



Memorandum For Record

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A review of ADS-B data after fueling on August 19, 2020 at Miami-Opa Locka Executive Airport (OPF), Miami, Florida, revealed the first target that same day at 1743:56 UTC was over runway 27R about 4,800 ft down the runway. The data indicated that the airplane flew in a westerly direction until about 1745 UTC, then turned and flew in a northwesterly direction. The flight proceeded northwest where a right and then left 360° turns were performed. The flight then proceeded to the southeast side of Lake Okeechobee then flew to Pompano Beach Airpark (PMP), Pompano Beach, Florida, and landed on runway 10. The last ADS-B target at 1835:03 UTC was over runway 10 about 1,800 ft down the runway. Thus, the flight duration was about 51 minutes and did not include the taxi time to depart or after landing.

According to a pilot who flew the airplane as part of his familiarization flight on August 19th, he did not know what the fuel load was at the time because he had no knowledge of the airplane's fuel capacity. He recalled who was the right seat occupant of the accident flight saying, "there was sufficient fuel for the first leg." He confirmed that the first leg was flown to OPF where the airplane was fueled.

The next flight on August 24, 2020, was from PMP to Ocala International Airport-Jim Taylor Field (OCF), Ocala, Florida. The first target near the departure end of runway 10 of PMP was at 1252:49 UTC. After takeoff to the east the flight made a left turn and proceeded in a northwest direction towards OCF, flying north of the airport for an intended landing to the south. The last target about 1.3 nautical miles north of the approach end of runway 18 at OCF was at 1402:50 UTC. Thus, the flight duration was about 1 hour 10 minutes and did not include the taxi time to depart, the final approach and landing, or taxi after landing.

According to a pilot who flew the airplane from PMP to OCF on August 24, 2020, "he did not know if the airplane was fueled at PMP on August 24th or the day before." Records from Pompano Aviation do not reflect the purchase of fuel between August 23rd and August 31st. The right seat occupant of the accident flight did the preflight inspection and he recalled him

checking the fuel tanks. The pilot who flew the airplane reported he did not recall the fuel gauge reading before the flight or after landing, adding that he was not even sure where the fuel gauge was located. The individual indicated that while on the ground at OCF he was asked if they needed fuel, to which he asked the right seat occupant of the accident flight who declined fuel servicing.

The return flight from OCF to PMP occurred on August 24, 2020. The first target about .5 nautical mile south of the departure end of runway 18 was at 1451:47 UTC. After takeoff to the south the flight proceeded in a southerly direction until near Lakeland, Florida, then flew in a southeast direction towards PMP, landing to the east. The last target was at 1633:05 UTC, near the midpoint of runway 10. Thus, the flight duration was about 1 hour 41 minutes and did not include the taxi time to depart, the landing, or taxi after landing.

A pilot who occupied one of the rear seats on the return flight to PMP on August 24th reported he did not recall the fuel quantity reading before the flight from OCF to PMP or after landing at PMP. He reported there was no issues with the engines, propellers, or airframe during any of the flights on August 19th and 24th. He added that the engines were running good, and there were no unusual noises.

Based on the ADS-B data excluding the accident flight and taxi times before departure and after landing, the airplane had been operated for about 3 hours 42 minutes since the last known fueling.