

RECORD OF ☐ VISIT ☐ CONFERENCE OR ☒ TELEPHONE CALL		TIME 9:44 AM	DATE 05/13/2016
NAME (S) OF PERSON (S) CONTACTED OR IN CONFERENCE AND LOCATION Neil Bungard, [REDACTED]		ROUTING SYMBOL INITIALS	
SUBJECT Jay Jahnz flight instruction-N701FP Accident investigation			
DIGEST Mr. Neil Bungard contacted me by phone at 09:44 on 05/13/2016 per my request in a phone message to him left earlier in the day. According to pilot logbooks for Mr. Jay Jahnz, Mr. Bungard had provided approximately 14 hours of dual flight training to Mr. Jahnz in a weight shift control aircraft from 04/17/2016 through 04/20/2016. I informed Mr. Bungard that I was not investigating his flight instruction at this time and was contacting him to collect information for an accident involving Mr. Jahnz. I asked about the flight instruction that he had provided and Mr. Jahnz's progress and performance as a student. Mr. Bungard stated that the instruction was given over a 4 day period. The instruction was provided in an Air Creation ARV Tanarg, which is a weight shift control aircraft. I inquired about the flight characteristics and differences between this aircraft and the Airborne Windsport Edge X Classic that Mr. Jahnz was operating the day of the accident. According to Mr. Bungard, the Airborne has what is referred to as a "Cruise Wing" and the Tanarg was set up to be similar, so he felt the flight characteristics would be similar. He stated that even after 4 days and quite a bit of flying, he did not feel that Mr. Jahnz was ready to solo, and therefore did not endorse him for solo flight. (CONTINUED ON BACK PAGE)			
CONCLUSION, ACTION TAKEN, OR REQUIRED			
DATE 05/13/2016	TITLE David R. Nelson, ASI	SIGNATURE DAVID ROBERT NELSON	

Digitally signed by DAVID ROBERT NELSON
DN: c=US, o=U.S. Government, ou=AGL, ou=MSP
FSDO, cn=DAVID ROBERT NELSON
Date: 2016.05.13 11:22:27 -05'00'

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He stated that Mr. Jahnz had some bad tendencies. He stated that Mr. Jahnz seemed to handle the aircraft satisfactorily once at altitude , but would typically mismanage takeoffs and landings. He stated that Mr. Jahnz would have a tendency to "leave the bar out" after takeoff rotation instead of letting it come back Mr. Bungard stated that this would cause the aircraft to increase the pitch attitude and would climb too fast if the bar was not allowed to come back. I asked Mr. Bungard about the differences between weight shift control aircraft such as these and a typical fixed wing aircraft. He stated that the control is different in that to bring the nose up (climb) you would push forward on the control bar and to bring the nose down (descend) you would pull back on the control bar. He stated that this does tend to be an issue with new pilots especially those that are mixing their training between fixed wing and weight shift control aircraft. I asked about the difference in performance in this type of aircraft in solo flight as compared to with 2 people on board. He stated there is a lot of difference in the performance with one compared to 2 on board. Aircraft will climb a lot faster while solo. I informed Mr. Bungard that the NTSB was investigating this accident as well and asked if I could share his contact information with Arnold Scott, the NTSB investigator. He stated that he would be fine with doing so and would be willing to speak with Mr. Scott if needed.