



NTSB RECORD OF CONVERSATION

Lynn Spencer
Aviation Investigator
Eastern Region, Office of Aviation Safety (ERA)
National Transportation Safety Board

Dates Interviewed: 10/2/2019
Person Interviewed: Bruce Cantrell, airplane owner
NTSB Accident Number: ERA19LA286

The following is a summary of a conversation that occurred with the above-named individual:

- Mr. Cantrell explained that he is a cousin of Mr. Green, who retired last year from American Airlines.
- Mr. Cantrell has owned the trike since 1998 and has flown it about 200 hours.
- Mr. Green had always said he wanted to fly the airplane, so Mr. Cantrell, who had not been flying it much, “replaced everything that needed to be replaced and got it ready to fly.” He had flown it about 6-7 times since doing work on the airplane.
- He stated that since Mr. Green had not flown in so long and was a little unsure, they reached out to an instructor in Jasper, TN by the name of Mike Theeke.
- They went over there 6-7 times and Mr. Green flew with the instructor in a similar weight-shift-control aircraft, and was ready for his checkride.
- Saturday evening, Mr. Cantrell flew the airplane about 30 minutes and then was talking to Mr. Green, who wanted to fly it. Mr. Cantrell asked him, “Are you ready for this?” and Mr. Green responded yes.
- Mr. Cantrell stated that Mr. Green took off and “got it above the trees then it started to falter.” He stated that he could tell that Mr. Green stalled the aircraft and it fell toward the left.
- He added that Mr. Green took off in southerly direction and turned left.



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Dates Interviewed: 10/3/2019, 0920 EDT
Person Interviewed: Mike Theeke, CFI
NTSB Accident Number: ERA19LA286

The following is a summary of a conversation that occurred with the above-named individual:

- Certified Flight Instructor Mike Theeke stated that he has been instructing in weight-shift trikes for about 20 years, and Mr. Green was a student of his.
- Mr. Green had received about 14-16 hours of instruction from Mr. Theeke and picked up trikes very quickly. He was flying by himself within 2-3 hours with Mr. Theeke in the back seat and not touching controls. He was one of Mr. Theeke's better students and had a good piloting sense.
- They did everything very "basic" . . . nothing fancy and no steep turns or steep climbs at this stage of instruction.
- Mr. Green had not soloed yet. His next step was to go to another CFI in Jefferson to ensure that he was properly trained. He would demonstrate various maneuvers (takeoffs and landings, S-turns over a road, 180 degree turns over a road, turns around a point, forced landings, slow flight, straight flight with compass headings, aborted landings), and if done correctly, he would have received a weight-shift endorsement in his logbook which would have allowed him to solo a trike. "He wasn't supposed to fly solo until he had his endorsement."
- Mr. Theeke added that he trained Mr. Green on a strutted wing that trimmed out at 47 mph, and that the wing he was flying with when the accident occurred was a king posted wing but flew at basically the same speed.

On the afternoon of 9-28-19 I went for a flight that lasted about 30 min. After I had landed I taxied to the north end of the runway where Mike was. When I got out of the airplane Mike got in. I asked Mike if he was ready for this and he said yes. (Mike had been taking flight lessons from Mike Teeke at Jasper Tenn. and was ready for his check ride.) When he took off he done good until he got above the trees. Then it looked like stalled the wing and it fell off to left and into the ground.

Time of flight that I done was about 6:30


BRUCE CLARENCE CANTRELL


James R Thompson

9.29.19

[REDACTED]
[REDACTED]

I was in the pasture at my pond with my son Jeremy. I heard the engine rev up and I saw the ultra light traveling North. He seemed to loose control and head towards the ground. He disappeared behind my house and crashed. We tried to render aid but he was dead. My son called 911.

[REDACTED]

Jeremy Thompson

9.29.19

I WAS in my pasture next to my pond.
I saw the Ultra light traveling south and
appearing to make a turn to the east. The engine
Revved higher than normal. He seemed to have
lost lift during the turn and stalled. He
made a uncontrolled turn towards the ground
and disappeared behind my father's horse and
impacted the ground. When I got to him to render
aid he had no pulse and It was obvious he had
died on impact. Called 911

