



MEMORANDUM FOR RECORD

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Air Safety Investigator
Eastern Region Aviation

Date: 12/12/2022
Subject: ERA23LA083, Pilot Interview Summary
Contact: Rajesh Kukreja

Mr. Kukreja was contacted by phone on December 12, 2022 at 0937 EST. He was informed of the role of the NTSB, how the investigation will progress and asked if he had any questions. He did not at the time and the interview commenced.

- Please just walk me through what happened from the start through the accident.
 - Flight was to be from Miami Executive Airport (KTMB) to Macon, Georgia (KMCN).
 - Filed Instrument Flight Rules (IFR) flight plan due to the unfamiliar airspace and environment along with the weather being a combination of marginal visual meteorological conditions (MVMC) and instrument meteorological conditions (IMC).
 - Foreflight was used to file a flight plan and get a weather briefing.
 - Upon arriving at the flight school got the “can” which contained the pilot’s operating handbook (POH), weight and balance information, sheet showing the latest VOR checks and a time log of the aircraft’s hobbs time.
 - Reviewed the maintenance records.
 - Previously flew this aircraft on November 18, 2022
 - Had an issue with comm 2 and reported this to the school
 - There was no sheet to show that this issue had been addressed
 - There was nothing amiss on the preflight
 - Full fuel tanks
 - A little bit of fuel leaking from the left fuel vent due to the tank being filled to the brim.
 - Put 1 quart of oil in the left engine.

- When speaking with ground control comm 2 was unreadable
 - Will just use for weather and will not transmit, will use comm 1 for transmissions
- Had an expected ground speed of 135 knots to 145 knots but in actuality the ground speed was about 120 knots. Expected a flight time increase by another 25 minutes. Was not unduly concerned as was of the opinion that there was at least an hour and a half fuel reserve.
- Upon departure began getting vectors and when slightly Northwest of the Miami class B airspace began to get vectors to the Northeast away from the filed flight plan.
 - Palm Beach approach asks what the destination is and then begins vectoring aircraft back towards the filed route.
 - In the end a rough calculation showed the vectors resulted in a 40 nautical mile deviation.
- Personal minimum to stop for fuel if not at destination by 4 hours into the flight.
- Cruise power was at 22" and 2300 RPM and mixture was leaned.
- Enroute advised by air traffic control (ATC) that comm 2 was "2 by 5"
- Fuel quantity indicator appeared to be operating and did not show cause for concern
- Multiple times while enroute would turn on carburetor heat, open the cowl flaps and check the fuel endurance
- About the VNA VOR noticed the flight time was about 4 hours (roughly 45 miles from the destination and about 25 minutes of flight time at current speed, some of which would have been on a low power setting for descent) and he just entered IMC, with about 15 minutes to the initial approach fix (IAF) began to focus more on maintaining the flight path and began to think about diverting for fuel.
- ATC cleared to the IAF.
- There was some turbulence.
- Soon after being cleared to the initial approach fix (IAF), BLSKY, and turning towards the IAF there was an uncommanded right yaw.
 - Emergency declared to ATC.
 - Maintained pitch, power, and yaw – by the time positive control of the aircraft was established was on a heading towards the VNA VOR.
 - Secured right engine by feathering the propeller.
 - Need to land immediately.
- When the left engine began to sputter soon after ATC gave the closest airport 51A.

- Attempted to go direct
- About 1500 ft mean sea level, without any engine power and unable to get the pilot-controlled lighting to turn on, after three attempts, the decision was made to point the aircraft for the darkest terrain as to avoid ground injuries.
- When the Garmin avionics sounded a terrain warning lowered the landing gear to further reduce speed.
- Impacted the terrain.
- Were you wearing any type of restraint?
 - Lap belt with shoulder harness.
 - Pilot was flying from the right seat as that is where he was proficient from his work as a flight instructor.
 - Flight bag was strapped into the left seat.
- What altitude did you file for and fly at?
 - Filed for 8000 feet
 - Flew more than the expected ten minutes at 2000 feet then climbed to 7000 feet before finally being cleared to 8000 feet.
- What did you use for fuel planning?
 - POH on foreflight and calculations done on foreflight corroborated by the POH performance numbers.
- Pilot also reported that when asking ATC to spell the names of fixes they were clearing him to they seemed upset and annoyed along with the fact they were not using the charted names for some of the navigational aids.

Mr. Kukreja was thanked for his time and advised that, should he have any further questions he should reach out.