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Air Safety Investigator
Office of Aviation Safety - Eastern Region

Date: February 10, 2023

Subject: ERA23LA076

Contact: David Hohn
Owner of Unregistered Phantom Aeronautics X1
Phone: [REDACTED]
Email: [REDACTED]

On Thursday, December 1, 2022, at 11:05 a.m., I spoke with - via phone - David Hohn, the owner of the Phantom Aeronautics airplane, unregistered but bearing the N-number N5205A, involved in the accident on November 27, 2022.

At the beginning of the interview, he was advised that the NTSB is a federal agency mandated by Congress to investigate aircraft accidents, and NTSB has no authority to take any action against any individual. He was also informed that the purpose of an NTSB investigation is for safety only, and any person NTSB talks with has the right to representation; he agreed to the interview without representation.

He stated that he had promised to fly around a party as part of a baby gender reveal. Normally he does not fly when there is too much wind but he wanted to keep his promise. He stated the winds were gusting to 30 knots. He had just taken off from the grass strip near his home when he was caught by a gust of wind and lost control of the aircraft. He said he hit the power lines and ended up in a hedge row of trees, and experienced minor injuries - swollen ankle and scratched arms.

The pilot agreed that there were no pre-impact anomalies or malfunctions affecting the airplane's operation.

He admitted it was all pilot error as it was just too windy for him to fly and he never should have even taken off. I pointed out to him that, while he was under the impression he was operating under Part 103 flight rules for ultralight aircraft, the particular airframe did have an special airworthiness certificate as an Experimental-

Light Sport Aircraft (Airplane) issued for it in 2008. He was unaware of this, having purchased the airplane in 2018 or 2019.