



INTERVIEW SUMMARY

Elliott Simpson
Aviation Accident Investigator
Western Pacific Region

Interview Date: October 22, 2018
Person Contacted: Jack Richard Kreling
NTSB Accident Number: WPR19TA009

Narrative:

During a telephone conversation Mr. Kreling stated the following:

He recently completed construction of the airplane, and although he had previously performed multiple high-speed taxi tests and "crow hops", this was to be the first flight.

The accident runway was a 1,000-ft-long grass strip, adjacent and parallel to Runway 9.

After warming up the engine, he taxied the airplane into position, and initiated the takeoff roll. The airplane lifted off after traveling about 1/4 of the runway length, and he stated that during the initial climb he failed to maintain the correct pitch attitude and adequate airspeed, and the airplane experienced an aerodynamic stall.

The airplane struck the ground nose-down just beyond the end of the runway.

The airplane was equipped with a Rotax 447 series two-stroke engine. It is a plans-built airplane.

He planned to register the airplane with the Federal Aviation Administration once he had established that it could be flown.

He reported that there were no preimpact mechanical malfunctions or failures with the airframe or engine that would have precluded normal operation.