

Paul Basti
Air Safety Investigator
Western Pacific Region

Date: 3/7/2023

Subject: WPR23LA025 Memorandum of Record

Contact: Thomas Parnow – Previous Aircraft Owner [REDACTED]

The following is a synopsis of the information provided by Mr. Parnow in a telephone conversation.

According to the pilot there were no preimpact mechanical failures or malfunctions with the airframe or engine that would have precluded normal operation.

Aircraft was previously registered as N354MB
Rotax 582 Engine was shipped to Oregon Aircraft Design LLC and rebuilt MAY 20/2020 following Engine failure in 2019. Propeller was also replaced prior to transfer of ownership.

Prior to transfer of ownership, 7 hours of solo flight for engine integrity was conducted.
No engine issues identified.

Mr. Parnow was friends with the accident pilot- deceased owner. No fuel leak was observed prior to accident.

Mr. Parnow flew the evening prior for several hours to demonstrate and familiarize Mr Flick. Demonstrated control bar, opposite input compared to traditional aircraft control response. He Recommended the accident pilot take some lessons and to not fly it. Despite the accident pilot had indicated he was familiar with flying hang gliders.
After accident notification, the FAA mentioned witnesses had seen the aircraft flying around during the afternoon for several hours.

They shared a hangar, and he observed the accident pilot had a can containing old fuel- brown in color rather than clear, and unknown if it was used after transfer of ownership. Vehicle in hangar.