



RECORD OF CONVERSATION

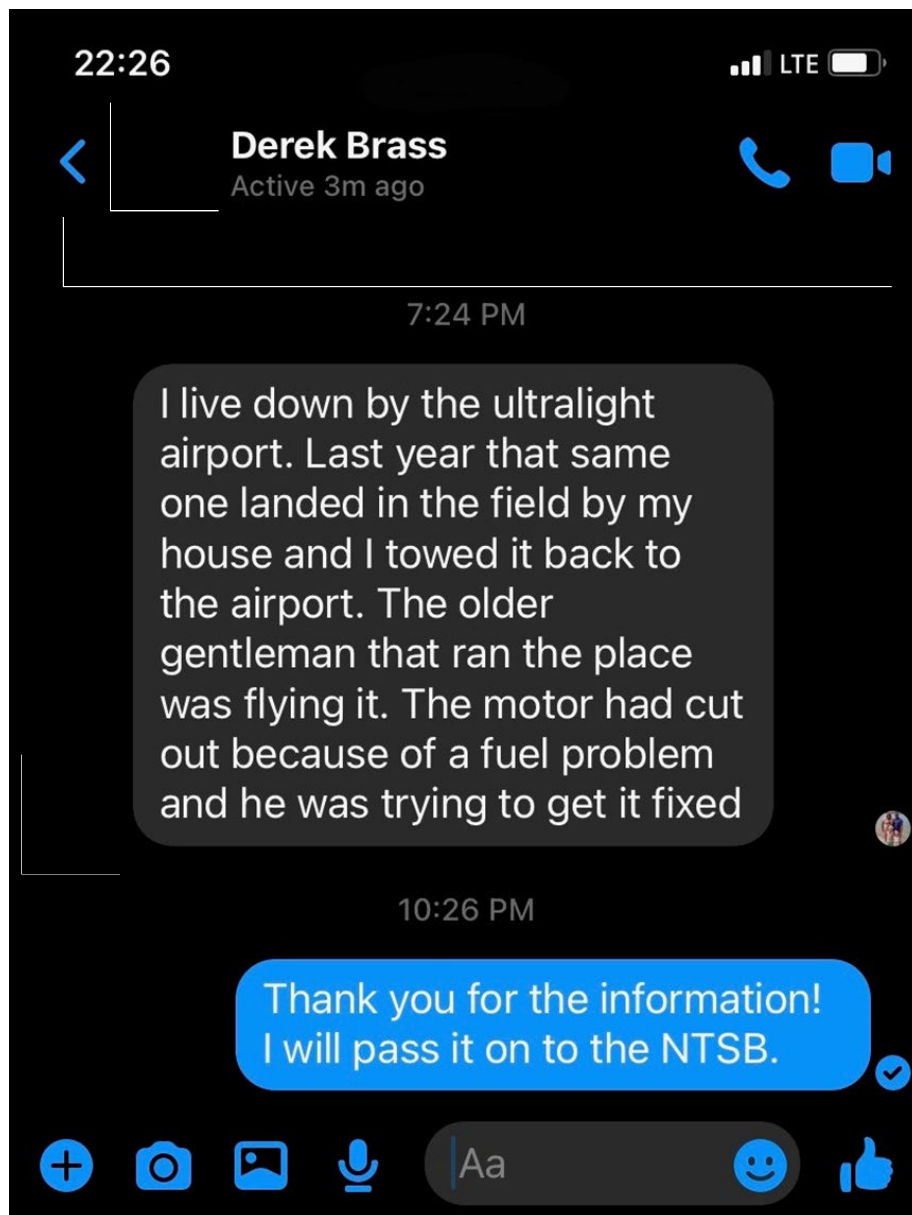
Joshua Lindberg
Air Safety Investigator
Central Region

Date: October 6, 2020
Person Contacted: Derek Brass, [REDACTED]
NTSB Accident Number: CEN21LA008

Narrative: In a Facebook message to the local Sheriff, Mr. Brass stated the following:

On 10/6/20, he sent a message to Sheriff Latham about this accident airplane/pilot. He stated “I live down by the ultralight airport. Last year that same one landed in the field by my house and I towed it back to the airport. The older gentleman that ran the place was flying it. The motor had cut out because of a fuel problem and he was trying to get it fixed.”

A screenshot of the conversation is below.



End of conversation.



RECORD OF CONVERSATION

Joshua Lindberg
Air Safety Investigator
Central Region

Date: October 7, 2020

Person Contacted: [REDACTED]

NTSB Accident Number: CEN21LA008

Narrative: In a phone conversation with this person, he stated the following:

This person met the pilot briefly last summer. He flew down to the Posey Patch airpark where [REDACTED] He also owns a Quicksilver airplane.

The pilot offered to take him flying so he asked another guy if the pilot was safe to fly with. He didn't know the pilot very well at all. The pilot's plane was heavily modified from the original Quicksilver design. When they departed, they were climbing very slowly and much slower than he expected. They were probably close the max gross weight. The was the first thing that scared him because they were at 500 ft right over the airpark. They were not wearing headsets so he couldn't talk to the pilot. The pilot started a tight, steep bank maneuver, similar to a steep turn but 45+ degrees of bank. He was concerned of an accelerated stall. The pilot kept the turn going for a more turns and much longer than he was comfortable with. The flight proceeded and they were fine or a while with no scary maneuvers. There was another private strip nearby, Davis strip, and it's one way in one way out. He flew the wrong way into this airfield. They approached from the north with a descent rate similar to landing. As they were coming into the runway and 20 ft agl, the airplane was already halfway down the runway. The pilot started to go around. They realized they were not going to make it over the trees. The pilot made a 90 degree turn toward a small clearing and circled the area to gain altitude. This scared him enough, so he motioned to the pilot that he wanted to go back to the airport. He was really scared after that maneuver. He had never been that scared before and would never get back in the airplane with the pilot again because of these dangerous maneuvers. The pilot seemed to know how to fly the airplane just fine with good technical skills, but his decision making was very poor.

End of conversation.