



RECORD OF INTERVIEW

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Office of Aviation Safety - Eastern Region

Date: 1/30/2023 0930
Person Interviewed- Bruno Nunez – Pilot
NTSB Case Number: ERA23LA22

Narrative:

Mr. Bruno Nunez was interviewed by telephone.

Bruno (pilot) stated he flew another airplane to the Tampa Executive Airport (VDF), Tampa, Florida to swap out for the accident airplane. He stated that N107DF was due for a 100 hr inspection and he was going to reposition it to Birmingham-Shuttlesworth International Airport (BHM), Birmingham, Alabama.

During the preflight, the pilot turned on power and noticed that the fuel gauges were reading 80 gallons of fuel. He walked into the FBO at VDF and told them he wanted to top off the fuel tanks. He was told by the ramp technician that the fuel tanks were full and did not need fuel. The pilot went back out to the airplane and removed the fuel cap. He noticed fuel in the filler neck and assumed the fuel tanks were full. He did not push open the anti-siphon fuel valve to see if the tanks were actually full or if residual fuel was just sitting on top of the anti-siphon fuel valve. He proceeded to complete the preflight checklist and started the engines. He noticed the fuel gauges were flickering and thought that they were malfunctioning. He proceeded to depart for BHM. After about 2 hours of flight-time, the right engine lost power. A few seconds later, the left engine lost power. He did not look at the fuel gauges during this time. He notified ATC of the loss of both engines and they vectored him towards Merkel Field Sylacauga Municipal Airport (SCD), Sylacauga, Alabama. He told ATC that he would not make the runway and set up for an off-field landing in a cotton field. After landing, the airplane rolled into the trees and the left wing separated from the fuselage.

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