

N95KC Accident Investigation

Inspector Statement

The FAA investigator, [REDACTED] was notified of the accident via text at 18:11 (EST) on 12/8/25. The initial data included the accident location, police point of contact, pilot name and contact information, and a link to the news story. I departed my home of record for the accident scene that was approximately 2.5 hours away. Since the accident location was on I-95 and no fatalities were reported the aircraft was cleared to be moved to an alternate location to open traffic on the highway. The accident scene was secured by Troopers from the Florida Highway Patrol until the aircraft was removed, and the roadway was cleared.

During the commute to the accident scene, I received updated information from my Front-Line Manager, the Trooper on scene, and the on-call NTSB investigator. I spoke briefly with the pilot in command to confirm contact information and coordinate a call to discuss the incident the following day. Since the aircraft was being moved before I arrived, I asked the Trooper to take photos of the scene and text or email them to me. I received those photos prior to my arrival at the plane's location.

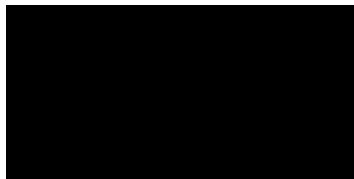
The aircraft was being transported from the accident scene to [REDACTED] located at [REDACTED], Melbourne FL 32934. I caught up with the aircraft in transit at the intersection of the offramp from I-95 to W Eau Gallie Blvd. The wrecker crew allowed me to document the evidence at that location because they needed to remove obstacles and lift the aircraft over some gates at their yard and it was going to be a 2+ hour process. I asked the supervisor of the wrecker crew if there were any noticeable fluids leaking from the aircraft while he was on the accident scene. He stated that the only fluids leaking from the aircraft was the red fluid leaking from the front of the left engine.

Upon arriving I made an initial assessment of hazards to determine what, if any, personal protective equipment would be required. Based on the lack of injuries and no noticeable bodily fluids around the cockpit I determined that only protective gloves would be required. I walked around the flatbed trailer taking photos of the outside of the wreckage. The fuel caps on all 4 tanks (main and auxiliary tanks on each wing) were secure. A visual inspection of the inside of each tank revealed no visible fuel in any tank. For reference, the plane was level on a flatbed truck. After the outside was documented, I took photos of the cockpit and cabin area. I turned on the battery to note any fuel quantity indications. Both fuel gauges indicated empty tanks. When the Garmin 750 booted up I pressed "continue" to get to the Instrument Panel Self-Test page where the fuel on board indication was 20.7

GAL with a fuel flow of 0.0 GAL/HR. I was unable to find the airworthiness certificate and aircraft registration in the aircraft.

After documenting the aircraft, the wrecker supervisor escorted me to the vehicle that was struck by the aircraft on I-95. I took photos of the outside of the car noting that it appears that at least one propeller was spinning based on the damage to the left rear quarter panel. After documenting the damage to the vehicle I departed the area for home, arriving at approximately 0045 on 12/9/2025.

Subsequent conversations took place on 12/9/25 with the FHP Trooper, my manager, and Ryan Enders of the NTSB. The Trooper confirmed that there was no noticeable fluid leaking from the plane besides the previously mentioned red fluid leaking from the front of the left engine. Additionally, he is going to provide his report to assist with scene details. My manager has requested confirmation of accident location information for his report. Ryan (NTSB) and I have discussed the possibility of fuel exhaustion, transfer of documents, and deconflicting pilot interview times to facilitate our individual investigations. The investigation is ongoing.



Aviation Safety Inspector

Orlando FSDO (SO-15)

