



NTSB RECORD OF CONVERSATION

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Date: October 10, 2018
Person Contacted: John Cooke (Pilot)
NTSB Accident Number: GAA19CA011

The following is a summary of a telephone conversation with the above mentioned:

The pilot reported that, the previous day, he flew the airplane, but wanted to get more comfortable with the new instruments that were installed. In the hangar, a friend helped him become more familiar with the autopilot system, so they turned on the airplane and tested the autopilot, specifically how it would follow set heading bugs and they “ran the trim all the way up”.

The pilot reported that, during the accident flight the following day, before takeoff, he did not check the trim setting because he believed the trim setting to be the same after his flight the previous day, instead of the trim setting after testing the autopilot on the ground after the flight. During takeoff, the nose pitched up extremely high and he was concerned it would aerodynamically stall. He attempted to recover, but the airplane pitched up and down multiple times and then struck the runway. The nose landing gear collapsed.

The pilot added that he “did not latch the seat belt very good”, because during the extreme nose up pitch attitude, he pushed the nose down and noticed that he was up out of his seat and could not regain control.

The pilot reported that there were no preimpact mechanical failures or malfunctions with the airplane that would have precluded normal operation.