



Michael J. Hodges
Investigator-In-Charge, Senior Aviation Accident Investigator
Office of Aviation Safety, Central Regional Office

Date: July 22, 2026

Subject: N45889 (Cassutt IIIM Racer Airplane) - Accident

Contact: [REDACTED] - GenAir Racing LLC
Manager and Crew Chief
[REDACTED]

The NTSB investigator-in-charge (IIC) communicated with [REDACTED] on the telephone. [REDACTED] is the crew chief for N45889 (Cassutt IIIM Racer airplane), and he is part of the air racing team. The air racing team, which is under GenAir Racing LLC (owned and managed by [REDACTED]), competes through the International Formula One Air Racing (IF1) Association. The airplane competes in pylon racing. The airplane is known as Team Annie or #17.

The NTSB IIC briefly spoke with [REDACTED] on July 6, 2026, at 1336. [REDACTED] said he was driving a vehicle on the highway. The NTSB IIC asked [REDACTED] to please call back once he is not driving and he is settled in at his destination. [REDACTED] agreed with the NTSB IIC.

The NTSB IIC called [REDACTED] on July 7, 2026, at 1620. A voicemail was left for [REDACTED].

The NTSB IIC called [REDACTED] on July 14, 2026, at 1237. A voicemail was left for [REDACTED].

There has been no further communication from [REDACTED].

*** Nothing Follows ***



Michael J. Hodges
Investigator-In-Charge, Senior Aviation Accident Investigator
Office of Aviation Safety, Central Regional Office

Date: July 6, 2026

Subject: N45889 (Cassutt IIM Racer Airplane) - Accident

Contact: [REDACTED] - GenAir Racing LLC
Airframe and Powerplant Mechanic
[REDACTED]

The NTSB investigator-in-charge (IIC) communicated with [REDACTED] on the telephone. [REDACTED] is a mechanic who has maintained N45889 (Cassutt IIM Racer airplane), and he is part of the air racing team. The air racing team, which is under GenAir Racing LLC (owned and managed by [REDACTED]), competes through the International Formula One Air Racing (IF1) Association. The airplane competes in pylon racing. The airplane is known as Team Annie or #17.

The airplane was assembled recently from storage, and the accident flight was the first flight after the airplane was assembled. The pilot has flown and raced the airplane in the past. This was the pilot's first flight in the airplane in over two years.

The airplane was not signed off for flight after the assembly work, but the pilot was insisting that he would go fly anyways and that the maintenance paperwork could be completed after the flight.

Prior to the flight, [REDACTED] and the air racing team crew chief ([REDACTED]), checked everything over with the airplane and there were no issues with the airframe and the engine. The flight controls were all checked, and the engine was run up with no issues. The airplane was topped off with fuel prior to the flight (five gallons of 100 low lead fuel were added).

The purpose of the flight was for the pilot to get familiar with the airplane after the assembly. The airplane was going to take off from and return to the Odessa Airport (ODO), Odessa, Texas. The pilot had planned to stay in the traffic pattern at ODO.

The airplane took off from runway 20 at ODO. A loss of control occurred shortly after the takeoff. The pilot did not maintain control.

The accident happened shortly after 1000 local time.

The airplane impacted terrain and sustained substantial damage to multiple areas on the airframe. The airplane came to rest on a flat field with vegetation, on airport property.

There was nothing mechanically wrong with the airframe or the engine. The airplane does not have a trim system or a flap system.

The pilot, [REDACTED], was wearing an airplane flight helmet during the flight, sustained serious injuries to his head. The pilot was induced into a coma, and he is expected to recover from his serious injuries.

The pilot is a citizen of India. He is employed by the Royal Jordanian Airlines, where he works as an airline pilot. He holds an FAA commercial pilot certificate with a type rating for the Airbus A320 series airplanes.

[REDACTED] has the airplane maintenance records in his possession. [REDACTED] reported that he would share copies of the airplane maintenance records with the NTSB IIC.

[REDACTED] was instructed that the airplane could be recovered from the accident site to a secure location, but to keep the wreckage in a quarantine status until further notice.

[REDACTED] is not sure of the airplane's insurance coverage status, and he recommended checking with [REDACTED] to confirm the status.

*** Nothing Follows ***

Michael J. Hodges
Investigator-In-Charge, Senior Aviation Accident Investigator
Office of Aviation Safety, Central Regional Office

Date: July 7, 2026

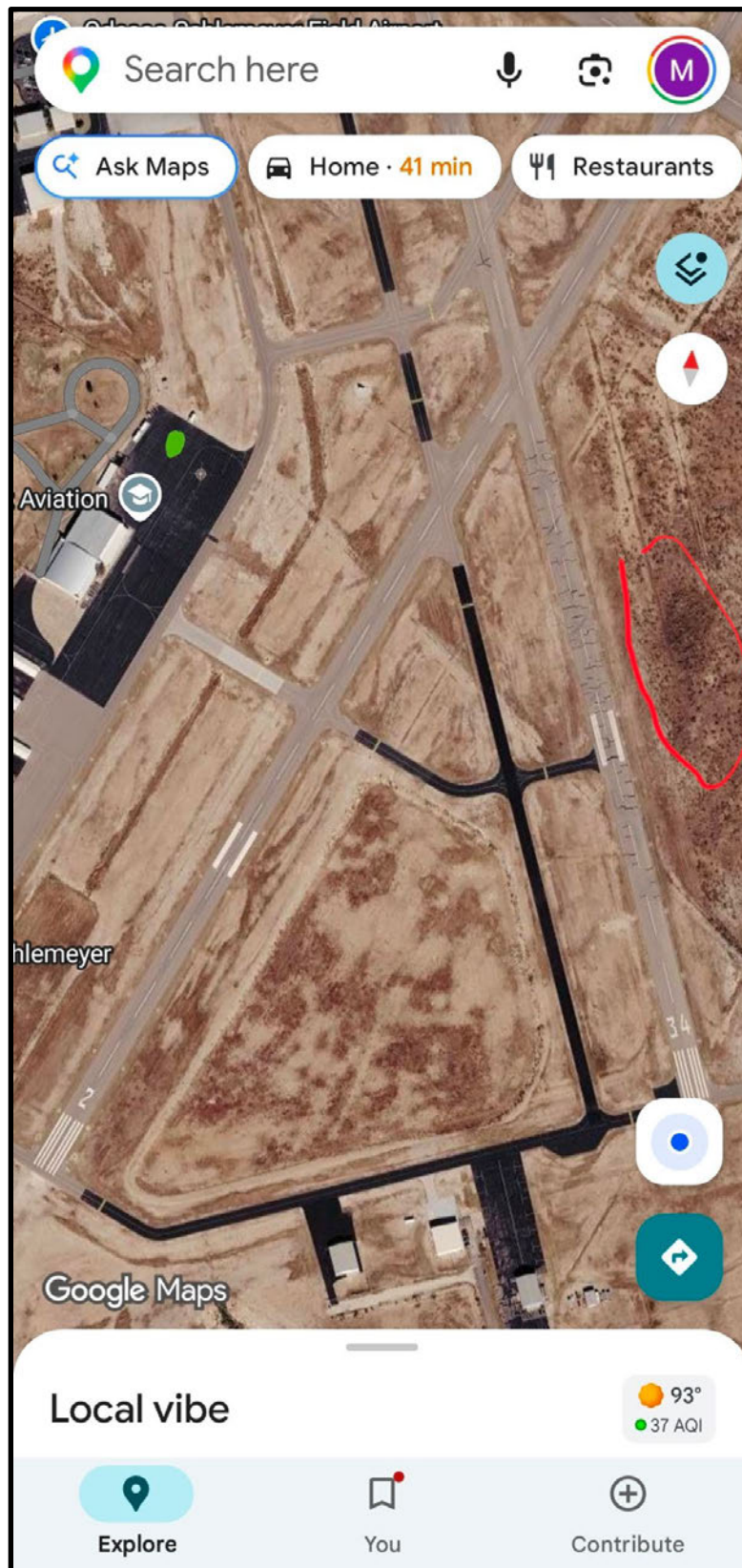
Subject: N45889 (Cassutt IIM Racer Airplane) - Accident

Contact: [REDACTED]
Witness and Pilot
[REDACTED]

The NTSB investigator-in-charge (IIC) communicated with [REDACTED] on the telephone. [REDACTED] is witness to the accident with N45889 (Cassutt IIM Racer airplane). [REDACTED] is also a pilot.

[REDACTED] was at the fuel pumps with his airplane at the Odessa Airport (ODO), Odessa, Texas, when the accident occurred. [REDACTED] was sumping the fuel from the airplane fuel tanks when the accident occurred.

[REDACTED] provided the following image to show his location. [REDACTED] annotated the image with a green dot to show his location during the accident. [REDACTED] annotated the image with a red oval to show the approximate location of the accident site.



He heard the airplane taking off from runway 20 and it sounded normal to him. Shortly after, the engine sounded like it rolled back, and then the engine sounded like it roared back to life. The airplane began a left turn, and it was losing altitude. The left wing dropped at about 150 ft agl, like a stall condition.

The airplane impacted on a flat field with vegetation on airport property. [REDACTED] immediately contacted first responders and he reported the accident.

During the accident sequence, he did not hear any sputtering or popping noises emitted from the engine. While the airplane was in flight, it was fully intact, and there was no smoke or fire emitting from it.

[REDACTED] has a short video he filmed of the accident sequence with his cellular telephone that he will share with the NTSB IIC. The video footage was captured at 1008 local time.

*** Nothing Follows ***