



## NTSB RECORD OF CONVERSATION

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**General Aviation Accident Investigation Division, AS-20**

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**Date: January 5, 2017**  
**Person Contacted: John Fuller**  
**NTSB Accident Number: GAA18CA078**

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The following is a summary of the conversation:

The pilot reported that, during the touch and go prior to takeoff, he retracted the flaps, turned the carburetor heat off, and adjusted the trim wheel for slight nose up trim. He applied full power, took off about 64-65 knots, and applied nose down pressure to stay in ground effect. He estimated that his altitude in ground effect was about eye level to the top of the nearby hangars.

The pilot reported that, in ground effect, he noticed that he was not showing indications of a climb and his airspeed was not increasing. He lowered the nose to increase airspeed, but did not observe an increase on the airspeed indicator. He applied back pressure on the yoke to climb, but did not observe an increase in vertical speed and it felt similar to "slow flight". He attempted to increase his airspeed and then increase his altitude two additional times before deciding to abort the takeoff. He landed the airplane on the remaining runway before the airplane ran off the runway and impacted a fence.

The pilot reported that his troubleshooting attempt sequence lasted about 10-15 seconds. He reported that the control yoke felt "responsive" and that he did not audibly hear the stall warning horn. He further reported that V<sub>x</sub> (best angle of climb) speed was 59 knots and V<sub>y</sub> (best rate of climb) was 73 knots for the airplane.