

Lynn Spencer
Air Safety Investigator
Aviation Safety / Eastern Region

Date: October 10, 2023

Subject: ERA23FA380 Record of Conversation

Contact: Jim Koziarski, ATP Flight Schools Director of Safety

The following is a record of conversation with Mr. Jim Koziarski. Mr. Koziarski returned my call and was interviewed by phone on October 10, 2023, at 1140 EDT. He called from [REDACTED] and provided an e-mail address of [REDACTED].

I introduced myself to Mr. Koziarski and advised him that for transparency I would be typing the notes and sending them to him for review and comment.

Mr. Koziarski stated that all ATP flight instructors are contract employees. He stated that Tim McKellar was a student at ATP and more recently a flight instructor. Mr. McKellar worked for ATP providing dual flight instruction from May 30, 2023, to Aug 16, 2023. He provided 75 hours of dual instruction for ATP, and they discontinued his services on August 16, 2023, after they received a report from a student. The student's report read: "During cruise flight, instructor pulled the fuel quantity gauge and engine instrument gauge circuit breakers. Also, during cruise flight, he cut off the mixture completely for 2-3 seconds with no intention of leaning."

I asked Mr. Koziarski what training ATP students receive about using ADS-B In weather information on applications such as Foreflight in order to avoid real-time weather. He responded that they are required to read the information provided by Foreflight.

The call ended at 1153 EDT.

The digest was e-mailed to him for review on October 10, 2023. No response was received. The final digest was e-mailed to him on January 10, 2024.

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Date: October 10, 2023

Subject: ERA23FA380 Record of Conversation

Contact: Ronnie Bunn, flight instructor

The following is a record of conversation with Mr. Ronnie Bunn. Mr. Bunn was interviewed by phone on October 10, 2023, at 1058 EDT. He called from [REDACTED] and provided an e-mail address of [REDACTED].

I introduced myself to Mr. Bunn and advised him that for transparency I would be typing the notes and sending them to him for review and comment.

Mr. Bunn stated that he was Connor Quisenberry's flight instructor, but that since he is color blind, he cannot fly at night. Therefore, other flight instructors at Eagle Flight Academy fly with his students for their night flight requirements. On the day of the accident, Connor was flying with Tim McKellar for the first time for his night cross country flight requirement. Mr. Bunn stated that he was not aware that they had scheduled the night flight for the evening of September 27. He further stated that Connor did not reach out to him to discuss any aspect of the flight that day or evening.

Mr. Bunn stated that he was also Tim McKellar's flight instructor when he first started to learn to fly. They first flew together on 8/26/2020 and he flew with Tim for 24 hours, through initial solo. He stated that Tim was "a good stick and rudder, but he was not studying," so they came to a mutual agreement that he would go to a different instructor. Tim finished his training at ATP.

I inquired if Mr. Bunn was aware of the circumstances under which Tim was let go from ATP as a flight instructor, and he responded that Tim told him that he was fired from ATP because he pulled the mixture on a student who would not lean the mixture like he told him to.

I asked Mr. Bunn to describe Tim's personality. He responded, "I am a retired schoolteacher. Tim's personality was appropriate for an 18-19 year-old kid." He stated that he cautioned Tim during initial training that if he wanted to fly for the airlines, he needed to be aware of his social media presence. During his time flying with Tim, he did not see anything "out of bounds," just "teenager behavior," and he had tried to help him navigate that.

When Tim was hired by Eagle Flight Academy as an instructor, he brought information and checklists from ATP that he wanted to bring to Eagle Flight Academy to improve safety.

The call ended at 1112 EDT.

The digest was e-mailed to him for review on October 10, 2023. He replied on October 10, 2023, at 1149 EDT with the comment, "Looks accurate to me Ms Spencer." The final digest was e-mailed to him on October 10, 2023.

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Date: September 29, 2023
Subject: ERA23FA380 Record of Conversation
Contact: JR Voyles, Eagle Aviation

The following is a record of conversation with Mr. Willford (JR) Voyles. Mr. Voyles returned my call on September 29, 2023. He called from [REDACTED] and provided an e-mail address of [REDACTED].

I asked Mr. Voyles how long Junior had been working for him at Eagle Aviation and he responded, "about a month." He explained that the accident flight was a night cross country flight. He added that Junior's previous employer was ATP in Clark County just north of Louisville, and that Junior got his private pilot certificate through Eagle Aviation and then went to ATP to get an accelerated program to get into the airlines. He stated that he needed an instructor and so he hired Junior after he left ATP. I asked him if he knew anything about Junior's release from employment at ATP, and he responded that he "did not agree with ATP on why they released Junior." He stated that Junior's private pilot solo date was 10-22-2020. He did not talk to ATP, but Junior told him that he surprised a student on an engine failure and the student complained and they released. Mr. Voyles stated that "he may have chopped the fuel to show that the airplane could continue to fly with the mixture pulled out."

The call ended at ended at 1139 EDT.

The digest was e-mailed to him for review on January 10, 2024. No response was received.