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Eastern Region

Date: February 28, 2024

Subject: ERA24LA124, Instructor Interview

Contact: Onzem Papa Nouveau

Mr. Nouveau was contacted via telephone to discuss the accident of N485DA. The following is a summary of that conversation.

Mr. Nouveau was asked how he was doing after the accident, and he replied that he was doing fine and that he did not have any injuries.

He was asked to describe the accident events. Mr. Nouveau stated that the lesson plan called out for tracking and intercepting radio inbound and outboard and to make sure that the student can fly with the GPS and autopilot. The takeoff was normal and the lesson plan in the practice area was uneventful. After completing the lesson plan tasks, it took approximately 30 minutes for them to get back to the departing airport. They decided to practice an ILS approach and made a request to ATC for 9L. ATC replied back with ILS 9R. They were vectored to 9R and everything was normal. Shortly after, they were switched to 9L by ATC. As they were vectored over, they were advised by ATC that 9L was now closed and they were redirected back to 9R. Mr. Nouveau stated that they were back on course for 9R and they completed the before landing checklist. At this point, he noticed that they were low on the glideslope and shortly after ATC switched them runway 9C. Tower then gave them the clearance to land on 9C, so they did a side step and configured to land on 9C. The pilot receiving instruction was still on the controls at this point. Mr. Nouveau then confirmed mixture was full rich and verified the flap position. The airplane was getting closer to the ground, and he noticed that they were low, so he told the student that they would complete a short field landing on the numbers. As the airplane was getting lower, Mr. Nouveau stated that the student did not realize that they were sinking and he waited for him to add power, but he didn't, so he took over the controls and added power,

pitching the nose down simultaneously. Mr. Nouveau stated that the airplane initially went up but then started to sink. He added more power, but there was no response from the engine. He then went back and forth with the throttle to add power, but the engine was not responding so at this point he realized that he had lost the engine. Mr. Nouveau commented that he looked at the mixture and the fuel selector. At this point, he attempted to maintain control of the airplane as much as possible all the way to the ground.

Mr. Nouveau was asked what position the fuel selector and the mixture were in. He replied that he didn't remember where the selector was but "knows that it was not in the middle". He does not remember where the mixture knob was.

He was asked if he just exited the airplane once they stopped or did he begin to shut things off. He replied that there was no time to secure the airplane because there were flames right away. As they impacted the ground, he was concerned that the doors might jam so he attempted to open it immediately. There were flames on the right side of the airplane so they got out without shutting anything down or off.

Mr. Nouveau was asked if the engine had totally stopped or if it was a partial loss of power. He replied that the engine totally stopped. He added throttle and nothing happened. He has not heard a change in the engine power.

Mr. Nouveau was asked for his email address, and he provided [REDACTED]. The NTSB 6120.1 form was also explained.