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Date: 8/22/2023

Subject: ERA23FA340

Contact: Jose Martin Merizalde Carrillo (Flight Instructor, Aviator College)

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

- The training flight was flown to the southwest from the departure airport.
- The purpose of the flight was to perform a "141 checkout" flight for a new-hire flight instructor seated in the right seat (the deceased). Mr. Merizalde was seated in the left seat.
- They approached 4,000 ft and the pilot seated in the right seat performed a chandelle. There was a total of two chandelle maneuvers performed by the pilot seated in the right seat.
- Next, two lazy eight maneuvers were performed. The pilot in the right seat performed the first one, and then Mr. Merizalde performed one.
- He recalls that slow flight was performed next by the pilot seated in the right seat. Mr. Merizalde reported that everything was "fine."
- Mr. Merizalde stated that next, the pilot in the right seat stated, "Can you show me something new?" Mr. Merizalde stated that the right seat pilot was already a certificated flight instructor and there were no new maneuvers to demonstrate.
- Mr. Merizalde reported that he decided to show the right seat pilot an "EASA¹ maneuver." Mr. Merizalde reported that he stated, "I can show you an EASA maneuver."

¹ European Union Aviation Safety Agency (EASA)

- He described that he would perform a power-off aerodynamic stall and recover without the use of power. Mr. Merizalde described that the maneuver is an EASA maneuver, and it teaches pilots on how to recover from a stall, should you enter a stall during an engine failure. Thus, you need to recover from the stall without power.
- Mr. Merizalde described that he then demonstrated the maneuver. He stated that he pitched up and entered a full aerodynamic stall, with power at idle. After the airplane stalled, he recalled pitching to "Vg" (glide airspeed) which he stated was 73 knots. As he approached 73 knots and began the pitch up to recover, he stated, "the right wing came off." He stated, there was an "abrupt banking tendency" to the right. He stated that power was at idle throughout the maneuver.
- He then recalled that he retracted the flaps, and added rudder and aileron application, but his "eyes were getting blurry." He also heard and felt a lot of wind entering the cockpit. He described that it was "windy," and the forward windscreen might have blown out. He added that at this point he knew that he was "losing altitude like crazy" and he started to see "white."
- He also saw that the left side of the engine cowling was starting to open up in the descent.
- He then recalls waking up in the hospital and nothing further.
- He did not recall whether the left wing departed the fuselage in-flight.
- He described that preceding his observation of the right wing coming off, the recovery was smooth. He described that it was a little bit of pitch up. He recalled that the wings were level before the right wing came off.
- He does not recall any other traffic in the area when the event occurred. He did not recall any remarkable turbulence during the flight, and they remained clear of the clouds throughout the flight.
- He reported that this "EASA maneuver" was not something he commonly performed.

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