



## INTERVIEW SUMMARY

**Elliott Simpson**  
**Aviation Accident Investigator**  
**Western Pacific Region**

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**Interview Date: May 22 through 24, 2016.**  
**Person Contacted: Pilot, Andreas Crone**  
**NTSB Accident Number: WPR16FA115**

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### **Narrative:**

In a series of email and verbal exchanges, Mr. Crone stated the following:

He had just completed two uneventful takeoffs and landings while remaining within the traffic pattern.

As he approached the hold short line for runway 21 in preparation for his third takeoff, an airplane in the traffic pattern declared an emergency, and tower controllers temporarily suspended all takeoffs.

He remained in the airplane with the engine still running at idle. He stated that while waiting, the airplane was on a heading of about 350°, and he monitored the engine's cylinder head temperatures and intermittently increased engine speed in an attempt to keep the engine cool.

After holding short for 20 minutes he was given a takeoff clearance. The takeoff roll and initial climb were uneventful, however, once the airplane reached an altitude of about 500 ft above ground level (agl), the engine began to lose power, and the airplane began descending.

He stated that he did not have sufficient altitude to perform trouble shooting steps, and immediately initiated a 180-degree right turn in an effort to land back on runway 3.

The airplane became realigned with the runway centerline about midfield, and after he applied full brake pressure, but was unable to slow the airplane down sufficiently. The airplane passed through the northeast run-up area and taxiway, and departed the elevated section of the runway.