



## RECORD OF CONVERSATION

**Michael J. Hodges**  
**Air Safety Investigator**  
**Central Regional Office**  
**Office of Aviation Safety**  
**National Transportation Safety Board**

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**Date: 08/22/2021**

**Person Contacted: Charles Cook (Owner and Manager of the Flying Oaks  
Airport, 2TE2, Fort Worth, Texas)**

**NTSB Case Number: CEN21FA377**

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### **Narrative:**

The following is a synopsis of the information provided by Charles Cook to the NTSB investigator-in-charge, via an in-person conversation:

- The pilot was going to conduct a local area flight with his son onboard with N1472E (Aeronca 7AC airplane).
  - The pilot was seated in the rear seat and the passenger was seated in the front seat.
  - The airplane has flight controls at both positions, but only has flight instruments for the front seat.
  - The pilot owned the airplane, and the airplane is based at 2TE2.
  - Charles used to own the airplane, but then he sold it to the pilot in May 2021.
  - Charles reported there was no known mechanical issues with the airplane and the airplane was in excellent condition.
  - The pilot worked as a commercial airline pilot and the passenger was a high school student who played football.
  - 2TE2 is a private airport with various hangars.
- \*\*\*\* Nothing Follows \*\*\*\*

Witness Ron Beck, CFI [REDACTED]

Initial take-off aircraft got out of control almost ground looped. They taxied back took extra-long take off roll. During the climb out appeared to get slow. Aircraft started a roll to the right, left rudder was applied. Then left wing fell/stalled entering a spin. This occurred at roughly 100ft above ground level.

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Witness Mike Kopf, [REDACTED]

Reported that he was nearby when other airport tenants were talking with the occupants of the aircraft about their intended flight could not recall many details but thought the intent was an instructional flight.

Watched initial take-off reports that they had difficulties and aborted. Second take-off was good straight down the runway but aircraft appeared to be barely climbing. Near the end of the runway at roughly 100ft AGL he witnessed a strong right YAW followed by a gradual left turn. Aircraft appeared to lower the nose then the aircraft rolled hard left and entered a spin. Did not recall hearing anything abnormal with the engine.

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Witness Stephen Spence, [REDACTED]

Reported take off looked normal but a bit slow. They were slowly climbing out approximately when crossing the road at the end of the runway. The aircraft made a slight right turn similar to a wing dip, followed by a left turn to crosswind. Then the left wing dropped and spun. Aircraft completed  $\frac{3}{4}$  to 1 full rotation prior to losing sight.

He provided video by text to Inspector Goods FAA cell phone. This video shows the departure but stops prior to any issues.

Digitally signed by THOMAS  
R GOOD  
Date: 2021.08.23 10:37:18  
-05'00'

**From:** [REDACTED]  
**To:** [REDACTED]  
**Subject:** Fw: Anson County Airport Accident 20 Aug 2021  
**Date:** Saturday, August 21, 2021 10:23:07 AM

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Mike FYI from witness email box.

Regards,  
*Erik*

Erik R Grosf  
Senior Advisor  
Special Operations

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**From:** Lewis Barringer [REDACTED]  
**Sent:** Saturday, August 21, 2021 09:26  
**To:** eyewitnessreport <eyewitnessreport@ntsb.gov>  
**Subject:** Anson County Airport Accident 20 Aug 2021

[CAUTION] This email originated from outside of the organization. Do not click any links or open attachments unless you recognize the sender and know the content is safe.

Myself and three friends are going to visit our friend who lives almost across the road from the crash site. While the driver was slowing down to turn in the driveway. We heard a strange noise, it sounded like items in the rear of the vehicle sliding on a gritty surface in the rear of the vehicle, only louder. We thought that was it. Until we started to hear all the sirens. The sound we heard must have been the plane going into the trees. There was no sound of an engine. The car behind us might have seen the plane going down, seeing as to him or her almost colliding with us as we turned into the driveway. The time this happened was 10:20 a.m. We left Food Lion parking lot in Norwood about 10:03 am driving south on 52 to destination. It is my estimation that the pilot was not trying to turn around but trying to cross 52 to the open area across 52 in front of him.

Lewis Barringer

[REDACTED]

Norwood NC 28128

[REDACTED]

[REDACTED]