

My name is Connor Breau I was Jet Montgomery's first flight instructor for a span of three months at Tubreaux Aviation. Jet first came in on June 2, 2020 for a discovery flight then started flight training on June 10, 2020. The first ten or so hours of me and Mr. Montgomery's flight training did not go over so well. I did the main flying as he was more amazed of taking pictures and showing off to his friends through social media. Me and him had a talk after one of our flights as to why he needed to put more effort in and try if he wanted to move forward or he could just quit if he was not willing to learn to fly. The talk did get to him and he put effort into wanting to learn to fly. He began taking notes in lessons and asking more questions about things. His dad Jason Montgomery did call me a few times during Jets flight training to check up and see how he was doing through his training. After many conversations me and Jet flew every day for a few weeks to get Jet done but was not happening as he was not progressing through training as fast as they wanted him to. I also informed Mr. Montgomery after some of these lessons that he had to change his attitude of flying some days and be humble about it if not you will kill yourself doing this hobby. After a few times talking about that and him making a few mistakes it seemed he started to change and be humble about aviation. On August 14, 2020 I soloed Jet and he did very good. From there he worked on building solo time and we worked on getting him ready for solo cross country's. I was in and out during the month of August. He flew with other instructors throughout this time and they gave me feedback after every lesson. After one lesson the other instructor called me and said one more flight and he would be ready to do a solo cross country. Mr. Montgomery called me as well after for me to sign him off and he was ready for it I advised him I could not do that because I did not fly with him previously and the other instructor told me he was not quite ready yet. I returned to work a few more times with Mr. Montgomery and on our last lesson it appeared he had impairment when he showed up and had a slight smell of alcohol on him. Other instructors were also aware, and we sent him home and told him to find another school for him to train at. Me and Mr. Montgomery spoke a few times after that incident asking questions about written questions and to inform me, he passed his written test that was the last we spoken.

RECORD OF <input type="checkbox"/> VISIT <input type="checkbox"/> CONFERENCE OR <input checked="" type="checkbox"/> TELEPHONE CALL		TIME 11:00 A.M	DATE 2/22/2021
NAME (S) OF PERSON (S) CONTACTED OR IN CONFERENCE AND LOCATION Barret Roy [REDACTED]		ROUTING	
		SYMBOL	INITIALS
SUBJECT Jet Montgomery Crash (N55168)			
DIGEST Spoke with Mr. Roy who is a certified Flight Instructor that had been hired to give Mr. Montgomery and his father flight instruction in there newly purchased aircraft. Mr. Roy stated that he had not yet flown with Mr. Montgomery, but had the aircrafts POH in his possession about 7 hours before the crash because he was using it to get familiar with with the aircraft before he began instruction. He claims the night before the crash 12/15/2020 Jets father called and advised him that Jet would be stopping by his house to retrieve the the POH so he could fly a cross county solo the following day. Mr. Roy states Jet arrived at his house sometime between 6 and 7 that night and Mr. Roy did not advise, but told Jet he was not going to fly the aircraft the following day. He discussed the fact that the ceilings and visibilty were IMC and he was not an IFR pilot and that the temperature was below freezing and the aircraft was not equipped for flying in icing conditions. Mr. Roy states Jet seemed to adhere to what he was telling him and that at no time did he believe Jet was under any type of influence that would affect his decision making ability. He states Jet let his house and he did not find out about the crash until the following day and at no point during there conversation did he believe Jet would be flying that night or the following day.			
CONCLUSION, ACTION TAKEN, OR REQUIRED			
DATE 02/22/2021	TITLE Aviation Safety Inspector	SIGNATURE	





## Record of Conversation

**Dan Baker**  
**Senior Air Safety Investigator**  
**Central Region**

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**Date: 2/7/2022**  
**Subject: CEN21LA089, CFI Interview**  
**Person Interviewed: Barret Roy**

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Mr. Roy, who was Mr. Jet Montgomery's most recent CFI and who had not yet flown with him, said he met with the pilot about 2200 the evening before the accident. The pilot had come to the his home to pick up the pilot's operating handbook (POH) for the airplane. Mr. Montgomery informed the Mr. Roy he was planning a cross-country flight for the following morning. Mr. Roy told Mr. Montgomery he was not to fly because the weather forecast included inflight icing and low ceilings. The Mr. Roy said he spoke to Mr. Montgomery outside and pointed out the low ceilings and unsuitable weather, and Mr. Montgomery seemed to adhere to what he had been told. Mr. Roy said Mr. Montgomery did not appear to be under the influence of anything that would affect his decision-making abilities.