

### Inspector's Statement

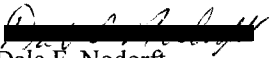
My name is Dale F. Nodorft. I am employed as a Principal Operations Inspector by the Federal Aviation Administration at the Flight Standards District Office in Orlando, Florida.

On December 3, 1999, I was assigned the duty of investigating a mid air accident which occurred near the Deland Municipal Airport, located near Deland, Florida. The accident involved a Piper PA44-180, N3038N, operated by Phoenix East Aviation and a Piper PA28-161, N153ER, operated by the Embry Riddle Aeronautical University. An extensive on scene investigation was conducted for both aircraft which landed approximately one fourth mile apart. The investigation also included a review of all available records pertaining to the pilots and aircraft involved. A copy of some of the pilot records are included with this statement.

Included are the following.

A copy of some records from the Embry Riddle Aeronautical University involving Mr. Nicholas Simatos' employment. These records are dated from February 8, 1990 to February 28, 1996. Some later employment records are also included. Mr. Simatos was not employed at Embry Riddle at the time of this accident. At the time of this accident Mr. Simatos was giving flight training to Mr. Abdulla A. Mohamed Alhaj in the Piper PA44-180.

Mr. Todd Landry was the flight instructor in the Piper PA28-161. Included is a copy of some Embry Riddle training records for Mr. Landry. Mr. Landry was giving flight training to Ms. Eliza Lewis at the time of the accident. Some of Ms. Lewis' training records are included with this statement.

  
Dale F. Nodorft  
Aviation Safety Inspector  
April 13, 2000

# Memorandum

U.S. Department  
of Transportation

**Federal Aviation  
Administration**

Subject: Information: MIA00FA014AB Inspection of Navigation  
Equipment at Honeywell, Olathe, KS

Date: March 22, 2001

From: Manager, Kansas City MIDO

Reply to: Tilak Nandipati  
Attn. of: [REDACTED]

To: Timothy W. Monville, National Transportation Safety  
Board, Southeast Regional Officer

Phone: [REDACTED]  
Fax: [REDACTED]

The component box was opened at Kansas City MIDO to retrieve paper work. The box was then taken to Honeywell DAS facility and opened in Honeywell accident investigation area for testing and collecting information.

The following personnel were present at the time of the investigation.

Phil Gettle	Air Safety Investigator	Honeywell International Inc.
Tilak Nandipati	Aviation Safety Inspector	FAA, KC-MIDO
Patricia Patch	Aviation Safety Inspector	FAA, KC-MIDO

Each component was individually unwrapped and tested, the following was observed and documented.

1) KX155 VHF Nav-Com radio from N153ER, P/N 069-1024-38, S/N 64309, No mods were identified. Top right side of the unit was caved in all across, Lower front of the unit was caved in, Unit was corroded extensively, Display module was broken and partially missing, On/off s/w was broken, could not determine the position. Also rear connector was broken. Removed display module and installed test unit display module, applied power. The following frequencies were displayed and noted.

Com in use 122.80  
Nav in use 111.00

Com Standby 120.05  
Nav Standby 112.60

2) KN64 DME from N3038N, P/N 066-1088-00, S/N 16262, Mods none. Unit was repaired by Daytona beach Jet center under w/o 21088 (Tag was attached to the unit). Lower left side of the unit was dented, minor dent on top right side of the unit, Display module was broken and pushed to left side but in place. On/off s/w is in off position, Function s/w is in Remote position. Unit has excessive sand/debris. Unit was cleaned and 14 volts power was applied, Fuse was blown. No attempt was made to repair the unit, or do any further test.

The above units were packed and shipped by FedEx to  
Mr. Timothy Monville, NTSB





U.S. Department  
of Transportation

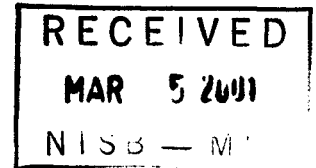
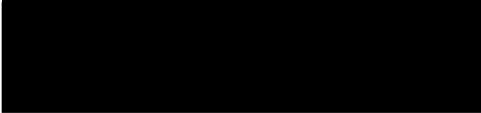
**Federal Aviation  
Administration**

Flight Standards District Office


FAA, AFW FSDO  
2221 Alliance Blvd., Suite 400  
Fort Worth, Texas 76177-4300  
817-491-5000, Fax: 817-491-5014

February 26, 2001

Mr. Timothy W. Monville, Air Safety Investigator  
National Transportation Safety Board (NTSB)



Dear Mr. Monville:

On February 15, 2001, Mr. Peter W. Kwaak an Aviation Safety Inspector, from the Fort Worth Flight Standards District Office (AFW FSDO) witnessed the testing of 2 communications radios, VHF-251, and 2 navigation receiver's, VIR-350, that were shipped to this office by the NTSB, Southeast Regional Office in 

The VIR-350, Serial Number 3454 frequency was determined to be either 111.60 or 112.60. The front end was damaged sufficiently enough so that the actual frequency selector switch was in an interim position between these two frequencies. The VIR-351, Serial Number 23076 frequency was determined to be 112.60 when the switch positions were compared to a known good unit.

The VHF-251, Serial Number 20755 frequency was determined to be 122.80 when compared to a known good unit when the frequency selector switches were placed in the same position. The VHF-251, Serial Number 19954 frequency was determined to be set for 125.57 when compared to another known good unit. In addition, when Serial Number 19954 was removed from the mounting tray another data tag, containing Serial Number 16521 on it was found lying in the rack.

Should you have any questions regarding this matter, please contact the undersigned.

Sincerely:

Peter W. Kwaak  
Aviation Safety Inspector (Avionics)