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Office of Aviation Safety - Eastern Region

Date: October 8, 2025

Subject: ERA25LA263, Record of Conversation/Interview

Contact: Jack A. Jergovich

Mr. Jack A. Jergovich was contacted by phone on October 8, 2025 at 1023 EDT and left a voice mail message. He was called at [REDACTED] He returned the call the same day from the same phone number at 1105 EDT. He provided an e-mail address of [REDACTED]

He was advised by e-mail when sending this document for review that it will not be released to the public until the investigation is finished and when published, any personal identifiable information (PII) such as cell phone number, e-mail address, address, pilot certificate number, etc., will be redacted and not viewable in the released document.

He was asked the following questions –

How was the landing gear lowered after the airplane was raised from the runway?

He did not recall the landing gear selector position and was not sure if the landing gear selector was in the down position or it was placed in the down position and after the airplane was raised from the runway the landing gear was lowered/extended.

Who went into the airplane to turn on power to lower the landing gear?

I do not recall.

Did you go into the airplane when it was raised from the runway?

I do believe the landing gear was extended normally after the airplane was raised from the runway. He did go into the airplane about 1 week later to get his earbuds. He subsequently said he believed he may have gone into the airplane to lower the landing gear using the normal system after the airplane was raised from the runway.

Up at KCRG were the white colored LED light used/on?

Yes, it was his first flight with a commercial student and he was acting as a safety pilot. He made the left seat pilot aware 15 to 20 times during the flight that the LED light was distracting. It stayed on even though he (CFI) thought it was hazardous.

NTSB Questions Continued –

Was the LED light dimmable?

No, it was not. It was a LED strip.

Was the left seat pilot rated in multi-engine airplanes?

No, it was his misunderstanding as to who was pilot-in-command (PIC). He subsequently learned that he was PIC.

The call ended at 1116 EDT.

The digest was e-mailed to him for review on October 8, 2025. He was sent a text message on October 9, 2025, at 0952 EDT, advising that if I did not receive a response from him by 1200 today, I would finalize the document and send him the final version. He replied by text message on October 9, 2025, at 1203 EDT with, “I apologize for the delay. Yes, I have received your email and have reviewed it. It looks good.” The FINAL digest was e-mailed to him on October 9, 2025.