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Aviation Accident Investigator
Eastern Region

Date: March 12, 2025

Subject: ERA25LA142, Passenger Interview

Contact: William Nerone- Pilot Rated Passenger/Equipment Operator

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

Mr. Nerone was asked to describe the flight and the events leading to the accident. He stated that this was a survey flight and that the airplane had just departed from the Orlando Executive airport. When the airplane was about 10 miles to the east of the departing airport, the engine suddenly "quit". There were no weird noises or suggestions of an engine failure prior to it quitting, it just immediately "stopped". 30 seconds later, the airplane was in a field.

Mr. Nerone was asked if they performed a preflight of the airplane prior to the departure. He replied that the pilot did a preflight and took on fuel prior to departing. The duration of the flight was supposed to be about four and a half hours long.

He was asked if he had a contact phone number for the pilot. He provided [REDACTED] [REDACTED] Mr. Nerone was asked if he or the pilot had any injuries and he confirmed that they were not injured. He was then asked if there was any recent maintenance performed on the airplane. He replied that there was some sort of maintenance performed on the airplane that morning, but he was not sure what it was. This was the airplane's second flight of the day. The airplane had made short laps in the airport pattern a few hours prior to this event.

Mr. Nerone was asked if he works for GPI and he confirmed that he did and that he reports to Greg Jackson, the flight director at GPI.

Mr. Nerone provided an email address of [REDACTED]

He commented that he is also a pilot and that he does fly regularly. He stated that for this flight and normal surveying work, he sits in the front right seat. He recalled that the oil temperature and pressure were "good" prior to the incident.

Mr. Nerone was asked how high the airplane was when the event occurred. He stated that they were at about 1800 ft when the engine quit and that is the altitude that they do the survey work at.

-End of conversation