



Tealeye Cornejo
Air Safety Investigator (Field)
AS-WPR

Date: February 15, 2023
Subject: WPR23LA114, Record of Conversation
Contact: Landon Koehn, Friend

Mr. Cohen reported that Mr. Lima had permission from the owner, Mr. Jefferson to fly his airplane. He recalled that the airplane took off without issue he thinks about 5:40pm. It did a left-hand turn and proceeded parallel with the airport and climbed to about 2,000 ft. The pilot then tried to do a barrel roll and had too much ground speed at the bottom of the roll. When he tried to pull up, the left wing separated, and the airplane crashed.

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Contact: Michael Jefferson, Airplane owner/Friend

He purchased the 1985 Star Lite SL-1 a few months prior to the accident. He stated that it did not have a registration number because it met the requirements for an ultralight - single seat, 5-gallon fuel tank, and an empty weight of 253lbs.

Mr. Jefferson stated that about 3 days prior to the accident he had completed a field rebuild (top overhaul) of his engine and performed a test flight at that time. The test flight included about 5 or 6 flights around the pattern with no issues noted. On the day of the accident, he flew the airplane an additional 5 or 6 times around the pattern before Mr. Lima, the accident pilot, flew it; there were no issues noted with those flights.

Mr. Jefferson reported that Mr. Lima flew the airplane twice. The first flight was around the pattern. The second flight was the accident flight. After takeoff, the pilot performed an aerobatic roll. The accident pilot came out too low and when it pulled out of the roll, the wing separated.