



RECORD OF CONVERSATION

Timothy N. Sorensen
Aviation Accident Investigator
Central Region

Date: November 16, 2020
Person Contacted: Sam Stewart
NTSB Accident Number: CEN21LA053 – Holden, Missouri

Narrative:

Mr. Stewart previously owned the accident aircraft. He had sold the aircraft to the accident pilot in September 2020. The aircraft was inactive for a period of time. At the time of the sale, there had been a problem with the reduction gearbox. He informed the accident pilot that it would need to be replaced and adjusted the sale price accordingly. The aircraft also required an annual inspection once the gearbox replacement was completed. In subsequent email conversations, the pilot informed Mr. Stewart that a new gearbox had been installed.

Mr. Stewart asked the pilot if he had an instructor to work with to get familiar with the aircraft. The pilot informed Mr. Stewart that he had experience with powered parachutes and trikes. The pilot didn't seem to be too concerned about flying the trike. Mr. Stewart noted that flying trikes are different from flying ultralights or powered parachutes.

Mr. Stewart noted the sail had accumulated about 23 flight hours at the time he sold the aircraft. He was not aware of any issues with it. The pilot subsequently informed him of some small burn marks in it. Mr. Stewart noted that they were not there when the aircraft was sold. In any case, the small holes would not have adversely affected the performance or safety.

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