



MEMORANDUM OF CONVERSATION

Aaron McCarter
Air Safety Investigator
Eastern Region Aviation

Date: July 14, 2019
Person Contacted: Brett Davis; Friend of pilot with knowledge of aircraft.
NTSB Accident Number: ERA19FA225

Narrative:

Mr. Davis has known the pilot/owner for over 10 years. He (Davis) had personally flown the accident aircraft. It flew great- he knew the Quicksilver very well. The last time he (Davis) flew the accident aircraft was last summer in the July or August (2018) timeframe.

The pilot/owner had another single seat model in addition to the accident aircraft. There are photographs on the pilot/owners Facebook page. He documented his aircraft regularly. He had just purchased the accident aircraft not long ago, maybe a few weeks ago, possibly 3 to 4 weeks at most. He was fixing it up and making some modifications. The accident aircraft had been bought and sold several times.

As far as he knew, the pilot/owner was not a licensed pilot, but he had lots of flying experience in the Quicksilver. He was a long haul truck driver by profession. He drove the large 18 wheelers, but he loved flying. He also owned drones (UAS)

The pilot/owner was making several modifications to the aircraft, including a new instrument panel that included airspeed and barometric pressure altimeter. In addition to a steerable nosewheel and spoilers.

He doesn't know why he was flying that afternoon. It was starting to get windy and there was a storm warning. These "ultralights" don't handle strong winds well.



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Date: July 15, 2019
Person Contacted: Tom Aldridge; Friend of pilot with knowledge of aircraft.
NTSB Accident Number: ERA19FA225

Narrative:

Mr. Aldridge has known the pilot/owner for over 12 plus years. He (Davis) helped the pilot/owner build a Rotec Rally, then he sold it. Mr. Aldridge has over 2,000 hours of ultralight, Piper Cub and Champ time.

The accident aircraft was bought and sold several times, before coming here (Oliver Springs). The pilot/owner made several modifications like a stick elevator, foot pedal brakes and spoilers. He documented his aircraft on his Facebook page. He did not own the aircraft very long. He just recently purchased it and was doing lots of work on it.

These ultralights get tossed around. It was a bad time of day for flying.



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Date: July 15, 2019
Person Contacted: James Braden; Eyewitness
NTSB Accident Number: ERA19FA225

Narrative:

Mr. Braden was standing in his yard and saw the airplane taking off to the south. The airplane appeared to struggle to go straight as it climbed. It appeared like it wanted to go to the right, but it just kept going left. The airplane went to the left of the runway towards the trees to the east. It looked like he was trying to get over the trees, then as it went over the trees, it turned left quickly, then it descended out of view behind the trees. He didn't see the airplane hit the ground, but he heard it.