

RECORD OF <u>X</u> VISIT		CONFERENCE OR	TELEPHONE CALL	TIME 1100MST	DATE 8/31/2020
NAME (S) OF PERSON (S) CONTACTED OR IN CONFERENCE AND LOCATION					R OUTING
Harold Brown – Bozeman, MT FBO					
SUBJECT					
Aircraft Accident N317LB Harlowtown, MT					
DIGEST					
(SEE BELOW)					
CONCLUSION, ACTION TAKEN, OR REQUIRED					
DATE					
8/31/2020					
					SIGNATURE

FAA Form 1360-33 (10/12) Supersedes Previous Edition

Page 1

DIGEST (CONT)

Met with Mr. Harold (Larry) Brown after an accident he was involved in while departing Harlowtown, MT on 8/14/2020. Mr. Brown supplied all his airman documents during the meeting as well as a sample Weight and Balance sheet with the numbers on the day of the accident. According to his calculations (which were verified against the POH) the aircraft was within CG limits and just below max gross takeoff weight. The outside air temperature was around 80 degrees F. Mr. Brown stated the aircraft lifted off the runway and proceeded to slowly climb to an altitude of about 100' AGL at which point he realized it was not performing as expected and the airspeed was slowing down. Mr. Brown stated that he pitched the nose lower in order to maintain a safe speed and which point he began descending and eventually landed in a field. When I asked Mr. Brown to give me an exact rundown of his actions during the entire sequence he proceeded to demonstrate via "chair flying." His actions indicated that he is in the habit of lining up on the runway, adding full power and immediately moving his right hand to join his left hand on the yoke. When I asked him if that is how he flew the departure and subsequent descent to the crash he stated, "yes." I asked him if he checked to verify the throttle was at full power when he realized he could not maintain altitude or airspeed. He stated that both hands remained on the yoke for the duration of the flight. Subsequent inspection of the aircraft showed the mixture at full rich, the propeller in the high position, and the throttle backed out from the full power position. Investigation of the propeller revealed it did not appear to have crashed under full power.

FAA Form 1360-33 (10/12) Supersedes Previous Edition

Page 2