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Date: August 25, 2026

Subject: CEN26LA294, Memorandum of Conversation

Contact: [REDACTED], pilot of N984TP, [REDACTED]

During a telephone conversation, [REDACTED] stated there were no mechanical problems with the aircraft, N984TP. In preparation for descent and landing, he began to stow the aircraft's retractable motor. He stated that he selected the system enable switch instead of selecting the motor mast position selector to down, which resulted in the motor and mast losing power. The motor then windmilled. He said that when he looked at the field and air traffic, he selected the system enable switch. He thought that the aircraft speed was a little slow and below best glide airspeed. He said that the decrease in aircraft airspeed was "quick," which he attributed to the drag of windmilling propeller. He said that the mast location is behind the cockpit, which creates a drag moment above the center of rotation, and the aircraft pitched up, entered an aerodynamic stall, and "went right into a spin". He pushed the control stick forward and applied rudder, instead of the aircraft "nosing down and accelerating out of the spin", it "pitched violently up" and then entered a right spin. He said the spin was an "aggravated spin" with a "way nose inverted down to up." He pushed forward on the control stick and applied left rudder, but the aircraft did not respond to those control inputs. He then deployed the aircraft ballistic parachute because the aircraft altitude was low and he did not have control of the aircraft. He was asked if the aircraft had a stall warning system, and he said it did not. He thought that with the aircraft in a high angle-of-attack, the airflow over the elevator/rudder was blanked out and was not getting airflow due to the windmilling propeller. He was asked if he performed aerodynamic stalls/spins in the aircraft with the motor stowed and he said that he has performed stalls but not spins since the aircraft is not approved for spins. He said when he performed aerodynamic stalls and stalls with the mast deployed while producing power, the aircraft stalls "normally" because the propeller is providing airflow over the empennage; the aircraft has "very

benevolent" stall characteristics, and there is a buffet, and the nose pitches down. He said the aerodynamic stall that was encountered during the accident was "very violent."

██████████ stated that the ballistic parachute rocket motor is located behind the cockpit and on top of the aircraft. When he deployed the parachute, the rocket motor went through the top of the wing and the bottom of the wing, which he said indicated to him that the aircraft was partially inverted. He said that he was facing nose down and felt that he was hanging in his four-point harness. He said the aircraft impacted the ground in an inverted attitude.