



NTSB MEMORANDUM FOR RECORD

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National Transportation Safety Board

Date: 11/17/2021

Persons Contacted: Phillip McGee (Pilot/ Operator of Aircraft)

NTSB Accident Number: ERA22LA062

Narrative:

The individual noted above provided the following information via a telephone call. The below contents are a summary of what was reported:

- He purchased the aircraft about a month prior to the accident. He does not hold a pilot certificate and had no formal training in the accident aircraft. He has flown other airplanes in the past with an instructor, but it was not recent.
- He checked everything with the aircraft during the “pre-trip” prior to his flights the day of the accident and everything appeared normal.
- He flew his first ever flight in the aircraft the morning of the accident without issue.
- He wanted to perform an additional flight later in the day to gain familiarization, which ended up being the accident flight.
- Shortly after takeoff, he reported he banked the airplane and it “lost lift” and that scared him. He wanted to get the airplane on the ground after the initial turn. He was attempting to land, however he was unsure of his flight path toward people and a building, so he added power again, but too much power was applied, and the airplane pitched up rapidly and then lost lift again and impacted terrain.
- He reported that there was nothing wrong with the airplane or engine to the best of his knowledge.
- He reported he did his “research online” and did not believe he needed a pilot certificate to operate the aircraft and also believed it was not required to be registered with the Federal Aviation Administration because it is an ultralight. The NTSB investigator informed him the aircraft does not meet the Ultralight Part 103 definition. Photographs of the airplane revealed that it had two 5-gallon fuel tanks and two seats installed.