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Eastern Region

Date: March 26, 2024

Subject: ERA24LA124, Pilot Receiving Instruction Follow-up Interview

Contact: Alan Villon

Mr. Villon was contacted via telephone for a follow-up interview regarding the accident of N485DA. The following is a summary of that conversation.

Mr. Villon was asked if he completed the preflight on the airplane. He replied, "yes". He was then asked if he sumped the airplanes fuel tanks, and he replied "yes". Mr. Villon was asked if they added fuel to the airplane and he replied that they did but not full fuel. He was asked how much fuel they had onboard, and he replied that they had 35 gallons total on takeoff.

Mr. Villon was asked if he remembers which fuel tank the fuel selector was on when the accident occurred. He replied that it had been too long and that he did not remember. He was asked if he remembered the last time the fuel selector was switch, but he stated that he could not remember. He could remember that they were switching the tanks during the flight, but he could not remember who was switching the fuel tanks.

Mr. Villon was asked if he could remember where the flaps were set during the approach. He replied that they had "full flaps" and that he remembered the instructor calling for full flaps. Mr. Villon was asked to describe the events of the flight from the point where he was told to remove the hood. He replied that he immediately saw that he was low. He exchanged the flight control and the instructor put in power to gain more altitude. The airplane initially did gain a little altitude and he felt the power increase. Shortly after, the airplane stopped "going up" and the instructor said that he lost the engine while simultaneously pitching the nose down to gain speed.

-End of conversation