



RECORD OF CONVERSATION

Timothy N. Sorensen
Aviation Accident Investigator
Central Region

Date: July 7, 2021
Person Contacted: Eric Radtke, Sporty's Academy
NTSB Accident Number: CEN21LA200 – Richmond, Indiana

Narrative:

Mr. Radtke reported the accident pilot enrolled in Sporty's Academy private pilot training course in June 2017. Training was conducted in the academy's Cessna 172 airplanes. In October 2017, the pilot withdrew from the private pilot course and transitioned to the sport pilot training program. He trained in a Luscombe airplane that he owned and soloed as part of the program. In May 2018, the pilot was involved in a hand-propping accident with the Luscombe. He suspended his training at Sporty's Academy following the accident.

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Date: July 8, 2021

Person Contacted: Kurtis Kooy, Sporty's Academy

NTSB Accident Number: CEN21LA200 – Richmond, Indiana

Narrative:

Mr. Kooy provided flight instruction to the accident pilot from June 6, 2017 until May 24, 2018. The pilot enrolled in the private pilot program at Sporty's Academy in June 2017. He had been interested in either a private pilot or a light sport pilot certificate. However, Sporty's did not have a light sport airplane in the training fleet, and he elected to pursue a private pilot certificate using a Cessna 172. Mr. Kooy provided 55 to 60 hours of dual instruction to the accident pilot.

The accident pilot subsequently bought a Luscombe and transitioned to the light sport training program. Mr. Kooy's first training flight with the pilot in the Luscombe was on July 20, 2017. The pilot later soloed in the airplane. In May 2018, the pilot had an accident involving hand starting the airplane. After that accident, Mr. Kooy and the pilot had a discussion regarding his training. The pilot had decided not to continue his flight training; Mr. Kooy agreed with that decision. They subsequently spoke a few weeks later and the pilot expressed the same sentiment and affirmed his decision not to continue his training. However, sometime after that conversation, Mr. Kooy received an email from the pilot stating he had changed his mind and decided to continue flying. Mr. Kooy recalled thinking that was not a wise choice.

Mr. Kooy recalled that the pilot was in his 70's and did not progress as fast as some of his other students. After the pilot had soloed, he started to make more mistakes than he had initially. One instance was when the pilot had a "deer in the headlights" moment and failed to slow the airplane after landing as the end of the runway approached. The airplane did not have brakes on the right side and Mr. Kooy pulled the mixture control to shut the engine down as the airplane headed toward a ditch. Mr. Kooy also noted that the pilot asked for a repeated solo cross-country endorsement from Richmond (where the airplane was based) to Clermont County (where the training was conducted). Mr. Kooy repeatedly declined explaining that the distance was greater than 50 miles and was not permitted under the regulations.

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