

Robert W. Fus, IIC

Record of Interview 06-09-2021 at N87 Trenton Robbinsville Airport (N87)

(Subsequent discussion on 06-28-21)

Accident 06-06-21, Sharon Road, Robbinsville, NJ (adjacent to N87)

PA-24-260, S/N 24-4399

PIC Student Pilot Mr. Gonzalez Louisne, Student Pilot Certificate issued 05/13/21, No. [REDACTED]. Endorsement for "PA-28" only by CFI: [REDACTED]. No endorsements for Complex Airplane 61.31(e); no endorsement for High Performance Airplane 61.31(f).

(06-07-21 - Previously provided Mr. Louisne the FAA Compliance Brochure Pilot's Bill of Rights via email).

06/09/21: Inspectors RWF (Airworthiness) and CRC (Operations) Interviewed PIC Student Pilot Mr. Gonzalez Louisne at N87.

RWF Statement from Interview:

Airman Information: Student Pilot Temporary Airman Certificate Issued 05/13/21 in IACRA, Application Number 2016110. Endorsement for "PA-28" only by CFI: [REDACTED] CFI. No endorsements for Complex Airplane 61.31(e); no endorsement for and High Performance Airplane 61.31(f).

Mr. Louisne had provided Temporary Registration Certificate and Airworthiness Certificate to Robbinsville Police Department (retrieved this date from Robbinsville Police).

Mr. Louisne bought the aircraft on March 11, 2021 (as per Bill of Sale).

Inspectors explained the Compliance Brochure and Pilot Bill of Rights (PBR) with him again in person, so as to understand prior to questioning. Mr. Louisne acknowledged an understanding of the PBR.

Mr. Louisne Mr. Louisne stated that there were no major mechanical problems/issues with aircraft, other than previous magneto drop of 160-180 about a month ago. Mr. Louisne had been running the aircraft on the ground for about 20 minutes a day for about 30 days. Air Mods and Repair previously informed him that this was not a good practice, as higher temperatures – high power, are necessary to burn off the lead. Air Mods and Repair subsequently was tasked for performing maintenance on the aircraft after the mag drop discrepancy, and they had also changed the #3 cylinder (on 05-22-21 ACTT: 5649.7). Mr. Louisne was informed by Mr. David Mathiesen of Air Mods and Repair, Inc., that the aircraft needs to fly and run at full power to be properly worked in and flight tested. The 06-06-21 flight was the first flight after the cylinder change. He had previously flown twice with his CFI in the aircraft since purchasing the aircraft, once on 05-03-21 to 47N, and once around the pattern at N87. On the 06-06-21 accident flight

with him as solo, his CFI was not available to fly as he was busy – he made the decision to fly the aircraft with the intent to stay in the pattern.

Last fueling location and date: 47N Central Jersey Regional on May 3, 2021, with his CFI Mr. Patel Sarvesh, CFI 4028204 (from the Air Mods and Flight Academy Part 61 flight school). Verified receipt via Mr. Louisne's cell phone. All 4 tanks were filled with 100LL. This was the last time fuel was put in the aircraft (self-serve pumps), and he had not added any additional fuel since.

Mr. Louisne stated the following: On 06-06-21, he did a pre-flight – everything checked OK. He took off from Runway 29. At about 500 ft., engine started coughing. He did a 180 degree turn back to runway 11, overshot runway with gear down – was fast, no time to put flaps down – aircraft bounced. Then he went full power, engine coughed again. He cleared the trees forward of runway 11; he saw an open field but decided he would not be able to land, so he made a left over the tree line, and did a gear up (purposely – he thought would be the safest method of landing); he belly landed on Sharon Road.

Mr. Louisne stated that he was familiar with the 4-tank system and selector switch for the two auxiliary tanks and two main tanks for the Comanche PA-24-260. He is training on the PA-28 Warrior, which has the 2-tank selector; but he stated prior to flight, he only visually checked all four tanks and the main tanks appeared to be half-full. He ordered dipsticks but they had not come in prior to his flight. He was informed about the finding at the scene that the selector was set to the right main tank, and the tank was found empty. He stated that he knows he had it selected to one of the main tanks, but wasn't sure which tank.

Mr. Louisne provided his pilot log book and maintenance records. Document receipts were provided to Mr. Louisne. Mr. Louisne had 75.8 total hours flight time; however, he had no hours in the PA-24-260 Comanche, and did not have the proper endorsements for operating solo in the aircraft. He was made aware of this fact and that he was not qualified to operate the PA-24-260 solo.

Mr. Louisne stated that his CFI did not discuss the requirements for operating aircraft – for a high performance aircraft. He did not appear to understand that the selector should be switched as per POH to distribute fuel evenly.

On 06-25-21, I returned the maintenance records and pilot log book documents back to Mr. Louisne. I requested POH and current W&B information. He provided the POH with supplement information and W&B information. On 06-28-21, after a review of the W&B information and POH, the POH binder did not contain the most current W&B information (as per FAA Form 337 dated 08-20-99, remove McCaulley Propeller Governor Model C290D3/T18 and install Piper Hartzell Propeller Model F4-4A). The W&B in the POH in his possession was dated 06-18-97. In addition, Mr. Louisne stated that he did not have the POH or W&B in the aircraft on the day of the accident (they were in his car). He was informed about the regulatory requirements for having these documents in the aircraft, as part of the entire investigation scope.

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