



RECORD OF CONVERSATION

Michael Huhn
Air Safety Investigator
Western Pacific Region

Date: June 26, 2018
Person Contacted: Inspector Rudolph Nudo (Orlando FSDO)
NTSB Accident Number: WPR18LA179

Narrative:

The following is a synopsis of the information provided by Inspector Nudo in a telephone conversation on this date:

- Inspector Nudo responded to the accident scene yesterday (the day of the accident) and spent about 6 hours there
- He spoke with the pilot and with ATCT personnel
- The weather was benign/no factor, clear and dry, light wind
- The pilot and his family (the pax) returned to Michigan today
- The pilot & family & airplane are based in Michigan
 - The pilot uses the airplane to do charity work
 - Its not clear whether this trip was a charity trip or some other purpose
- The pilot owns or co-owns this airplane
- The pilot reportedly told the FAA inspector that the airplane/engine(s) "bogged down" and the pilot then abandoned the takeoff
- The airplane overran the ~6,000 ft runway
- The pilot intentionally steered the airplane right to avoid and "ILS antennae" structure near/at the end of the runway
- The pilot used "brakes and spoilers" to decelerate the airplane
- The deceleration decreased significantly once the airplane departed the paved runway surface onto the surrounding grass
- The airplane traveled about 500 ft beyond the runway end
- The airplane had full fuel (163 gallons) for the takeoff
- The FAA inspector will speak to the airplane fueler
- The pilot planned to stop in North Carolina as a fuel stop before continuing to the final destination of Michigan (both unspecified airports)
- The pilot has a TT of about 1,200 hrs, including about 350 multi-engine
- The pilot was believed to be the only pilot on board

- It was not clear whether there were 4 or 5 total POB
- The pilot will provide a statement to the FAA
- The FAA has photos and copies of the A/C registration, and some logs excerpts
- The ATCT personnel stated that the airplane began its takeoff at the beginning of the runway
- Some unspecified witnesses stated that it was a "late rotation"
- The recovered airplane is currently at "Sheltair" at KORL
- Mr. Brice Bock (associated w an unspecified facility on KORL) reportedly helped with airplane recovery