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Date: 5/4/2026

Subject: ERA26LA187, NTSB Follow Up Questions: Flight Instructor

Contact: [REDACTED], Flight Instructor

The NTSB IIC contacted the flight instructor via electronic mail on May 4, 2026, with the following questions:

"During the accident takeoff, did you ever call for an exchange of flight controls (ex. "my flight controls") to initiate a positive exchange of controls?

If so, about when in the accident sequence did you make this call?"

The flight instructor responded the same day with the following statement:

"Prior to taking off, we performed a full briefing including a positive exchange of controls and the 3-step process involved in that. The pilot acknowledged this procedure. I also told him that if I needed to, at any point in the flight, if I have to make a quick control input, not to fight the controls. He acknowledged that, as well.

Included in the pre takeoff briefing was the procedure in the event of anything "unforeseen" happening during takeoff. There was a very clear understanding, acknowledged by the other pilot, that he was the pilot flying. I use a very similar briefing in both helicopters and airplanes which is, pretty much verbatim, as follows:

In the event of anything unforeseen happening prior to rotation, close the throttle, use the brakes to stop the aircraft, and then, if able, exit the runway.

If anything unforeseen happens after rotation with usable runway, set the airplane back down, close the throttle, and apply brakes to stop and exit the runway if able.

If we are airborne with no more usable runway and below 1000', we will select a suitable landing area within 30 degrees left or right and execute a forced landing.

If we are airborne and over 1000', we will teardrop back around and land on the opposite runway (or appropriate runway in the event there are multiple runways, in this case, there was only 1 runway).

(At this point, this is where, depending on the other pilot, I will make clear who is to have the controls to execute the appropriate actions. Since the pilot was a commercially licensed pilot, I told him the following:)

YOU will be the pilot flying. I will radio the emergency unless it's required I intervene on the controls. In that event, I will assume control of the aircraft.

The other pilot acknowledged all of this briefing and affirmed he understood them.

During the takeoff roll, the situation progressed very quickly and very dynamically. I simply don't remember when I communicated to him that I was taking the controls due to the speed at which the situation developed."