



MEMORANDUM FOR RECORD

Brian C. Rayner
Senior Air Safety Investigator
Eastern Region

Date: April 10, 2025
Person Contacted: Johnny Paul – Pilot
NTSB Accident Number: ERA25LA162 Bennettsville, SC

Narrative:

Mr. Paul was the pilot/owner of the accident airplane. He was interviewed by telephone, and the following is a summary of the interview.

We discussed the content of his written statement and then he was asked specifically about his request for a fuel service before his planned departure. He landed at Chesapeake Airport (CPK) on March 23, 2025, and requested a fuel service. Mr Paul stated that fuel wasn't available at that time, but that he wanted a fuel service before he departed.

Mr. Paul arrived back at the airport on March 28, 2025, and departed on the accident flight before the FBO opened for the day's business. He described his preflight inspection and said that he "visually" checked the fuel quantity and that each tank "appeared" full. Mr. Paul did not use a calibrated stick to measure the quantity of fuel.

It was shared with Mr. Paul that there was no record of fuel being dispensed into his airplane at CPK. The amount of time the airplane was aloft since its last full fuel service, its nominal fuel consumption rate, and the empty fuel tanks at the accident site were also discussed.

Mr. Paul was very candid about his review of events surrounding the accident flight over the days following the accident. He stated he's meticulous in his habits, tries to exercise sound risk management, but that he must have been influenced by an expectation bias; that the tanks would be full at preflight so that's what he saw.

Mr. Paul stated that "a matter of a few gallons would have got me there" and that the use of a calibrated fuel measuring stick during preflight would have prevented the accident.

END OF STATEMENT