



MEMORANDUM FOR RECORD

Joshua Young
Air Safety Investigator
Eastern Region Aviation

Date: 12/13/2022
Subject: ERA23LA085, Pilot Interview Summary
Contact: Jim Jackson

Mr. Jackson was contacted by phone on December 13, 2022 at 0800 EST. He was advised of the NTSB's role in the investigation and advised that he could have a representative present if he wished which he declined. The following was discussed:

- Could you please tell me about that day from arriving at the airport to the incident?
 - The pilot had a 2 hour slot of time in which to fly from 1330 to 1530
 - The clouds were scattered at 2500 feet so the plan was to do pattern work and if the weather cleared up then a short cross country flight might be taken.
 - The pilot noted that he has 79.5 hours of dual time in the airplane and 15.1 hours as pilot in command (PIC) time.
 - 10 of his PIC hours being cross country time.
 - When he arrived at the airport he went into the flight school where he spoke briefly with his flight instructor who was preparing for a lesson with another student.
 - The pilot then got the dispatch release and asked about a few maintenance items on the airplane.
 - There had been an issue with the passenger door and with the fuel being drawn primarily from the left tank when the fuel selector was in the both position.
 - He then went out to the plane and began his preflight, before removing the tie downs and pitot cover, he got onboard the airplane and made sure the parking brake was set.

- On a previous flight early in his training he had not done this and once untied the airplane began to roll as the pavement in the parking area sloped slightly downhill.
- The pilot mentioned that within the last year he had an incident similar to the one that cause the accident, where the airplane lurched forward and to the left on engine start-up but did not impact anything.
 - This required the pilot to shut down the engine, secure the aircraft with one tie-down rope (left wing rope to right wing tie-down hook), walk back to the flight school and get some help from two CFIs to move the airplane back on centerline and avoid the pillars of the shade hangar. At the time the pilot was advised to ensure the parking brake was set before start-up.
- The pilot reported that there is a placard on the parking brake indicating that it should only be rotated 45° not 90° to set the parking brake.
- He then completed his preflight using the checklist and adjusted his seat before getting onboard the airplane, performing the before engine start and engine start checklists.
- Upon engine start with the parking brake set, when the mixture was advanced, the airplane almost immediately pivoted to the left impacting a pillar of the shade hangar with the left wing and coming around almost ~270° impacting the other pillar of the shade hangar with the right wing before coming to rest.
- The pilot did note that the right rudder pedal is slightly farther forward than the left rudder pedal when the rudder is in a neutral position.
- When you started the engine were your feet on the brakes?
 - Yes, they were on the brakes.
- Is it the school's policy to perform engine start while the airplane is still in the shade hangar?
 - Yes, it is a normal practice.