



RECORD OF CONVERSATION

John Brannen
Senior Air Safety Investigator
Central Region

Date: August 4, 2021
Person Contacted: Philip Brueggen
NTSB Accident Number: CEN21FA345

Narrative:

During a telephone conversation, Mr. Brueggen confirmed that he was receiving instruction in the J3 Cub involved in the accident. When asked about his injuries he said that he broke both bones in his left forearm, 2 vertebrae in his back and had a brain bleed that the doctors were able to get under control. He had several surgeries and had just been released from the hospital.

When asked what he remembered about the accident flight, he said that he and his instructor were performing touch-and-go takeoffs and landings and had done about 10 of them already. He said that on the accident takeoff, when the airplane reached about 400-500 ft. AGL, his instructor said, "engine failure, turn around for 09". He emphasized that she did not state whether it was a simulated or actual engine failure. He said that they were both on the controls at this time and started a turn back toward the runway when the airplane entered a "graveyard spin". He remembers about 1-2 seconds of the spin but has no recollection after that point.

When asked about the use of carburetor heat, he said that since the J3 has the carb heat control in the front cockpit, when he flies with an instructor the instructor controls the carb heat. He said that on the accident flight his instructor was applying carburetor heat about when the airplane was abeam the runway numbers on the downwind leg of the traffic pattern, and then turning carburetor heat off when power was applied for takeoff.