



RECORD OF CONVERSATION

Timothy W. Monville
Sr. Air Safety Investigator
Eastern Region

Date: April 25, 2022
Person Contacted: Stephen Gates
NTSB Accident Number: ERA22LA204, N7572T

Narrative:

During a conference call with FAA inspector Ken Murray, the FAA ROC, and NTSB discussing the circumstances involving N7572T, Stephen Gates contacted the FAA ROC, and he was connected with the call.

At the onset of the call Mr. Gates indicated that he was in the hospital waiting to be seen by medical personnel but would speak until he needed to be examined.

Mr. Gates was advised that the NTSB is a federal agency mandated by Congress to investigate aircraft accidents, and NTSB has no authority to take any action against any individual. He was also informed that the purpose of an NTSB investigation is for safety only, and any person NTSB talks with has the right to representation; he agreed to the interview without representation. He was advised that at any point of the conversation if he felt uncomfortable he could end of the interview.

He was asked to explain what occurred?

He indicated that during their initial landing the flight experienced a high sink rate after clearing trees, and the airplane was pointed 25° to 30° off the runway heading. He said to go-around, and applied full power. After achieving a positive climb rate of climb the flaps were reduced to 20° from the 30° position they were set at for landing. He heard the stall warning horn and lowered the nose but continued to hear the stall warning horn. With powerlines and trees ahead, the flight turned to execute a forced landing on a road. He fully retracted the flaps, and then clipped something during the turn. The airplane then landed on the road.

He was then asked the following questions by NTSB –

Was he the pilot-in-command?

Yes. The left seat pilot had not flown in 20 years and he was flying with him as a flight instructor to get him current for a flight review.

What was the fuel load at the time?

The departed with 14 gallons in one fuel tank and 15 gallons or so in the other fuel tank. They had flown 1.5 hours, so he estimated there would have been between 6 to 10 gallons in each fuel tank.

Who applied the throttle?

He took over during the go-around and he added full power.

Did the engine respond?

Yes, the engine responded but he could not recall the engine rpm. He noted that the airplane started climbing out, and that the runway was upsloping.

What was the name of the left seat pilot?

Joshua Pierre.

Who was in the rear seat?

Nobody. There were only 2 on-board.

What was his injury?

He had a potential concussion, ½ gash below his eyebrow and eye socket, a cut on his nose, and scrapes and bruises.

Was the left seat pilot injured?

No.

FAA Questions-

Confirm that Pierre was in the left seat?

Yes.

Who was the owner of the airplane?

Pierre was one co-owner.

Who was the other co-owner of the airplane?

That information would be on the aircraft registration that he could not recall at the time of the phone call.

NTSB Question Continued-

Who was the pilot-in-command for the accident flight?

He was.

The interview ended at 1958 EDT.