



RECORD OF CONVERSATION

Todd Gunther
Air Safety Investigator
Eastern Region

Date: September 3, 2013
Person Contacted: Inspector Jarrell Pratt (FAA)
NTSB Accident Number: ERA13CA383

According to Inspector Pratt, the student pilot and his flight instructor were taking off from a grass runway.

During the takeoff the airplane began to drift to the right. The flight instructor mentioned to the student to go straight instead of to the right.

The student did not correct the right drift and the flight instructor attempted to take the controls. The airplane then stalled.

The airplane had nosed over and came to rest inverted. Inspector Pratt did a postaccident examination and determined that the nose landing gear was separated from its mounting location. The engine mounts were substantially damaged, the fire wall was substantially damaged, and the right wing spar was substantially damaged.

Inspector Pratt could find no preexisting failures or malfunctions of the airplane or engine that would have precluded normal operation.



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Date: September 27, 2013
Person Contacted: Daniel L. McCaffery (Flight Instructor)
NTSB Accident Number: ERA13CA383

Mr. McCaffery was interviewed over the phone.

According to Mr. McCaffery, He and his student were taking off from runway 18 at Breezecroft Airport. They had 1 "notch" of flaps in. On rotation the student used right aileron instead of right rudder.

The airplane started to slip, and then stalled. Mr. McCaffrey tried to correct using left aileron, rudder, and elevator but the airplane impacted the ground with its nose and left wingtip and nosed over about 60 yards off the departure end of runway 18.