

**Record of Interview with Dennis Hogge at the San Diego FSDO
06/24/2016 @ 08:00 by Gregory Nolting (Mr. Hogge was given a PBR)**

Inspector Roy Hardie and Gregory Nolting conducted this interview. Dennis was asked if he had brought the aircraft maintenance records and he said that when he looked for them in his hangar, they were not found. He said that they are in a green cloth bag with a gold design and that they must have been in the aircraft. I told him that I went through the contents of the aircraft and that the bag was not there. Dennis asked me if I had looked under the seat, which I couldn't clearly remember doing. Dennis said that he thought that the last condition inspection was conducted in November 2015. I asked him who signed it off and he said that he thought it was an A&P from Las Vegas, but he could not tell me (could not remember) his name. I asked him when the fuselage tank was installed and he said about four years ago. I asked him if he had put the aircraft back into phase 1 to test the system and he said that he did not. He estimated aircraft total time to be 350 hours. When asked anything about what happened or fueling of the aircraft, Dennis would give us a description of events, then say that he didn't remember anything from the accident and two weeks prior and that he was describing what he would have done. When he described the fuel system, he said that both wing tanks drain into the fuselage tank and that fuel to the engine comes from the fuselage tank. When asked how he determines how much fuel is in the fuselage tank, he said that he fuels the wing tank until it reads 1 gal. of fuel and then adds the 33 gal. capacity of the fuselage tank for a total of 34 gallons. Dennis said that 29 gallons were left in the aircraft after the previous flight and that after having 5 gallons pumped into the left tank, he would have let the aircraft sit overnight and rechecked the fuel indication before the flight on April 2, 2016. He said that he had been using this method for determining fuel quantity since installing that tank (about 4 years). When asked where his destination was he said that he was flying to French Valley Airport (Temecula, CA). We asked about fuel consumption and he said that it was about 15 to 17 gph. He said that his cruise altitude was 3500 ft. agl. at 250 kts. When asked about other gauge readings, indications, sounds, or actions, he once again said that he couldn't remember anything from that day and two weeks prior. Dennis was asked why he decided to land on the freeway and he said that he had decided not to try to land on the radio controlled aircraft landing strip nearby because there were too many people working near the strip and that he didn't want to flip over from the soft field. When asked why he left the landing gear up, he said that he thought that the aircraft would stop quicker, but then once again reminded us that he doesn't really remember anything from that event and two weeks prior. He said that he had not had any problems with the aircraft prior to the flight on the 2nd. I asked to get a statement from his wife and he said that he would send one. I also asked him to provide the name of the mechanic who did the last inspection on the aircraft and he said that he would try to get that for me.