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Date: March 12, 2025
Subject: ERA25LA142 Pilot Interview
Contact: Cesar Suarez Abreu

Mr. Suarez Abreu was contacted via telephone to discuss the accident of N27GP. The following is a summary of that conversation.

Mr. Suarez Abreu was asked to describe the flight and the events that led to the accident. He stated that it was a normal day and a normal afternoon. He topped the airplane off with fuel at Orlando Executive and tested the fuel. Shortly after, he departed from the airport and headed toward the survey location. 10 minutes into the flight and at about 1500 ft, the engine "just stopped". There were no indications of a problem before it quit. He recalled switching the fuel tanks and checking the magnetos, but everything "looked normal" and the engine did not regain power. He quickly evaluated the best place to land, and he noticed a field that was long enough, but ultimately not wide enough for the airplane. The left-wing tip contacted trees, and the airplane quickly came to a stop. The front door was jammed, so they were forced to use the rear exit to get out of the airplane. Fuel was pouring out of the roof of the airplane and all over them. When they exited the airplane, he was able to call the ATC tower to report their position and that they had experienced an engine failure.

Mr. Suarez Abreu was asked what power settings he was at when the problem occurred. He replied that he was at 2400 RPM and 27" of manifold pressure. The mixture was still full rich from the takeoff.

He was asked what instrumentation the airplane was equipped with. He replied that it had an Aspen system on the pilot side and that it also had a regular 6-pack setup. The airplane had a Garmin 430 GPS, TCAS, and ADS-B in and out. He also commented that it had a JPI engine analyzer equipped.

Mr. Suarez Abreu was asked if the airplane was based at the Orlando Executive airport. He replied that it is based there and that is where the company, GPI, is based. He commented that GPI also has a location in Greenville, South Carolina and that the airplane has been in Orlando for about one month.

He was asked if there was any recent maintenance performed on the airplane. His response was that there is regular maintenance every 50 hours, but nothing in the last 24 hours that he was aware of.

-End of conversation