



RECORD OF CONVERSATION

Samantha Link
Aviation Accident Investigator
Western Pacific Region

Date: August 22, 2019
Person Contacted: Ms. Laura Woodward (Pilot/Owner)
NTSB Accident Number: WPR19LA233

Narrative:

During a telephone conversation with Ms. Woodward, she reported the following:

- Two years ago, there was an issue with fuel leads to the engine and she had to take it back in May of 2018. Afterwards, the airplane sat in a hangar until day of accident due to issues with the Federal Aviation Administration medical.
- This was the airplane's first flight out of annual inspection.
- She conducted a preflight of the airplane and it started normally. She taxied it to the end of the hangars and called ground for runway 25L.
- She conducted a runup and it was normal. The engine sounded fine, and no anomalies were noted.
- After being cleared for takeoff, she positioned the airplane on the runway and started the takeoff roll.
- She noticed the takeoff roll was taking longer than normal, but assumed it was humidity.
- In addition, the airplane rotated further down the runway than normal, and the airplane only climbed a little.
- The engine sounded normal, but it seemed very under powered; like she had a 65-horsepower (hp) engine as opposed to 100hp.
- She turned slightly left because a pond surrounded by very rough and dry terrain was in front of the airplane.
- As the airplane slowed for the off-field landing, it either impacted something or stalled a little early and it impacted the ground.
- She does not recall if she reduced engine power or not.
- The airplane was equipped with a Continental engine, it had less than 500 hours.

- The engine worked just fine up to 1,700 RPM. However, she does not know what the RPM gauge showed during the takeoff sequence. She was focusing on the airspeed indicator since the airplane wasn't getting the airspeed it needed.
 - However, during takeoff she did double check that the throttle was in the full power position.

END.

Submitted by: Samantha Link