



RECORD OF CONVERSATION

All persons listed were interviewed by Zoë Keliher or as indicated.

The following is a summary of conversation:

JEFF FORREST (INTERVIEWED BY FAA, RICHARD CHAGNON)

Mr. Forrest owned an ultralight at the Creswell Airport and had communicated with the pilot on numerous occasions. He stated that he last spoke to Mr. McCown a week ago Friday (5/3/2019) about his aircraft and about his lack of instruction in the 'Trike'. Jeff stated that Mr. McCown started to occupy space at the Creswell airport about a year ago. Had purchased a small homebuilt (I forgot the name of it) but he never did get it flying. Took it out on the runway and conducted some high speed taxiing with and completed some bounces on the runway. Evidentially he crashed it and then sold it. A short time later, Mr. McCown purchased the Top Dog chassis with the Rotax 503 engine from someone on Craigslist and purchased the Cosmos wing from a different person on Craigslist. Jeff stated that Mr. McCown had no previous experience with assembling a Trike (that he knew of). He offered to give him some advice but Mr. McCown did not accept the offer. Jeff stated that the Top Dog chassis is a good chassis. He said that the Cosmos 14.9 wing is a high performance wing that was designed for experts. Jeff stated that over the months, Mr. McCown would send him videos of himself flying and that he was all over the place. Jeff stated that one time Mr. McCown asked him about why the aircraft would move left or right based on the wind and Jeff told him that it was because he (Mr. McCown) did not know how to fly and did not know how to control the aircraft. Jeff stated that he had advised Mr. McCown to take lessons and that was yet additional advice that Mr. McCown did not believe that he needed. Jeff stated that after Mr. McCown had assembled the aircraft, he volunteered to inspect it and even take it out for a test flight. Jeff stated that he has a lot of experience with a Trike. Mr. McCown did not take Jeff up on his offer. I asked Jeff if Mr. McCown ever mentioned that the aircraft wanted to pull left and he could not figure out why. Jeff stated that Mr. McCown never mentioned any strange flight characteristics. Jeff's last talk with Mr. McCown was on 5/3/2019 and he told him that he needs flight instruction.

On another note, Jeff stated that with the rigging of the throttle cables, both the right foot throttle cable and the hand throttle cable should have went to a mixing flange. He said that they both should have operated together at the carburetors. He said that you use the foot pedal for takeoff and landing and then the handle throttle cable for cruise flight.

LAURENT THEVENTNOT (REPRESENTATIVE FOR COSMOS WING)

The trike is not a Cosmos trike but nothing alerts me on first look. The wing is not rigged and has a strange way of attaching the crossbar but that may be an unfinished rigging. Do

Zoë Keliher
Air Safety Investigator
Western Pacific Region

JORDAN PASKEVICH (REPRESENTATIVE FOR ROTAX)

The hand throttle lever is for the rear seat and the foot throttle is for the front seat. Each throttle control will operate both carburetors simultaneously. After reviewing all the photo's you provided me, I see no issues with the fuel system or throttle control system of this aircraft.