



MEMORANDUM OF CONVERSATION

Darren Broadwater and Aaron McCarter
Air Safety Investigators
Eastern Region Aviation

Date: July 4, 2017 (Accident Date July, 2, 2017)
Person Contacted: Mr. Jeff Weimer of J&T Powered Paragliders
NTSB Accident Number: ERA17FA223

Narrative/Interview Questions

- Mr. Weimer noted that he and the accident pilot spent most of the afternoon of the accident talking with him.
- He noted that the pilot stated that his airspeed indicator was inoperative, and Mr. Weimer offered the pilot use of his Hall-type airspeed indicator but that he did not use it; it was still in his hangar.
- The accident pilot regularly discussed his discomfort flying the aircraft, and Mr. Weimer recalled that his previous flight, prior to the day of the accident, the pilot landed long--about 80% down the runway--before overrunning the runway and into the weeds past the runway marker.
- The accident pilot noted his concern with the winds and expressed uncertainty about the direction prior to taking off downwind.
- Mr. Weimer noted that he observed the flight from takeoff until impact, noting that the wind was 5-7 knots.
- He said that the flight took a bit longer to get airborne, consistent with a downwind takeoff, but that he eventually was able to gain enough altitude to clear the power lines and eventually reached 400-500 feet.
- After crossing above the power lines, the airplane started a gradual left turn, over a house across and down the street.
- The turn was shallow, but the witness observed that the airplane seemed to slow as it turned.
- It appeared that the speed started to regain, but that the airplane suddenly "whipped" to the right behind a stand of trees and in an open field beyond the runway centerline.
- He immediately saw a fireball and ran toward the site.
- The engine was running, seemingly at full power, throughout the accident sequence.
- The pilot had some engine problems in the past before having the engine rebuilt. After that he did not report any issues with the engine.
- Mr. Weimer and the pilot discussed an ongoing issue with the tail of the airplane appearing to be lower than level, and the pilot had added some washers to the tail assembly to lower the nose. He did this work prior to the previous flight (in which he had the overrun)
- On the accident flight the pilot had removed both aircraft doors because he noted issues with them opening in flight. Mr. Weimer remarked that the aircraft seemed heavy (he flies and instructs in powered parachutes)