

Kristyn Blocher
Air Safety Investigator
Western Pacific Region

Date: 3/4/26

Subject: WPR25LA039

Contact: Richard Bunck, pilot of N617ET, [REDACTED]

The following is a summary of telephone conversation with Mr. Bunck regarding follow up questions and the receipt of an inflight video recording the IIC had received from the day of the accident involving N617ET.

The IIC reviewed information she had asked Mr. Bunck about previously, regarding fuel management and which fuel tanks Mr. Bunck had been using at the time of the accident flight. She also reviewed the sequence of events leading up to the accident with him and asked if he had any further memory of additional details. Mr. Bunck did not recall additional accident sequence details, but did assist with discussing his typical fuel management protocol in 7ET; he stated that his normal fuel management included beginning with main fuel tanks, then extending to the wing tip fuel tanks, during a flight. He recalled that he had departed that day on the left main fuel tank, and that he switched fuel tanks using the fuel selector valve handle, during the power loss trouble shooting.

The IIC spoke with Mr. Bunck about a video that had been provided to her on 3/3/26, by a member of the passengers' family and that had been recorded by one of his passengers. The video showed 7ET in flight, on short final approach, over the raceway parking area and continued through the accident sequence. She asked Mr. Bunck about certain operational actions she had seen in the video, such as changes in the wing flap position. He responded that he had retracted the wing flaps, hoping to extend his glide during the power loss. He reiterated that the airplane had experienced a loss of engine power when turning to final approach. I asked Mr. Bunck if he had been shown the video previously, and he responded that he had not. He

expressed the opinion that he believes the passengers' family member intends to sue him and that whether the engine sounds like it is running in the video or not is irrelevant; he is confident that the engine experienced a power loss on final approach.

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Contact: Craig Taylor, family member of passengers, [REDACTED]

The following is a summary of telephone and email communication with Mr. Taylor regarding two video recordings he possessed, from the day of the accident involving N617ET.

On 2/10/26, Mr. Taylor telephoned the IIC and informed her that he possessed two videos from the day of 7ET's accident. One video had been recorded by him, standing on the airport ramp while he was waiting for 7ET's arrival at Brackett Field, and the other had been recorded by one of the passengers aboard 7ET, during the flight. Mr. Taylor believed that one or both videos could provide helpful information to the investigation and expressed that he was willing to send them to the IIC. The IIC explained to Mr. Taylor how the videos might be utilized as documentation by the NTSB and requested that Mr. Taylor email the videos to her. He stated that he would email them directly.

The IIC reviewed information with Mr. Taylor about his past experiences as a passenger in 7ET, and his recall of the pilot's routine for fuel tank selection. Mr. Taylor recalled that the pilot typically selected/used fuel from the main wing tanks first, then would extend to the wing tip fuel tanks after using the mains. Mr. Taylor also expressed concern about the pilot's mixture control use when approaching the airport on the day of the accident and suggested that I look for that when viewing the videos he intended to send.

On 3/3/26, the IIC received two video recordings from Mr. Taylor, consistent with what had been previously described to the IIC; one taken from the ground on an airport, and the other taken from inside an airplane, in flight.

On 3/4/26, the IIC asked Mr. Taylor if he had shown the in flight video to the pilot, and if so, when that had been. He replied that he had shown the pilot the in flight video about 3-4 months after the accident event.