

From: [REDACTED]
To: [REDACTED]
Subject: ERA23FA137 Farmingdale, NY N8149R
Date: Tuesday, March 7, 2023 9:47:43 PM

[CAUTION] This email originated from outside of the organization. Do not click any links or open attachments unless you recognize the sender and know the content is safe.

Dear Brian,

As customer of the Danny Waizman Flight School from 2019 to 2022 I'd like to note the following observations that might have contributed to the tragic accident on Sunday or otherwise be helpful in your investigation:

Safety culture: understanding that flight schools are a tough business, raising issues or maintenance suggestions was, by the owner, at best begrudgingly acknowledged, but more regularly dismissed as inexperience or operator failure. While I don't think it's any legal requirement, and as far as I can tell 100 hour inspections were adhered to, the culture of safety at a flight school should encourage concerns and those should be handled timely. Plenty of issues, while not technically always voiding the planes airworthiness, should have been addressed sooner.

Wiring and electrical components: the accident aircraft was well known for its crosstalk between the two radios and lack of transmit power, not knowing if that was due to the wear of the components themselves or potential wiring issues. Same for exterior lights which were often hit or miss. According to my notes I also rejected a rental of 49R on Nov 5th 2020 due to an inop stall horn (and missing fire extinguisher).

Fire safety: while I do not have specific dates and instances, pre-flight checks regularly entailed fetching a fire extinguisher from another plane or the office because of either a missing or expired extinguisher. Some planes also carried models similar in size and type to <https://www.amazon.com/First-Alert-AF400-Extinguishing-Aerosol/dp/B001229JCU/> which I'm not sure are suited for aviation use, let alone a good idea. My strong suggestion would be to look if a fire extinguisher was on board the accident flight and if the pilot was able to discharge it. Knowing that it's the PICs responsibility, I want to reiterate my first point that the owner was very persuasive in dismissing concerns from students and pilots.

Mechanical issues: also related to the first point and not assuming they were contributing factors, 49R suffered from unreliable seat rails and a strange quirk where the yoke was offset by a couple of degrees - you had to actually hold it sideways to fly straight. I do not know if that was due to the yoke being mounted slightly to the side or cables / pulleys / control surfaces being asymmetric.

I wish I had more specific clues to help getting to the bottom of what might have happened this Sunday, but the overall sense I want to convey is the same as in the conversations since then: it was bound to happen.

Thank you, for the ongoing hard work of making the industry safer, and in this specific case

making absolutely sure that the operator at least lived up to the legally required standards.

Happy to speak further [REDACTED]-[REDACTED]-[REDACTED] and all the best for this investigation,

Bruno

Sent from a mobile device