

RECORD OF <input checked="" type="checkbox"/> VISIT <input type="checkbox"/> CONFERENCE OR <input type="checkbox"/> TELEPHONE CALL		TIME 6:00 PM	DATE 10/20/2012
NAME (S) OF PERSON (S) CONTACTED OR IN CONFERENCE AND LOCATION Anthony Venditto		ROUTING	
[REDACTED]		SYMBOL	INITIALS
Shirley NY [REDACTED] DOB [REDACTED]			
Phone [REDACTED]			
SUBJECT W-1 Global Swift Crash			
DIGEST Mr. Venditto was driving eastbound on the beach approximately 200 yards west of the inlet jetty when he noted the aircraft flying overhead his vehicle at approximately 30 feet above ground. He noted to his girlfriend that he believed the aircraft was about to crash. Mr. Venditto heard the engine sputtering and assumed that the aircraft was in distress. He then lost sight of the aircraft and assumed that it impacted the water in the inlet. He then proceeded to the site and witnessed boaters secure the crashed aircraft with anchor lines.			
CONCLUSION, ACTION TAKEN, OR REQUIRED Added to Investigation Package			
DATE 11/15/2012	TITLE Michael C Torns ASI/IIC	SIGNATURE [REDACTED]	

RECORD OF <input checked="" type="checkbox"/> VISIT <input type="checkbox"/> CONFERENCE OR <input type="checkbox"/> TELEPHONE CALL		TIME 6:15 PM	DATE 10/20/2012
NAME(S) OF PERSON(S) CONTACTED OR IN CONFERENCE AND LOCATION Robert F. Schoepfer		ROUTING	
[REDACTED] Stony Brook NY [REDACTED]		SYMBOL	INITIALS
DOB [REDACTED] Contact [REDACTED]			
SUBJECT W-2 Globe Swift Crash			
DIGEST Mr. Schoepfer call 911 @ approximately 1506 EDT to report a small airplane crash in Moriches Inlet. The witness was positioned on the west jetty when he saw the aircraft flying low, and the engine appeared to be sputtering. He then witnessed boaters securing the aircraft with anchor lines to prevent the aircraft from drifting away or sinking to the bottom. Mr. Schoepfer also observed a four wheel drive vehicle secure another rope from the aircraft to a vehicle.			
CONCLUSION, ACTION TAKEN, OR REQUIRED Added to Investigation Package			
DATE 11/15/2012	TITLE Michael C.Torns ASI/IIC	SIGNATURE [REDACTED]	

RECORD OF <input checked="" type="checkbox"/> VISIT <input type="checkbox"/> CONFERENCE OR <input type="checkbox"/> TELEPHONE CALL		TIME 6:30 PM	DATE 10/20/2012
NAME (S) OF PERSON (S) CONTACTED OR IN CONFERENCE AND LOCATION David Friday		ROUTING	
		SYMBOL	INITIALS
East Moriches NY			
Contact (c) , (h)			
SUBJECT W-3 Globe Swift Crash			
DIGEST Mr. Friday was located approximately 1000-1500 feet west of the inlet on the beach when he observed a low flying airplane. He said that the airplane appeared to spook a flock of birds, possibly hitting the birds and he noted at that time that the aircraft pitched up and was followed by a pitch down into the inlet.			
CONCLUSION, ACTION TAKEN, OR REQUIRED Added to Investigation Package			
DATE 11/15/2012	TITLE Michael C Torns ASI/IIC	SIGNATURE	

RECORD OF <input checked="" type="checkbox"/> VISIT <input type="checkbox"/> CONFERENCE OR <input type="checkbox"/> TELEPHONE CALL		TIME 2:00 PM	DATE 10/21/2012
NAME (S) OF PERSON (S) CONTACTED OR IN CONFERENCE AND LOCATION Susan Spadaro		ROUTING	
		SYMBOL	INITIALS
Spadaro Airport Montauk Highway			
East Moriches NY [REDACTED]			
Contact [REDACTED]			
SUBJECT W-4 Globe Swift Crash			
DIGEST Ms. Spadaro was called by Cyril McLavin @ 0800 EDT and told that his departure from FRG would be delayed due to fog. He stated that he planned on flying to HWV for a Young Eagles event which would offer free flights to children. He also stated that he might fly to CT to purchase fuel prior to arriving at HWV. Ms. Spadaro called Mr. McLavin at 1245 EDT to offer to meet him at HWV. Mr. McLavin told her not to come to HWV as he was preparing to leave and fly to 1N2 with the purpose of having lunch at Ms. Spadaro's residence. He arrived at 1N2 at approximately 1330 EDT. After lunch, Mr. McLavin asked to see Bob Page [REDACTED], the local A & P mechanic. Mr. McLavin and Mr. Page walked away from the others and had a brief discussion privately. At 1500 EDT, Ms. Spadaro said goodbye to Mr. McLavin and his passenger Andrew Massana and observed the aircraft taxi to the north end of the airport and after a brief delay, witnessed the aircraft depart 1N2 to the south. Ms. Spadaro remarked that the aircraft was airborne at the first one-third of the runway. She further stated that the gear retracted quickly and the airplane was climbing with good performance. She was later notified by a friend that the airplane had crashed into Moriches Bay.			
CONCLUSION, ACTION TAKEN, OR REQUIRED Added To Investigation Package			
DATE 11/15/2012	TITLE Michael C. Torns ASI/IIC	SIGNATURE [REDACTED]	

DIGEST (CONT.):

Additionally, Ms. Spadaro gave us a brief history regarding the purchase and maintenance of the accident aircraft beginning July 2012 by Mr. McLavin. On approximately Sept. 13, 2012 the aircraft was parked in her hangar for an "owner-assisted" annual inspection with Mr. Bob Page. Ms. Spadaro took pictures of Mr. McLavin working on his aircraft and provided those photos to the FRG FSDO. She overheard a conversation regarding an exhaust system issue, but did not know the details. She then stated that on the last weekend in Sept. 2012, Mr. McLavin and his girlfriend, Lorraine Erdman (cell [REDACTED]) came to 1N2 to work on the aircraft but was unable to complete the work. Mr. McLavin decided to return the following weekend to complete the work and take the airplane back to FRG. On October 6, 2012, Mr. McLavin arrived with his friend, Dr. Andy Massana, completed the work and departed for FRG, where the aircraft was based.

At 1430 EDT, Ms. Spadaro told us that the local mechanic, Mr. Bob Page possibly held the maintenance logs. She escorted both FSDO Inspectors to the Recreational Vehicle where Mr. Page resided. Mr. Page failed to answer the door. Both Inspectors went back to see Ms. Spadaro and she showed us the parking area that the accident aircraft was parked prior to departing the field. The Inspectors observed the parking spot and runway and failed to see anything that would indicate a problem with the aircraft prior to departure.

RECORD OF <input checked="" type="checkbox"/> VISIT <input type="checkbox"/> CONFERENCE OR <input type="checkbox"/> TELEPHONE CALL		TIME 2:30 PM	DATE 10/23/2012
NAME (S) OF PERSON (S) CONTACTED OR IN CONFERENCE AND LOCATION Robert James Page Sr.		ROUTING	
		SYMBOL	INITIALS
[REDACTED]			
East Port New York [REDACTED]			
Contact [REDACTED]			
SUBJECT Globe Swift Crash			
DIGEST Location: Bob Page's Trailer; Spadaro Airport East Moriches New York 1N2			
Reason for Interview: to further question Bob Page in reference to the muffler system, and the noise he heard while the aircraft N80823 was taking off from Spadaro Airport on Saturday 10/20/2012.			
At approximately 1600 EST the following persons arrived at Bob Page's Trailer.			
• FAA Inspector: Matthew Scala			
• FAA Inspector: Michael Tornis [REDACTED]			
• NTSB Safety Investigator: Timothy Monville			
• Lycoming Investigator : Michael Childress			
Bob Page opened the door of his trailer, greeted us and proceeded to state that "he was pissed off about all the missed information that was flying around about the aircraft that crashed, and that everything everyone is saying is just BS."			
After that statement Tim Monville of the NTSB asked Bob Page to explain to us what he may have heard. Bob said "I know engine sound and the noise I heard sounded like an after noise, something I couldn't make out; I knew something wasn't normal and I thought he was going to return to the airport.			
CONCLUSION, ACTION TAKEN, OR REQUIRED Added to Investigation Package			
DATE 11/16/2012	TITLE Matthew Scala ASI	SIGNATURE [REDACTED]	

DIGEST (CONT.):

He didn't return so I went back to my trailer and the next thing I know Bart Spadaro came to my trailer to tell me that the plane crashed. He knew I worked on it so he wanted to tell me it crashed."

After this statement from Bob Page the following questions were asked to him

Q: When you worked on the aircraft did you do any repairs to the exhaust.

A: Yes I did, I pulled it off to get it welded at the Y on the left side.

Q: Did you weld it.

A: No I didn't weld it, I took it to Tebbens welding in Moriches and he did a really good job, I used him before.

Q: Did you install the exhaust.

A: No I didn't install it, the owner did and I inspected it after it was installed.

Q: Did the owner do any other work on the aircraft.

A: Yes he helped me with the inspection, you know like he did the cleaning and opening of the panels.

Q: Did you have any concerns with the weld job, or the state of the exhaust.

A: No concerns everything was good and it went on good, and I looked at it.

Q: Do you know what kind of weld was done to the exhaust.

A: I think TIG or MIG not sure.

Q: When did the aircraft come to you for the work.

A: Sometime in September and I signed it off on 10/11/2012

Q: Do you remember what discrepancies you found on the aircraft.

A: I don't remember, because I tape the list of discrepancies to the side of the aircraft and then the owner took it. I don't keep notes of the discrepancies.

Q: Do you have any manuals for the aircraft.

A: I don't have any, no manuals, I gave you guys everything I had

Q: Is there anything else you would like to tell us.

A: Well yes, some lady said she seen the aircraft flying low by the beach and a flock of sea gull came near the aircraft and then the plane went into a stall attitude.

Q: Do you have the lady's name.

A: No don't know her name or where to reach her.

At this point we thanked Bob Page for the information and asked him to sign the Pilots Bill of Rights which he did without and resistance.

It is noted that Bob Page has been very cooperative and forthcoming with this investigation.

At this point we finished the interview and told him we would be in touch with him soon.

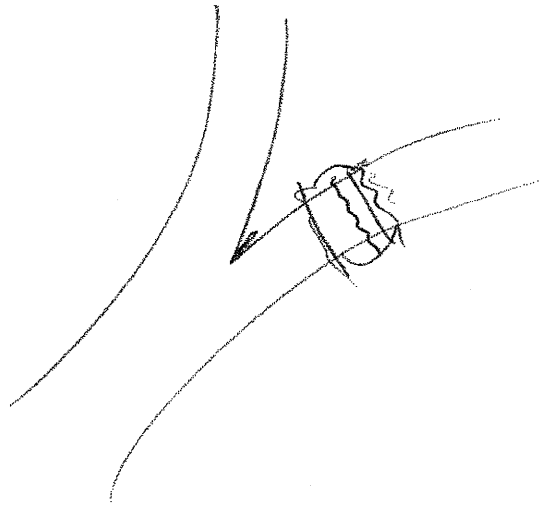
RECORD OF <input checked="" type="checkbox"/> VISIT <input type="checkbox"/> CONFERENCE OR <input type="checkbox"/> TELEPHONE CALL		TIME 10:08 AM	DATE 10/24/2012
NAME (S) OF PERSON (S) CONTACTED OR IN CONFERENCE AND LOCATION		ROUTING	
		SYMBOL	INITIALS
Christopher Lynch			
[REDACTED]			
Islip Terrace NY [REDACTED] Contact [REDACTED]			
SUBJECT Globe Swift Crash			
DIGEST			
Mr . Lynch fueled the aircraft prior to departure from Brookhaven Airport (HWV) for its flight to Spadaros (1N2). He stated he filled the main tank. He stated the pilot Cyril helped him burp it by bumping the wing to ensure it was full and Cyril installed the cap. The aircraft was parked at the terminal area and only made the one flight in. The fueling record reflected the fueling time was completed at 12:20 pm local time. He spoke with the passenger and asked him where the pilot went. The passenger stated he went into the terminal for a minute. Cyril returned and completed the transaction.			
CONCLUSION, ACTION TAKEN, OR REQUIRED			
Included in Investigation Package			
DATE	TITLE	SIGNATURE	
11/19/2012	Michael C. Torns ASI/IIC	[REDACTED]	

RECORD OF <input checked="" type="checkbox"/> VISIT <input type="checkbox"/> CONFERENCE OR <input type="checkbox"/> TELEPHONE CALL		TIME 11:40 AM	DATE 10/24/2012
NAME (S) OF PERSON (S) CONTACTED OR IN CONFERENCE AND LOCATION		ROUTING	
		SYMBOL	INITIALS
Les Trafford			
[REDACTED]			
Hampton Bays NY [REDACTED] Contact [REDACTED] (h) [REDACTED] (c)			
SUBJECT Globe Swift Crash			
DIGEST			
Les stated he had a Sea Tow boat located in the inlet at the time of the crash. The boat is equipped with a video recorder but he was unable to play it back on his computer. He then provided me with the sd card and the operating software to forward to the NTSB to help with the investigation. He asked for the return of it with a cd if possible upon the completion of the investigation. He showed the operation of the CSS model RECO2F to me. The manufacturer of the unit is located in Spring Lake MI [REDACTED] phone [REDACTED]. Tech support [REDACTED]. He called the employee who was operating the boat on that day and left a message for him to contact me. His name was Richard Vitale (W-8).			
CONCLUSION, ACTION TAKEN, OR REQUIRED			
Added to Investigation Package			
DATE	TITLE	SIGNATURE	
11/19/2012	Michael C Tornis ASI/IIC	[REDACTED]	

RECORD OF <input type="checkbox"/> VISIT <input type="checkbox"/> CONFERENCE OR <input checked="" type="checkbox"/> TELEPHONE CALL		TIME 10:35 AM	DATE 10/25/2012
NAME (S) OF PERSON (S) CONTACTED OR IN CONFERENCE AND LOCATION		ROUTING	
		SYMBOL	INITIALS
Richard Vitale			
Address Unknown			
Contact [REDACTED]			
SUBJECT Globe Swift Crash			
DIGEST			
Richard was the operator of the Sea Tow boat which was located by buoy 3B facing southwest in the Moriches Inlet. He looked up and seen the aircraft dropped its left wing when it was approximately a 100 yards from the inlet and and made turn back to the west about a 1/4 to 1/3 way down. He remembers seeing the tip tanks. He was above the jetty but he then lost sight it got blocked by other boats. He does not touch the video recorder he stated the owner Les turns them on. He had the screen off because it becomes difficult to see when it is on at night. He stated the way he was facing it would have been captured by the forward and right starboard cameras.			
CONCLUSION, ACTION TAKEN, OR REQUIRED			
Included into Investigation Package			
DATE 11/19/2012	TITLE Michael C Torns ASI/IIC	SIGNATURE [REDACTED]	

RECORD OF <input type="checkbox"/> VISIT <input type="checkbox"/> CONFERENCE OR <input checked="" type="checkbox"/> TELEPHONE CALL		TIME 11:00 AM	DATE 10/25/2012
NAME (S) OF PERSON (S) CONTACTED OR IN CONFERENCE AND LOCATION		ROUTING	
Sal Cannella		SYMBOL	INITIALS
[REDACTED] Center Moriches NY [REDACTED]			
Contact : [REDACTED]			
SUBJECT Globe Swift Crash			
DIGEST			
Mr. Cannella stated he owns a home on the beach in Davis Park on Fire Island. He was sitting on his deck when he spotted a red/white aircraft with tip tanks headed east. The left wing was approximately level with his house roof line or about 25-30 feet high. It was also about a 100 feet south of the house. He could clearly see the people on board. He is a certificated A/P mechanic and his opinion was was flying way to slow and thought he was going to land. It was running flawlessly and he noted no miss. He did not know the gear or flap position he was looking more at the aircraft markings and it happened and went by quickly.			
CONCLUSION, ACTION TAKEN, OR REQUIRED			
Added to Investigation Package			
DATE	TITLE	SIGNATURE	
11/19/2012	Michael C Torns ASI/IIC	[REDACTED]	

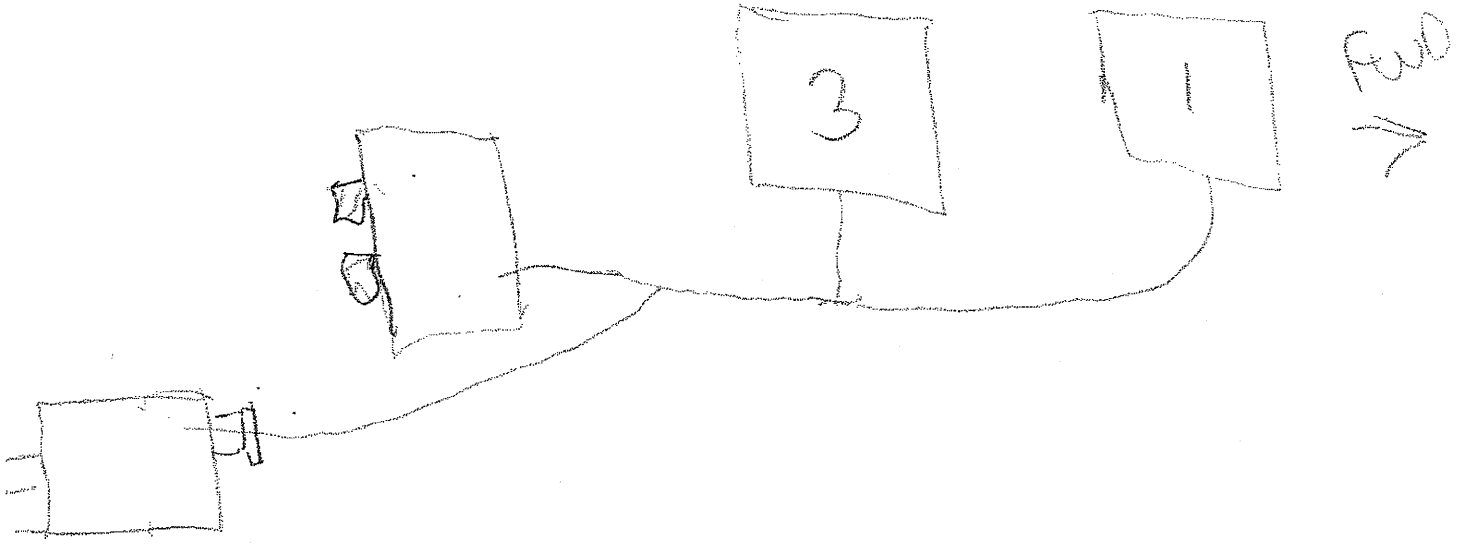
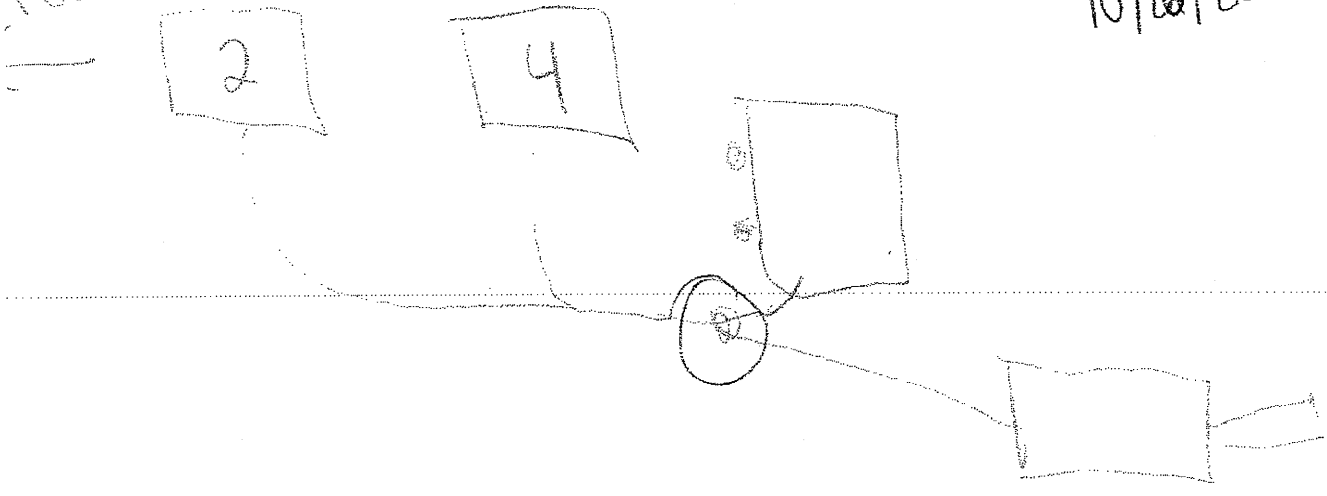
RECORD OF	<input checked="" type="checkbox"/> VISIT	<input type="checkbox"/> CONFERENCE OR	<input type="checkbox"/> TELEPHONE CALL	TIME 2:30 PM	DATE 10/26/2012
NAME(S) OF PERSON(S) CONTACTED OR IN CONFERENCE AND LOCATION				ROUTING	
				SYMBOL	INITIALS
Adam Piragnoli					
██████████ Mastic NY ██████████					
Contact : ██████████					
SUBJECT Globe Swift Crash					
DIGEST					
Mr. Piragnoli is the individual who accomplished a weld repair to the removed exhaust system. He is an employee of Tebbens Steel located at ██████████. Center Moriches NY ██████████. When shown a hand written drawing of the exhaust he pointed and circled the area he had to attach because it was completely in two pieces and not attached to the rest. Then he drew his own diagram of the repair.(both Attached to this record). He also was given the system without the mufflers attached they were just up to the attachment flanges and included heat exchanger box. The piece was that was not attached was approximately 8-10 inches with a flange attached.(left part from muffler flange to "Y". It was the point from the "Y" the the flange. He also stated " the general condition was about 50% good but pretty rotted and cracked out at the "Y" and very dirty. He stated he just repaired cracks he found and recommended to get a new one but he would try his best to weld it up. ". He did not have a jig he just eyed it. He used ER705-2 steel rod for the repairs.Then called the home office and told me it was billed to Bob Page Airplane Parts and paid in cash and was picked up on September 28,2012 by from the description given (Cyril). Note he stated he had no prior experience welding an aircraft exhaust system.					
This digest was discussed with him at the end of the interview and he agreed with content.					
CONCLUSION, ACTION TAKEN, OR REQUIRED					
Added to Accident Investigation Package.....					
DATE 11/19/2012		TITLE Michael C Torns ASI/IIC		SIGNATURE ████████████████████	



CERTIFIED ORIGINAL
DRAWN BY MR. P. FAGUOLI
[REDACTED] 8263
10-26-2012
11:30 PM

FWD

10/26/2012



W-12

ADAM PIRAGNOLI

[REDACTED] MASTIC [REDACTED] NY

GENERAL CONDITION 50% GOOD. PRETTY ROTTEN
 OUT CRACKED AT "Y" DATE IN TIME BOOK
 CONTACT OWNER. WAS DIRTY. JUST REPAIRED
 CRACKS. RECOMMEND TO GET NEW PRETTY SOME
 DROPPED OWNER. TIG ~~ENGINEER~~ ROD. BOB PAGE
 AIRPLANE PARTS SEPT 28, 2012 PAID CASH WILL DO BEST.
 ER705-2 STEEL

RECORD OF <input type="checkbox"/> VISIT <input type="checkbox"/> CONFERENCE OR <input checked="" type="checkbox"/> TELEPHONE CALL		TIME 8:29 AM	DATE 10/26/2012
NAME(S) OF PERSON(S) CONTACTED OR IN CONFERENCE AND LOCATION		ROUTING	
		SYMBOL	INITIALS
Thomas William Carnaroli			
Middlebury CT. [REDACTED] Contact: [REDACTED]			
SUBJECT Globe Swift Crash			
DIGEST			
<p>Mr. Carnaroli is shown as the FAA current owner of register. He stated Cyril purchased the aircraft in December of 2011 and was making payments until the balance was paid in full on 07-01-2012. Cyril was given all the records in a brown folder. The aircraft has been sitting for well over a year and he has not flown it he would just start it and run it every now and then. He bought the aircraft from Dr Zimney from New Hampshire in 2005. He used Emerson Aviation in Laconia NH to do any maintenance work required. The IA that did the work was killed in an aircraft accident and the son now runs the business. A call to them was returned and they researched all records back to 2006 which is when they went over to electronic records and were unable to find anything on this aircraft. Syril and an unknown person showed up on August 25, 2012 and were waiting for an IA to show up but he was late so Cyril and his passenger departed Waterbury Oxfort Airport (OXC) for unknown destination. That was the last time he spoke with Cyril. Blank registration papers were found in records given to me but it appears Cyril never filled out or sent any registration request to the F.A.A. which is why Mr Carnaroli is still shown as the owner.</p>			
CONCLUSION, ACTION TAKEN, OR REQUIRED			
Added to Investigation Package			
DATE	TITLE	SIGNATURE	
11/20/2012	Michael C Torns ASI/IIC	[REDACTED]	

RECORD OF <input type="checkbox"/> VISIT <input type="checkbox"/> CONFERENCE OR <input checked="" type="checkbox"/> TELEPHONE CALL		TIME 9:30 AM	DATE 10/26/2012
NAME (S) OF PERSON (S) CONTACTED OR IN CONFERENCE AND LOCATION		ROUTING	
John Cronley [REDACTED]		SYMBOL	INITIALS
Wantagh , NY [REDACTED] Contact : [REDACTED]			
SUBJECT Globe Swift Crash			
DIGEST Mr. Cronley name was listed on the insurance policy for the aircraft. Called to see if he had any information about N80823. He stated he never flew in it but Cyril did say the fuel system was complicated but knew how it worked. He said Cyril would never fly that low over a beach unless he was going to land. He said Cyril had great eyesight and they offend joked that he did not need radar. He made several flights with Cyril the week of July 1st in a Beech Skipper. Flew Wed and Sat/Sun. Note here are Mr Cronley's certificates;			
[REDACTED] COMMERCIAL PILOT			
Black [REDACTED] FLIGHT INSTRUCTOR			
Black [REDACTED] GROUND INSTRUCTOR			
[REDACTED]			
[REDACTED]			
[REDACTED]			
[REDACTED]			
[REDACTED]			
[REDACTED]			
CONCLUSION, ACTION TAKEN, OR REQUIRED Added in Accident Investigation Package			
[REDACTED]			
[REDACTED]			
[REDACTED]			
DATE 11/21/2012	TITLE Michael C Torns ASI/IIC	SIGNATURE [REDACTED]	