

Kurt Gibson
Aviation Accident Investigator
Eastern Region Aviation

Date: 02/26/2024

Subject: ERA24LA111

Contact: Lesly Jean-Louis: Email on file

The pilot was asked in an email to clarify some of his answers in his 6120 form as well as to gather information that had not been filled out in the 6120 form. Below is a summary of the emails to and from the pilot:

1. The pilot was asked for the engine serial number:

The pilot reported that the engine serial number was L-7497-61A.

2. The pilot was asked about the ELT activation:

The pilot reported that the ELT did not activate.

3. The pilot was asked about his FAA certifications:

The pilot responded that he has private single engine land without an instrument rating.

4. The pilot was asked if he was a professional pilot or if he had a different profession:

The pilot responded that he was not a professional pilot.

5. The pilot was asked what type of restraint system the aircraft was equipped with.

The pilot responded that the seatbelt was a 3 point harness shoulder.

6. The pilot was asked if he was performing a touch and go or a stop and go for the accident landing:

The pilot responded that he intended to perform a touch and go during the accident landing.

7. The pilot was asked if he received any ATC clearances for the flight:

The pilot responded that he did not have any ATC clearances for the flight.

8. The pilot was asked if he had any mechanical failures that would have prevented normal operation of the airplane:

The pilot responded: "No mechanical failure in my opinion. I think it was just windshear."

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