

## *Record of Telephone Conversation*

**Name:** John Collette

**Date:** 11-22-2022

**Description:** Accident investigation of N7295Y

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Mr. Corbette contacted me upon my request. He was a lineman that was also on duty at the LOZ (London-Corbin) airport on Saturday, November 19<sup>th</sup> and that he had interacted with the pilot for N7295Y.

Mr. Corbette stated that they had FlightAware at the airport and they were expecting the aircraft based on FlightAware. He was listening on the Common Traffic Advisory Frequency (CTAF) and heard the pilot call for a go-around on his first landing attempt. He stated that there was another aircraft in the pattern and was concerned that there might have been a traffic conflict that caused N7295Y to go-around.

When the pilot came into the lobby he asked the pilot about the go-around and if there was an issue with the other aircraft in the pattern. The pilot stated that there was no issue with the other aircraft. He said that he had to do a go-around because he had an electrical failure on final and couldn't tell if his landing gear was fully down or not.

Mr. Corbette asked if there was anything they could do to assist him with the issue. The pilot stated that there were several other options available to him to get the landing gear down, if necessary, including manually pumping the gear down. He said the electrical system had been 'giving him fits' on the aircraft.

Mr. Collette stated that the pilot did not seem to be distressed over this issue and did not ask if there was anyone available who could look at the aircraft. He stated that they had only landed at LOZ so that his wife could use the restroom.

Looking back, Mr. Collette found it strange that the pilot was stating that he had an electrical failure on final, but that he was using the radios to call for his go-around without any apparent issues. He also recalled the the landing gear was fully extended during the go-around.

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E James Creider  
Front-Line Manager  
Greensboro FSDO

## ***Record of Telephone Conversation***

**Name:** Jonah Boggs

**Date:** 11-22-2022

**Description:** Accident investigation of N7295Y

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I contacted the main number for the LOZ (London-Corbin) airport to speak with the lineman who fueled N7295Y on November 19th. The person answering the telephone stated that the airport manager had left instructions that any inquiries go through him and he was not there at the moment. I left my name and number and asked that he return my call when he returned to the office.

Later in the morning, Mr. Matthew Singer returned my call. He apologized and stated that he should have been more clear with his employees that he was only talking about media calls going through him. He had the lineman that fueled N7295Y, Mr. Jonah Boggs, there with him and put him on the phone.

Mr. Boggs stated that he had fueled the aircraft that day. He stated that the pilot initially declined fuel when asked, stating that they had just stopped so that his wife could use the restroom. Then the pilot changed his mind and stated that he might as well top off while he was there. He instructed the pilot to fuel the mains to the 'bottle neck, half the way up to the top hole' and to fuel the auxillary tanks to '1 inch down from the bottle neck'. Doing this, the aircraft took 29 gallons of fuel.

Mr. Boggs stated that he did not hear the radio calls the aircraft made inbound to the airport or when he made his 'go-around' on his first landing attempt. The pilot did not mention any issues with the aircraft to him.

He did state that when he went inside, after fueling the aircraft, to collect payment that the pilot seemed a bit 'spaced out' at the counter. I asked him to elaborate and he stated that the pilot initially gave him a credit card to pay for the fuel, then asked for the card back and gave him a different card. When Mr. Boggs asked for a zip code to process the second card he didn't get a response from the pilot. He had to ask a second time. I asked if it was possible the pilot didn't hear the first request or did he appear to be distracted and Mr. Boggs stated that he thought the pilot seemed distracted.

Mr. Boggs stated that another employee had a conversation with the pilot about his go-around and the pilot had mentioned electrical issues with the airplane to that employee. His name was Johnny Collette. I asked if Mr. Collette was available and Mr. Boggs stated that he was not, but that he could have him call me or give me his number to call him. I asked that he pass along my information to Mr. Collette.

Mr. Boggs asked if I wanted the written statements that he provided to the NTSB for both him and Mr. Collette and I stated that I would like a copy of those. Mr. Singer stated that he would email those to me.

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E James Creider  
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Greensboro FSDO

## ***Record of Telephone Conversation***

**Name:** 'Owner' of Ayers Aviation

**Date:** 11-22-2022

**Description:** Accident investigation of N7295Y

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I contacted Ayers Aviation, the only FBO listed for the LOZ (London-Corbin) airport to see if they provided any services to N7295Y on 11/19/2022. The phone was answered by a gentleman that only identified himself as the 'owner' of Ayers Aviation. He stated that only he and his wife worked there and she was not there today.

I asked him if they provided any services to N7295Y on Saturday, November 19, 2022. He stated that they did not fuel aircraft - that would be the airport. They only provide maintenance services and he did not receive any calls for maintenance on Saturday the 19<sup>th</sup>.

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