



RECORD OF CONVERSATION

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Date: July 28, 2021
Person Contacted: John Dale (Accident Airplane CFI)
NTSB Accident Number: WPR21FA288

Narrative:

During a conversation with John Dale, CFI of the accident airplane, the following is a summary of what he stated:

- He is a commercial rated pilot and certified flight and instrument instructor.
- He has ten type ratings.
- He has about 12,000 hours total time.
- He has about 300 hours in the Long EZ.
- He mentioned that the accident pilot was to take a flight review in the Long EZ and not another airplane type as previously accomplished.
- He said the accident pilot had about 1,200 hours of Long EZ time.
- About a week ago, he planned to fly with the accident pilot in the Long EZ for the accident pilot's flight review but since he did not know the signage on the runway well, he decided to abort the flight and assign him to study the airport signs.
- He mentioned that the accident pilot failed to check NOTAMs as well.
- On the accident flight, they departed on runway 33 on a clear smooth day with light winds.
- They climbed to about 6,500 ft mean sea level to practice stalls and steep turns.
- He mentioned that the accident pilot was overcorrecting and had gross pitch inputs.
- However, his overall flying was ok.
- He took control of the airplane to feel its flying characteristics and accomplished a steep turn and commented that the airplane was nice flying and steady.
- He told the accident pilot to back off the pitch changes.
- The accident pilot was legal in high bank and pitch.
- Returning to the airport, he told the accident pilot that he was going to simulate engine failure.
- They were about 6,500 ft msl and 16 miles from the airport at the time.
- The accident pilot called tower and said they were practicing an engine out landing.

- They were cleared to runway 06R.
- They were told to call 2 miles on final and acknowledged.
- The accident pilot was about at 140 knots.
- He (CFI) had a Dynon 3 GPS devise that gave him ground speed readouts.
- He said to maintain about 85 knots.
- He said the accident pilot speeded up again to about 140 knots on final and then later to about 120 knots.
- Finally, he stabilized at about 85 knots.
- The accident pilot said that approach was high and put out the speed brake.
- The rudders can also be used as a speed brake using both of them out.
- He felt the airplane was in a slight slip coming down on the approach.
- Approaching Ryan Airport, he could not see because of the position of the back seat and the lack of cushion depth in the seat.
- He saw 76 knots and said if you get slow to use power.
- The accident pilot was gradually adding power to the full power setting.
- The airplane was in a flat attitude.
- He could see they were over the dirt and dropping like a "rat."
- They dropped about 20 ft, and landed very hard, like he had never experienced.
- After hitting the ground, the nose pitched forward, and the nose stuck in the ground and the airplane flipped over.
- That is the last he remembers until several people pulled him out of the airplane.
- He noticed that the fuselage had broken in two.
- He mentioned that the accident pilot was a PHD and retired from G.E.
- They were coming in for a visual approach to 06R.
- He thought they landed about 250 ft short.
- This was his first flight with the accident pilot.
- He mentioned that there were no mechanical issues or malfunctions with the airplane.
- He mentioned that in this airplane the canards in front of the airplane stall first and therefore the airplane's nose will drop.
- He mentioned again, how the back seat only had a control stick and no other instruments or levers, including rudder pedals. He also said the visibility was very limited because the seat of where the seat was located.
- He said he could not see any of the instruments in the front cockpit.
- He stated that he could not tell if the airplane was going to make the runway or not because of the visibility.