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Date: June 7, 2023

Subject: CEN24FA204, Record of Conversation

Contact: Laura Luce, wife of Earl Luce

During a telephone conversation with Laura Luce and her daughter, Shannon, in attendance, Laura Luce stated there was a large picnic at the airport on May 28, 2023 for Memorial Day. She said Earl Luce provided several airplane rides in a Piper PA-11, which "went well." She said that Earl Luce was eating snacks when Morris Wortman approached him because Morris Wortman wanted to go flying. Earl Luce and Morris Wortman then went to N18263 and "checked it over" and "pulled it out." She said the accident flight's takeoff of N18263 was "beautiful." The flights in the Piper PA-11 and the accident flight of N18263 originated from Gaines Valley Aviation Airport (NY06), Albion, New York. She said that Earl Luce was seated in the left seat and Morris Wortman was seated in the right seat for the accident flight of N18263. She said that N18263 had left and right seat controls. She said that when Earl Luce would take people for airplane rides, and once the airplane was airborne, Earl Luce would ask passengers "if they wanted to take it for a ride." She said that it made sense to her that either Earl Luce or Morris Wortman would have been the flying pilot and was "sure" that Earl Luce would allow Morris Wortman to fly N18263 because Earl Luce would let pilots fly Earl Luce's airplane. She said the takeoff time of N18263 for the accident flight was sometime after 1700 eastern daylight time (EDT) and about 1700 EDT and Earl Luce and Morris Wortman had been flying for a "significant" amount of time before she began to worry. She said they were flying for a significant amount of time before "the call went in" at 1742 EDT. She said they had been flying for at least 30 minutes. She said that Earl Luce did not say where they were going to fly to but usually, he would fly toward the lake, they don't go far, and its usually a 15-20 minute ride. She said Earl Luce and Morris Wortman did not say that they were going to stop somewhere, and she said they were both hungry. She said when they left on the accident flight, everyone at the picnic decided they were going to get the

food ready to eat. She said because Earl Luce and Morris Wortman were both hungry, they would not be gone for long.

She said that Earl Luce felt good and was excited to attend the picnic. When asked by the NTSB Investigator-in-Charge (IIC) if Earl Luce had any medical problems, she said he had sciatic pain, which was improving. She said as the day progressed and the more Earl Luce walked, the better he felt. She said the sciatic pain was the only medical problem she knew of. She said the sciatic pain began about April 2023 and Earl Luce was seeing a doctor for its treatment, which was initially prednisone, followed by gabapentin in the evenings and meloxicam in the morning. Earl Luce told her that he stopped taking the medications about a week before the accident of N18263.

The NTSB IIC requested the build records, airframe logbooks, engine logbooks, propeller logbooks, and Earl Luce's pilot logbooks during the telephone conversation. She said they have relied on Jeffrey LaChausse in looking for records since she did not know what to look for.

She said that Jeffrey LaChausse flew N18263 on Saturday and it outwas flown throughout the day on the Saturday before the accident. On Sunday, the day of the accident, in the afternoon, N18263 was still in the hangar where it was kept. She said Earl Luce was "meticulous" in preflighting N18263, and Earl Luce would never fly the airplane without performing a preflight.

She said that prior to Earl Luce's retirement, he was self-employed. He owned an electronics business that turned into a rent-to-own business. He was always involved in electronics work and repairing electronics. He changed businesses because electronic repair became more expensive than electronics replacement. He then became employed as a technical person repairing car washes and designed "some things" but was not a design engineer. He then became employed as a welder. She said during retirement, Earl Luce did welding at the Experimental Aviation Association in Oshkosh, Wisconsin, for several years, where he taught welding courses.