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Date: July 21, 2022

Subject: ERA22LA312, FAA Record of Conversation

Contact: FAA Inspector, David Milo @ [REDACTED] / [REDACTED]

Control continuity was good although, the tube and fabric construction were jumbled. Most of the damage was on the pilot's side. It hit really hard on the left side as it came down. Has the appearances of a stall spin based on the damage signatures. Looks like it also passed through some trees on the way down. The propeller had rotational damage. Two of the blades were shattered and broken off near the hub. There was engine continuity. There were no irregularities found in the engine. No mechanical faults or signs of a failure.

The fuel tank was one third full or slightly higher. The fuel system remained intact. Fuel lines were not obstructed and there was fuel in the carburetor bowls. There was no sign of contamination. No water was present.

The four sparkplugs looked good. There was no evidence of fouling or carbon build up. We couldn't check the electric capacitor, although it and the wires were intact and appeared to be functional based on the engine and propeller signatures.

The airplane crashed in a creek bed. The pilot is in bad shape. He had a head injury and multiple fractures and was in intensive care the last I heard. The passenger had minor injuries and has been cooperative. He also has a video recording camera set up on the wing and it recorded the entire flight.

There's no record of the pilot training or licenses. He has no certificate or ratings. He's not in our system at all.

A witness stated that the airplane turned left toward the trees immediately after takeoff and did not appear to be climbing then the airplane passed through the trees and disappeared. Also stated it looked like it was hopping down the runway before taking off.