



RECORD OF CONVERSATION

All persons listed were interviewed by Zoë Keliher:

The following is a summary of conversation:

JOHN KUTAS [REDACTED]

Mr. Kautus stated that the airplane passed in front of him as it was on the way to the runway. The windsock was limp and the wind was limited. He observed the airplane begin the takeoff and noted that all the wheel stayed on the ground until departing the surface (a three-point stance). When the airplane was about 1/3 down the runway, the nose lifted about 15 degrees and the airplane climbed to about 50 feet above ground level (agl). With the airplane at an approximate ground speed of 65 mph, the left wing dropped and impacted the ground.

Mr. Kutas stated that he had flown in the airplane on multiple occasions. He thought that the left wing would drop was prominent when maneuvering. He opined that the rigging or build gave a higher angle of incident in right wing. The input of right aileron would further amplify the left-wing drop. He noted that the there was no stall warning in the airplane: no visual, audible, or aerodynamic warning.

JT STADE [REDACTED]

Mr. Stade stated that he was waiting for Mr. Weeks, the third owner of the airplane, on the morning of the accident. He met the accident pilot and watched him and Mr. Weeks talk for a while before they got in the airplane. The filled with full fuel and the sale transpired. They taxied to the runup area and then Mr. Weeks egressed the airplane. The pilot then began the takeoff roll with all the wheel remaining on the surface during the takeoff roll. During the initial takeoff the airplane momentarily veered to the left of the runway centerline. The airplane then adjoined back to the centerline and began to lift off the surface. After becoming airborne, the airplane began a left 10-degree left bank and then Mr. Stade lost visual contact as it went behind a hangar. The airplane then climbed above the hangar, and he could see it in a climb.

Mr. Stade stated that as the airplane climbed above the hangar he saw it in a 20-degree nose-up climb and start a left bank. About 1,500 feet down the runway, the airplane went from a 30-degree to 70-degree bank as it tightened. He estimated the airplane was at a maximum of 70-degrees. He likened the motion to a slow powered turn.

DAVID DANTONIO [REDACTED]

Mr. Dantonio was located at the picnic tables at the time of the accident. He stated that the airplane was equipped with a 496 Garmin and he was helping teach the accident pilot how to plug his home airport in Arkansas, M27, into the unit. Thereafter, Mr. Weeks positioned himself in the right seat and the accident pilot was in the left seat. After a 15 minute run-up, Mr. Weeks egressed and the accident pilot got out. The pilot began the takeoff with all three wheels on the ground at the same time. The airplane then climbed to about 30-40 feet and began to "wallow" as it oscillated from right to left. Thereafter the wing dipped to the left and he saw dust followed by fire.

Mr. Dantonio stated that the accident pilot had experience in a T-18, but he mentioned he sold it about 7-8 years prior.

Zoë Keliher
Air Safety Investigator
Western Pacific Region