me a copy.

Phillip stated there was a right quartering tailwind when the pilot took off, blowing about 8-10mph.

He watched as the pilot "pulled" the airplane off the ground too early and watched as he porpoised 3-4 times right at stall speed.

Phillip knew the pilot was in trouble immediately after takeoff.

Phillip stated there was no change in engine sound, ran good the entire time.

See docket for more details.



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Date: November 13, 2018 1400EST
Person Interviewed: Ron Wilson-witness
NTSB Case Number: ERA19LA041

Narrative:

Mr. Ron Wilson was interviewed by Telephone.

Ron read me his statement and then emailed it to me.

Ron lives right on the runway about midfield, he was in his hanger when he heard the pilot increase engine power to takeoff.

Ron stated this pilot always takes off from runway 27 regardless of wind direction and speed. Ron stated he saw the pilot fly earlier in the day and took off with a very steep angle of attack, just like this takeoff.

See statement in docket for more information.

Philip Geanberry - statement

Sunday November 11, 2018

I pulled off Brothers Lane east of Voyager Ct. to watch the take off of an aircraft that was doing a pre-flight run up on the far eastern end of the taxiway/over run of runway 9/27 Cannon Creek Airpark.

The aircraft proceeded to take off from that position which would be a runway 27 takeoff. This allowed the aircraft to have the entire length of both the overrun and runway 27.

This put the aircraft in the position of having a right quartering tailwind.

At appox 13:43 The aircraft became airborne as it neared the runway threshold of runway 27. The aircraft immediately entered a series of "oscillations" where it appeared to be near stall speed followed by lowering of nose, followed by raising nose, this oscillation continued until impact with tree. Each oscillation seemed to result in lower altitude. The left wing struck the tree, the aircraft impacted the ground in a very steep nose down attitude.

Conclusion:

Downwind take off.

Forcing aircraft off ground rather than let groundspeed build to compensate for tailwind.

Perhaps tailwind component increase as aircraft attempted to climb above height of trees to the east of point of takeoff.

Once in unfortunate situation failed to keep nose lowered to allowed airspeed increase as there was plenty of runway length remaining.