



Lynn Spencer
Air Safety Investigator
Aviation Safety - Eastern Region (AS-ERA)

Date: December 14, 2022

Subject: ERA23FA087 Interview with Airplane Owner

Contact: Taylor Gibson

The following is a record of conversation with Mr. Taylor Gibson. Mr. Gibson was interviewed by phone on December 14, 2022. He was called at [REDACTED] and provided an e-mail address of [REDACTED].

Mr. Gibson stated that Joshua worked for him as a pilot and was going to Bessemer to pick up a friend of Mr. Gibson's. He stated that the accident flight was the second time that Joshua had flown the accident airplane, which was Mr. Gibson's personal airplane, a Mooney M20B. The first time Joshua flew it was the day before the accident (December 12, 2022) when he flew from Waycross-Ware County Airport (AYS), Waycross, Georgia, to Perry-Houston Airport (PXE). Mr. Gibson stated that Joshua regularly flew other airplanes that Mr. Gibson managed and was paid to fly for him. I asked if Joshua was being paid for the accident flight, and he responded, "yes." I asked if Joshua had received any training in the accident airplane, and Mr. Gibson stated "it was at least an hour" of ground instruction.

I informed him that the cockpit area was crushed and asked about the setting options for the fuel selector, and he stated that the positions were right, left and off. He said that the fuel selector was located directly between the pilot's legs on the floorboard. I asked him whether the pilot could see the fuel selector positions with the seatbelt fastened, or if they would have to "feel" for it. He stated that he could see the fuel selector and the settings, but he was a lot smaller than Joshua. He did not know if Joshua would have been able to see the fuel selector while seated in the pilot's seat. He stated that "it might have been difficult."

I asked where I might locate the carburetor heat knob on the control panel, as the Owner's Manual in the airplane was for a Mooney model M20C. I explained that

the carburetor heat was not in the location noted in the Owner's Manual for the M20C and the cockpit had crush damage and we were having difficulty locating the carburetor heat knob. He stated that he would typically reach it with his right hand when seated in the pilot seat, and that he would send me a photo of the cockpit panel.

I requested the maintenance logbooks for the accident airplane, and he stated that he could send me both the hard copies and the electronic copies. He added that the annual inspection had been completed less than a week before the accident flight. He added that Joshua had topped off the tanks at AYS and had flown 2 hours since then.

The digest was e-mailed to him for review on December 15, 2022. He replied on December 15, 2022, at 1827 EST with comments that were incorporated into the narrative. The corrected digest was e-mailed to him on December 15, 2022.