



Joshua Young
Air Safety Investigator
AS-ERA

Date: 6/11/2024

Subject: ERA24FA160, Flight Instructor Statement

Contact: Nick Wilcox, Chief Pilot, Soar Paso

Mr. Wilcox was the last person to fly with the accident pilot per his logbook and was the flight instructor who gave the accident pilot his endorsement for self-launch. Mr. Wilcox provided a statement via electronic mail which is below:

"Hi Mr. Young,

Here's the information I can provide on Arthur Canning's training:

2/14/2024: We did engine start checklist and execution, taxiing, and the before takeoff checklist. We did 8 flights in the pattern, which included normal and crosswind takeoffs, discussion of abnormal occurrences and emergency procedures (including engine out emergency), an intentional engine shut down in flight on the downwind to engine off landing, and 8 full stop landings. 1.4 hours flight time, 1.4 hours ground time.

2/15/2024: We did three takeoffs and landings that included an aborted takeoff (I cut the power at about 100 feet to simulate engine loss on takeoff and Art had to lower the nose to land straight ahead on the runway), maneuvers at altitude including slow flight, maneuvering at minimum controlled airspeed, stalls and stall recovery, steep turns, turns to heading, straight glides, descent and landing with high and low drag devices (spoilers). 1.0 hour flight time, 0.7 hour ground time.

Positive observations: Art's stick and rudder skills were quite good. He had strict adherence to pattern flight, including proper pattern turns, checkpoints, and altitudes. Art's attitude was exemplary and he displayed no hazardous attitudes. At the end of the second day, Art said that he was beginning to get fatigued and not feel well at the end of the flight and wanted to discontinue

the lesson, which displayed good aeronautical decision making. Art's aeronautical knowledge, demeanor, and skills were exemplary; he was a model student and a pleasure to fly with. He arrived highly proficient, well-trained, and needed very minimal additional training from me; he was one of my easiest sign-offs to date.

Negative observations: With the aborted takeoff, I had to prompt Art to aggressively lower the nose with loss of engine power to keep airspeed.

Art spoke to me at length about the single seat motorglider he had purchased. This was my only area of concern for him. It was clear that this aircraft needed flight testing sign-off. I remember that the manufacturer provided Art with limited to no V-speed information and that he said he would be functioning as a test pilot to try to determine V-speeds and flight characteristics for the aircraft. Art asked me if I had any information on how to conduct proper flight testing of an aircraft, determine V-speeds, etc. I did not provide him any information. I informed Art that this aircraft would likely have significantly different flight characteristics from the aircraft he had flown and that he should be cautious in transitioning in it."