



MEMORANDUM FOR RECORD

Joshua Young
Air Safety Investigator
Eastern Region Aviation

Date: 1/6/2023
Subject: ERA23LA049, Passenger Interview Summary
Contact: Kathy Volpe

Kathy Volpe was contacted by phone and email on December 15, 2022 at 1405 EST and January 6, 2023 respectively. She was advised of the NTSB's role in the investigation and that she could have a representative present on the call. She did have a representative present on the call a Colin Ram with the Mcleod Law Group. The following was discussed:

- Were you a passenger aboard the aircraft in question?
 - Yes, front right seat
- Did the pilot attempt to restart the engine?
 - Yes, when the propeller stopped, the pilot started “pumping” the fuel lever and looking for a field to land in. Along with “pumping” the fuel lever the pilot was touching instruments and buttons I am unfamiliar with. Note, I am not a pilot nor have I ever taken any flight lessons or read any aviation education materiel.
- Did the pilot use a checklist during the emergency?
 - The passenger did not know but noted, the pilot was writing notes on a legal pad on her lap during the flight but does not know what the pilot was writing. Once the emergency happened the passenger, saw the propeller stop. I saw the pilot trying to start the plane and pump the fuel starter/level, along with touching other buttons/instruments/things around her.
- How long were you in the hospital?
 - 3 nights.
- Is there anything else you think would be pertinent to the investigation?

- They had to change planes on the day of the accident due to the airplane they were planning to take needing its 100-hour inspection. The pilot noted that one of the fuel tanks appeared to be showing more than the other.
- At some point the pilot said we're out of gas. I heard her communicating with air traffic control. I stared out the window, thinking this is it. This plane is going to crash and I'm going to die. I wasn't looking at the pilot. She could've been doing anything. She told me to look for a field. I began looking for a field and said I see one. She said we'll have to coast the plane down.
- Before flight, in addition to the pilot showing me the instruments and pointing out that even though one of the fuel gauges appeared to be showing more than the other, she said they were actually both full.
- I'd like to note the pilot told me when she reserved the plane for 10 a.m. that morning, that plane had no other reservations for that day. But another pilot booked our reserved plane last minute for a 7 a.m. flight before us. When they returned the plane late, that pilot capped out the hours that plane was allowed to use before requiring its 100-hour inspection.
- Having our first reserved plane double booked for its last allowed few hours of safe flight before inspection might not have seemed like a big deal. At the time it was more of an inconvenience to us. Now I know having to change planes last minute has changed my life forever.

Kathy was thanked for her time and help with the investigation.