
N495PL Statement

From [REDACTED]
Date Fri 5/1/2026 9:26 PM
To Brian Rutt [REDACTED]

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Hello Brian Rutt,

I have written my statement about N495LP below, please let me know if there is anything else I can get you.

Thank you,

[REDACTED]

On April 14th [REDACTED] and I planned a cross country time building flight. Our plan was to fly KFLY to EPKEE to HOYTT to KGXY to HOYTT to EPKEE to KFLY. We did a full preflight for the flight and when planning we saw it would take about 6.5gal of fuel, so we departed a little after midnight local time. On the way to KGXY we originally intended to fly at 9500msl but were forced to first climb to 10500msl and then drop to 8500msl to avoid turbulence.

At KGXY I flew an approach and then departed back south towards HOYTT. Shortly after we crossed EPKEE we saw that our fuel gauge still indicated 9gal of fuel so we planned an approach at KLIC before continuing on to KFLY. After [REDACTED] flew the approach we verified that we had about 4gal of fuel left so we flew direct to KFLY with the intent to terminate.

About 8 miles from KFLY our engine experienced roughness with a sudden drop in RPM at 8000msl. We advanced more throttle but it did not correct the RPM and our engine fully died [REDACTED] contacted ATC, entered 7700 and attempted to fly towards the nearest airport, but it soon became clear that we would have to make an off airport landing. After landing in a field about 5 miles from KFLY we contacted emergency services and waited at the airplane until they arrived.