

Record of Interview

Inspector Christopher Curtis

On June 9, 2021 Inspector Bob Fus and I interviewed Gonzales Louisne of [REDACTED]. Mr. Louisne arrived with the assistance of his wife as he was wearing a back brace from multiple compression fractures on his back from the accident. Mr. Louisne was issued Pilots Bill of rights previously on June 7th.

After sitting down we requested to see Mr. Louisnes Student Pilot certificate, medical certificate and logbook which I took photos of. I took possession of Mr. Louisnes logbook and issued a record of receipt to him. I returned his student pilot certificate and medical certificate.

Mr. Louisnes logbook showed that he had endorsements for the pre-solo knowledge check, pre-solo flight training and 90 day endorsements for the PA-28. Mr. Louisne did not have endorsements for Complex aircraft, high performance, The 90 day endorsements did not include the year. At a later time we counseled his instructor, Sarvesh Patel, to make sure the year was included in the date.

Mr. Louisne was asked to go over what happened the day of the accident. He stated that after maintenance was performed on his aircraft, David Mathiesen of Air Mods and Repair Inc. told him the aircraft would need to be test flown. Mr. Louisne started looking for his instructor, Mr. Patel, to fly the aircraft for him to test it. Mr. Patel was flying with another student at the time. Mr. Louisne then stated he thought since it was just a quick lap around the pattern he was good to go. He started the aircraft and taxied to the runway. After takeoff Mr. Louisne said the engine was, "coughing." He elected to do a 180 degree turn back to the runway. Mr. Louisne noted that he was too high and fast coming in. He touched the runway and bounced several times before electing to go around as his engine seemed to be making power. After the go-around Mr. Louisne said that the engine began coughing again. He did not

believe he had enough altitude to come back around so Mr. Louisne elected to land on the road in front of him.

When asked if Mr. Louinse knew he needed an aircraft specific endorsement to solo, he replied, "No." Similarly when asked if he knew he needed a high performance and complex aircraft endorsement he stated, "No." I asked Mr. Louisne if he had ever flown the aircraft before. He stated that his instructor had flown the aircraft and he had observed him. I asked if he had ever received instruction in this particular aircraft to which he said, "No."

Mr. Louisne was asked how he familiarized himself with the aircraft and learned the systems. He stated he came to the airport frequently and chair flew in the aircraft. Running through common procedures on the ground. He also took the manuals home and studied them at home.

It had been reported by others at the flight school that Mr. Louisne would come to the airport to run his aircraft. I asked Mr. Louisne how often he would come to the airport to do this. Mr. Louisne stated he would come to the airport every day. I asked how long he would run the aircraft and he stated about 30 minutes.

Inspector Fus asked a question and I attempted to work out how much fuel Mr. Louisne had burned, 30 days x .5 hours = 15 hours. I asked Mr. Louisne the last time he fueled the aircraft. He stated it had only been fueled one time. I asked when that was and he replied May 3rd 2021 at Central Jersey Regional Airport (47N) with his flight instructor.

Mr. Louisne was asked if he checked his fuel prior to departure. He stated that he had and that the mains appeared to be half full and the aux tanks were full. We asked how he checked the fuel. He said he visually checked the fuel in the mains and auxiliary tanks. He stated he did not have a dipstick to check the fuel. When asked if the fuel gauges agreed with his assessment of how much fuel was in the tanks he said it did.

When asked how Mr. Louinse kept track of fuel to ensure an even burn he responded that he usually switched tanks every 30 minutes. He stated that he did this on the ground as well on the days he just came to the airport and ran the aircraft up.

Mr. Louisne was thanked for his time and the interview was concluded.

CHRISTOPHER
ROTHERMEL CURTIS

