

RECORD OF PHONE CONVERSATION

Accident # CEN20CA244 (N7764W) **Individual** Chad Eric Barry

Contact # [REDACTED] **Aircraft Owner / Crash Victim**

Conversation conducted with Chad Barry crash victim and owner of N7764W. Following a conversation pertaining to Mr. Barry health and recovery time, Mr. Barry was asked to recount his knowledge of the events leading to the crash. Mr. Barry stated that he had flown single seat ultra-lights, like the T-Bird, prior to purchasing N7764W. He was not a pilot but had been conducting on-line studies with Gleim Aviation with the intent of acquiring his Sport Pilot certificate. He had purchased the aircraft about a month prior to the accident and this was his first flight. Mr. Barry stated he was aware of a cross wind coming from his right and the yard dropping away into the adjacent bean field. His plan was to get airborne and then as the ground dropped away into the field, he would turn right into the wind and climb. The aircraft climbed faster than anticipated and the wind turned him to the left. He stated that he did not remember much after that, other than some of the post-crash events in the field. Mr. Barry further stated he had seen the video and it appeared the left wing stalled and he spun into the field.

Mr. Barry was asked, if he recalled any issues with the engine or flight controls leading up to the accident. He stated everything was working; he did not remember any control or engine issues.

Two written request were sent to Mr. Barry by certified mail. One requested his pilot records and second his aircraft maintenance records. Asked Mr. Barry if he was aware of the requests. He stated that he was not; he had a request from the NTSB and a note from FedEx.

Made a verbal request to Mr. Barry to send any flight records he may have and the maintenance records of the aircraft to the Flight Standards Office for review. He was told the records would be recorded and then returned to him. He stated that the maintenance records could be kept that he had no intention of flying again. He requested the office address and stated the records would be sent the first week in August.

Inspector Name:
Michael W. Newhall

Work Address:

[REDACTED]

Work Phone

[REDACTED]

Signature:

[REDACTED]

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