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Aviation Accident Investigator
Eastern Region

Date: July 31, 2025

Subject: N15PM Pilot Interview

Contact: Johnny "William" Amerson

Mr. Amerson was contacted via telephone to discuss the wreckage examination of N15PM. The following is a summary of that conversation.

Mr. Amerson was asked a series of questions by the IIC.

1. How long between the loss of engine power been the point of contact with the tree's had passed? He replied that it was 90 seconds roughly.
2. Which fuel tank did you start the engine on and how many times did you switch fuel tanks throughout the duration of the flight? He replied that he wasn't sure, but that he typically starts on the left fuel tank because of how the POH reads. He continued that he likely started on the left tank. He also commented that he switched the fuel tanks about every 30 minutes and that he switched about halfway. Mr. Amerson commented that he knows that he did not have water in the system because he sumped the tanks during the preflight. The first sign of trouble was about 15 minutes from landing or about 40 miles from the airport. When the engine did lose power, he could not remember which fuel tank he was on. When the problem occurred, he would have been on the opposite fuel tank of what was found at the accident scene. He continued that he only had about 20 seconds to fly the airplane when it lost power and that the engine never shut off, he just did not have any RPM and that it felt like it was at idle.
3. Did you use the auxiliary fuel pump at all? He replied "no" and that he did not use it for any duration of the flight. He only uses it for starting and never uses it in flight.

4. What kind of fuel gauges were in the airplane? He replied "digital".
5. Can you explain how those digital gauges work in the airplane? Do you enter a fuel quantity, and it counts down or is there a float that is measuring the fuel and sending a number to the gauge? He replied that when you fill the fuel tanks up the gauges know how much fuel is in the tanks. There is no programming on the fuel gauges, the gauges have the quantity without programming.
6. Describe how you typically start the engine. He replied that you need the auxiliary pump to start it, but otherwise you turn the key and just start it.
7. Describe how you attempted to restart the engine after the loss of power. He replied that he did not attempt to restart the engine because he believed it was still running. He attempted to only get a reaction out of the engine, not a restart.

The IIC described the findings of the wreckage examination and engine test runs to Mr. Amerson.

-End of conversation