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Eastern Region

Date: December 8, 2025

Subject: ERA26LA065 Pilot Interview

Contact: [REDACTED]

Mr. [REDACTED] was contacted on December 8, 2025, via telephone to discuss the accident of N95KC. The following is a summary of that conversation.

Mr. [REDACTED] was asked to describe the events that led to the accident. He stated that they were on final approach for Runway 11 into Merrit Island. The airplane was losing altitude quickly when he realized that the engines were not producing power. They were already low when this occurred. He recalled attempting to troubleshoot by switching the magnetos and the fuel tanks, but the engines did not regain power. Mr. [REDACTED] was asked how high they were when the engines stopped producing power. He replied that the airplane was about 1300-1400ft when it lost power.

Mr. [REDACTED] was asked about the fuel onboard. He replied that the fuel gauges displayed ¼ tanks and that the digital gauge displayed 20 gallons remaining. He then commented that this is his stepfather's airplane and that he flies for Delta Airlines. Mr. [REDACTED] provided his telephone number as [REDACTED].

-End of Conversation

Mr. [REDACTED] was contacted via telephone on December 9, 2025, for additional questions. The following is a summary of that conversation.

Mr. [REDACTED] was asked to go through the events leading to the accident, starting with the airplane preflight. He stated that he was supposed to have a multi engine check ride today (12/9) and that the accident flight was a "mock" check ride. They had 65 gallons onboard the airplane prior to departing. After departing, they performed emergency scenarios and basic maneuvers. Once finished, they began to head back

towards the departure airport. About 2-3 miles away from the airport, the other pilot mentioned "something about an engine failure". He quickly realized that the engines had stopped producing power and that it was not a practice scenario. The other pilot took control of the airplane and attempted landing on Interstate 95. Mr. [REDACTED] further commented that while the other pilot was maneuvering for the emergency landing, he continued to troubleshoot the engine's and began to utilize the emergency checklist. He commented that he attempted to switch the fuel to the auxiliary tanks and cycled the magnetos.

The IIC asked Mr. [REDACTED] if the engines totally stopped or if they just were at idle power. He replied that they had both shut off un-commanded.

He was asked how he knew that they had 65 gallons aboard the airplane prior to departing. He replied that 65 gallons was based on the electronic gauge. The airplane was filled with fuel the day prior to the accident, and the electronic fuel gauge was set to full tanks, so the 65 gallons was what had remained from the previous flights. The gauge was set to 142 gallons of total fuel, 136 was useable. He was asked if he put fuel level stick in the tanks during the preflight prior to the accident and he responded "No" and that the airplane also had a set of gauges that use needles to indicate fuel level. According to the needle gauges, the main fuel tanks were at "1/2" each just prior to take off which he stated was about 20 gallons per side, approximately. The auxiliary tanks had just below "3/4" each, which was about 21-22 gallons each.

Mr. [REDACTED] was asked how much fuel the airplane consumes during flight. He responded that since there were so many different maneuvers and scenarios that would be difficult to calculate and that it depended on the phase of flight. He said he would expect it to consume about 25-27 gallons per hour.

Mr. [REDACTED] was asked what the fuel gauges read when the engines stopped producing power. He replied that the needle gauges showed that the main fuel tanks had 1/4 of fuel. The electronic fuel gauge indicated that 20 gallons remained. Since the needles showed 1/4 tanks, he and the other pilot felt that they had enough to make it to the airport.

The IIC informed him that the FAA inspector did not find any fuel in the airplane when he arrived.

The IIC asked Mr. [REDACTED] if it was possible that they ran out of fuel. He replied that based on this information, yes and that if the fuel tanks were dry, it would make sense. He was asked if the needle fuel gauges in this airplane are typically accurate and he

replied that they are "so so" and that he has never come close to running the fuel tanks to empty.

The NTSB 6120 form was described to him, and he confirmed his email address as

[REDACTED]

He did not have any additional comments or questions for the IIC.

-End of conversation