

Joshua Young
Air Safety Investigator
AS-ERA

Date: 4/3/2024

Subject: ERA24FA160, Aeromarine LSA Manager Statement

Contact: Chip Erwin, Manager, Aeromarine LSA

Mr. Erwin was interviewed in person on April 3, 2024. Present for the interview was the NTSB IIC, FAA inspector Sebek, NTSB investigator Gibson, and Mr. Erwin. Mr. Erwin was advised that he was entitled to have representation present for his interview, he elected to continue with the interview without representation. Mr. Erwin was informed that the statement would be recorded and that a memorandum summary of the conversation would be generated for the public docket. Below is a summary of the interview:

- The Saturday before the accident flight Mr. Erwin sat down with the accident pilot and briefed him on operations of the airplane.
 - He reported telling the pilot to set the flaps to 20° and leave them there for pattern work, and do not raise them until at altitude.
 - This is due to the slow speed nature of the airplane and the fact that it is unlikely that the airplane will reach V_{FE} .
- Airplane loses about 30% of C/L with the flaps retracted.
- Reported the pilot's recent experience was minimal.
 - Pilot had been checked out in a motorglider.

- Reported that the crosswind on the field that day was not a steady crosswind but variable when he arrived about an hour after the accident.
- Reported that he has had 3 engine failures at Oshkosh alone with 2 stroke engines.
- The Polini engine onboard the airplane had both a magneto and electronic ignition with 2 spark plugs.
- He had flown this airplane with no issues on the Saturday before the accident.
- Maximum crosswind limitation in the POH of 10 knots but mainly dependent on pilot skill.
- Normal rate of climb with a normal day is between 300 and 400 ft/min.
- Normal climb speed of 60-65 MPH.
- Stall speed without flaps is about 45 MPH.
- Stall speed with flaps set to 20° would drop the stall speed about 8 MPH.
- Normal takeoff roll is between 200 ft and 250 ft.
- Normal landing roll is about 200 ft or less depending on conditions.
- Total fuel that the motorglider could carry was 8.5 gallons.
 - Insignificant amount of unusable fuel.
 - About ¼ gallon per wing tank.
 - Need about 1 gallon per wing tank at a minimum.
- Pilot flew for the first time in this motorglider on the Sunday before the accident flight.
 - Only did “crow hops”

- As a motorglider the aircraft is designed to fly without the engine running.
- Had never flown with the pilot.
- The airplane had no stall warning system.
- From his experience the aircraft was within the pilot's skill level.

The interview terminated at 1044 eastern daylight time. Mr. Erwin was thanked for his time and cooperation with the investigation.