



RECORD OF CORRESPONDENCE

Mitchell Gallo
Aviation Accident Investigator
Central Region

Person: David Wood, Aviation Safety Inspector, Kansas City Flight Standards District Office
NTSB Accident Number: CEN22LA001

David Wood stated that the front seat pilot recently purchased the airplane and asked the rear seat pilot to teach him how to fly the airplane. According to a witness, on the day of the accident, the airplane departed from a private airstrip and flew in a northerly direction. When the airplane was about 200 ft. above the ground, it turned left toward the south. The airplane then climbed to about 500 ft. above the ground and flew about 1/2 to 1 mile before turning left toward the south. During the left turn, the airplane's left wing dropped. The airplane entered a descent and impacted the ground. The witness stated there was no cessation of engine operation.

The aircraft did not meet the definition of Part 103, Ultralight Vehicles, because the airplane gross weight exceeded 254 lbs., the airplane fuel capacity exceeded 5 gallons, and the airplane was configured for more than one occupant. The airplane was required but did not have an airworthiness certificate and an aircraft registration. There airplane did not have an identifying serial number and a data plate.

David Wood stated that his postaccident examination of the airplane confirmed flight control continuity and revealed no mechanical anomalies that would have precluded normal airplane operation.

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