



NTSB RECORD OF CONVERSATION

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National Transportation Safety Board

Dates Interviewed: 9/30/2019

Person Interviewed: Jim Payne, FAA Coordinator/Atlanta, GA FSDO

NTSB Accident Number: ERA19LA286

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

- Inspector Payne advised that there was initial confusion as to whether the accident airplane was covered under Part 103.
- He stated that the fuel tank exceeded the limitations contained in 14 CFR Part 103 for an ultralight vehicle was required to be registered as an experimental light-sport aircraft.
- He stated that the airplane, built in 1998, belonged to Mr. Cantrell, who is a cousin of the pilot, who was a retired American Airlines pilot.
- Mr. Green was issued an FAA first-class medical certificate on August 28, 2018 and reported 18,870 total hours at that time.
- The airplane was not registered and should have had a Certificate of Airworthiness.
- He explained that Mr. Cantrell flew the airplane first for about 30 minutes and reported that it had at least 5 gallons of fuel in it.
- Mr. Green, who had been taking lessons from an instructor in TN, got in to fly and had climbed to about 50 ft above the runway after a 300 ft takeoff roll.
- Mr. Cantrell reported that the wings rocked left and right before the airplane turned over to the left and went over the trees. He reported that the engine was making power.
- The witnesses on the other side of the trees reported that it appeared to have lost lift in the turn and flipped over.
- His examination of the propeller led him to believe that the engine was producing power at the time of the accident.