

My Experience and time at Danny Waizman Flight School  
(which has a many different company names)

By: Noor Muzammal

My name is Noor Muzammal, and I'm a 25 year old female certified flight instructor that was employed at Republic Airport for Danny Waizman from June 2022 - March 5th 2023. On March 5th, 2023 a horrible and vicious aircraft crash occurred that should have never happened in the first place. This was due to the lack of concern for the lives of not only the innocent people buying their flight from Groupon, but also had played with the life of a very young pilot who worked so hard to get to where he was. This young pilots' name was Fayzul, but his friends called him Farhan. His dream was one day to make his family proud by going to the airlines.

During my experience at Danny Waizman Flight School, the entire atmosphere was completely deranged. The only thing holding that school together was the love and care the instructors had for each other. We would always want the owner to not come in. Danny, the owner, would always be either out of country traveling, or flying different planes and be away for days at a time. And when he was away, it was better because the instructors weren't getting harassed, yelled at, or forced to fly planes that were dangerous that we had multiple time reported problems of. Unless the abuse was coming from Khabir, the office manager.

I remember, in June 2022, one plane (I don't recall which tail number it was, but probably N2185B because it always had a brakes problem) had no brakes on either side working. Khabir, the office manager, told me when one "intro" (that's what we used to call the groupon flight that lasted only 0.5/0.6 of an hour) came in, to "be careful" I responded puzzled as to why?! Was there something wrong with the plane?? And he would not tell me what. Then, as I go out to preflight, I have a huge concern on my face, so I go to walk back in after preflight to tell the owner I'm concerned about flying this plane. He then takes the binder of the airplane and says loudly "I DON'T NEED BRAKES WHEN I'M FLYING, I'LL TAKE THE FLIGHT!"

Me, shocked as ever, responds “Huh??? This plane didn't have working brakes??”

I ended up not flying home that day, and when I was leaving, Khabir said “If you don't feel comfortable flying the plane, then don't.” I responded back to him, “How does that make any sense?? I came here to work, to make hours, to make some money, and I can't even do my job because the plane doesn't have any brakes??”

That is when I realized very quickly that the school owner really does not care about safety and only cares about money. I realized that I shouldn't rely on these people for my flight hours because there will be a lot of days that I will not fly because of how neglected the plane maintenance was. So in the meantime, I started freelancing on the side as well.

Our Mechanics for the school that were used during my time there were Pepe who is a spanish old man, Neil who works out of Brookhaven, and primarily Bob who is an old white man and has cancer. The flight school atmosphere never took any of the plane's concerns or maintenance seriously. Every time an instructor complained or reported an issue, for example, the transponder wasn't getting picked up in flight. Danny would say “maybe ATC won't realize it the next flight and it's fine to fly.” OR WORSE, he would LIE THAT HE HAD IT FIXED.

There were so many times that Danny would lie to us saying that he had conducted or had someone perform maintenance on the plane just to like he quotes “shut us up and just fly the damn airplane.” For example, once when I flew N8149R (the plane that crashed) I had an intro for two people. Meaning, I would head out to the practice area near Captree State bridge or take the north route towards North port stacks and then come back then have the person in the back switch with the last person in the left seat so they can get an experience from the cockpit and see if this is something they would like to pursue (at least that was my intentions as a CFI). Danny's intentions on the other hand, he just wanted them to come and pay for the flight and this was considered “sightseeing.” Yet, he had a license to operate just a part 61 school, NOT for sightseeing. On my second flight (the switching of those two people from passenger to now left seat), I was coming in from the south shore to final for runway 32 at FRG, where ATC told me to

conduct a left 360 and go behind the jet (obviously because it was much faster than me). I went full power and started a climbing left turn to head behind the jet. Not even completed the turn yet, I see white THICK smoke and its growing, and it was growing quickly. I then exclaimed, "IS THAT SMOKE??" I then noticed I cannot see anything as the smoke started to come into the cabin and I specifically noticed because the girl next to me started coughing. I IMMEDIATELY went power idle, pitched down, and opened the prop window (the window next to the left side of the pa-28 I was flying and did not even put the flaps in until a short SHORT final where I knew I could make the runway. I was already on short final when the smoke started coming in and did not report it to ATC because as a pilot ..... My duty is in the stated order to AVIATE, NAVIGATE, and THEN COMMUNICATE. I did not have enough time. After that, I landed and taxied back to the ramp where I quickly shut the plane off and got everyone out immediately and then the woman was asking a refund for the \$100 for the go-pro option she had gotten (which was either me holding the go-pro or putting it on my dash). I could tell they were very mad, upset, and scared about the plane. I tried to apologize as much as I could and told them the truth... I never saw this happen in a plane before and it was NOT right for you guys to experience that but I am so glad we made it back okay.

While the couple was waiting in frustration asking about their refund, I called Danny about not only the refund but that the plane was smoking. He said on the phone to tell the people there are no refunds, and when I pressed about the plane smoking issue he brushed it off by jokingly laughing and saying "don't worry, it's not a big deal.." The couple ended up leaving very upset when I told them about the no refunds thing and they left mad they didn't even tip me. A few moments later, Danny comes in and tells me to come into the kitchen near his office, closes the door and puts his hands on his hips and asks "So what now? The plane was smoking huh? What did you expect, I just put a brand new cylinder in it." Me, putting my head down, just said "Danny, I'm not arguing with you... but I'm just not flying that plane." I tried not to talk back or yell because I didn't want to get fired and other instructors in the past had gotten fired talking back to him about a plane. He then left with saying "oh by the way, there's no refunds."

Seconds after I reported about the plane smoking, Danny gave the binder of the aircraft to another instructor to go fly it. This instructor's name is Terrani. I took

the binder from Terrani and told him don't take the plane, it's smoking!! Terrani thanked me for telling him and we hid the binder and told the office manager Khabir.

A few days later, January 7th I believe... Another instructor was not notified about not taking the plane up because apparently it was “fine” from when I reported it. The instructor's name, Talwinder, flew with his female student Sylvanna. They took it up before I even got to the school. When I was preflighting outside the plane I was about to take up for a flight, I saw the same plane N8149R (the one that crashed) taxiing back to the ramp area and this time with the Airport Fire Truck. My first reaction was WHY WAS THIS PLANE STILL FLYING AND WHY WAS IT NOT GROUNDED AFTER I REPORTED SMOKE?!?!??? I told the instructor I reported smoke to Danny a few days ago and the instructor said What?! Why didn't anyone tell me?? We later found out that Danny and Khabir, put the binder back for us to fly.

Around August of 2022, on my way to a flight that I was scheduled for, Danny called me up and said to me “I don't need you anymore and enjoy the rest of your day.” When I asked what, why???? He said you don't come 30 minutes before the flight, you come at the time of the flight. I exclaimed, “Danny, you don't pay us for that time on the ground, I don't even get paid during preflight. The only time I get paid for is when the engine is running and that's only \$25 an hour!” He said to me, “That's just how it is and don't come in anymore.” I asked what about my student that's scheduled for today?? He ONLY prefers me as his instructor. Danny responded “dont worry about it, he already bought the flight time he will just have to manage” and hung up the phone. I was not only shocked, but hurt so much about how someone could be so cruel and mean to their employees. I started crying after the phone call, thinking that I really did something wrong, but all I wanted was to get compensated for my time there. As instructors we work so hard to get our training and our licenses, and all I could think of was “Is this how it is?? This isn't how things should be. Especially, after this being my first CFI job.

The month of September, I just freelanced here and there for students who owned their own planes, or I timebuilt on my Cessna 172 that I had during that time. Then in October, Danny calls me up one afternoon and asks “Hi Noor, hope

things are well ummmm could you come in tomorrow for a couple of intros??” Me shocked, responds “long time no talk Danny umm why? Why me?” He responds saying “ohhh I dont have the people right now and need you to come in.” So I asked him “If I come in can you please write me a reference because I will be applying for the airlines soon and that's what I really need and especially because you are right now the only school I have worked at.” He agreed, and I came in the next day a little bit earlier and he said to me “oh I called you in early because I want you to come with me on the multiengine I need to do 3 take off and landings for currency.” I say okay, and then a few months later that same multi engine had a gear up landing....

Fast forward to November, I was working the office that day at the school and Fayzul walks in and starts asking about the airport and the ramp area. Danny tells me to give him a ground and brief him on it. Fayzul asks if I am new here because I keep asking for help with the computer. I say no and he tells me he is from Bangladesh, I tell him I'm from Pakistan and how our countries used to be one. And from then on we became not only best friends but he became like a brother to me.

The month of December was a little slow flying wise, but January on the other hand many planes had so many problems. I remember one plane N2185B crossed the whole short line onto the runway because the brakes were completely depleted. The instructor was Rafi for that incident. Another time, I was taxiing N302AV to the runup and all I felt was my feet slipping and I took my hand and touched the mat on my side to feel a HUGE PUDDLE OF FLUID. I realized that the brakes were going on my side. I asked immediately to taxi back and apologized to my student but we can not take this plane up. I called the office guy Khabir and told him what happened, he told me that “ohh don't use the parking brake for that plane because it has a broken seal” I say WHAT?? And then he tells me, “If you don't feel comfortable flying then don't” Again... I don't understand this logic. Like why would anyone say to a Pilot or an Instructor when they clearly know a plane is NOT airworthy “Because you're feeling uncomfortable, don't fly it then.” Basically, putting the blame on us, and making us feel like we don't want the flight when the plane is clearly not safe to fly in the first place. Obviously, we're not

flying the plane for a reason, but what kind of response is that?? When I got out of the plane, I saw my UGGs boots covered in fluid. I brought them to a cleaner but unfortunately, they said there is nothing that can remove the stain. My new \$300 pair of boots went to a complete waste because of the negligence of the school.

On February 1st, 2023 I had to do a CFI checkout for this one guy named Sachem. He is Indian, and came from Farmingdale Aviation (another school on the field). We took the plane N3071D, on take off I felt that our ground roll was a little longer than usual and the RPM was the minimum for take off 2350. But once we rotated, I felt the engine shake SO BAD I thought the engine was going to quit any minute. I saw the RPM drop IMMEDIATELY to 1900 when we were ONLY at 300 feet and there was no more runway remaining. I took over the controls from the instructor and informed ATC that we needed to land ASAP. They cleared me to land, and once I was on downwind, I made a short approach to the runway turning it in as close as possible in case my engine quit for real. As I knew that we were going to make the runway, I told Sachem I am going to give you the controls and I want you to land, at this point we were out of danger so I multitasked to see how he would land the plane. He made a good landing. Then we taxied back to the ramp and tower and had the airport trucks come follow our plane. They didn't ask for any of my information, they just asked if I was okay. I just said I didn't mean to trouble you guys, but I had EXTREME engine roughness and I did put the carb heat on but I landed back because the RPM drop was so severe and not within minimum range. They said no problem to me and just wanted to make sure we were okay again.

As I'm walking back, another instructor, Febin and a student asked me about what had happened and I told them. They said if they could do a runup and just see maybe where the problem is coming from. I said be my guest. They ran the plane up and found the left magneto drop of over 300. Which was out of the safety range. They told the mechanic and I also told them what happened. The mechanic Bob started screaming at us that we "broke the plane." That same day later in the evening, I brought some pasta for the school because it was one of the instructors Birthday. As i bring the food, Danny finds out that ATC had declared this into an emergency and yelled at everyone including me very badly that "YOU NEVER

REPORT AN EMERGENCY, ATC CAN TAKE YOUR LICENSE AWAY!” We were all so scared as to what??? I got so upset. There is an old couple that helps clean the planes Ellie and Don. They were there when Danny was pushing us to NOT report emergencies.

Then, a few weeks prior, Farhan was flying N3071D and the Trim broke all the way up. He had to land the plane with a lot of strength to push the nose down. When he reported this to the school, they kept making us fly it with a broken trim. No one touched it, Danny had to take those flights. There was a day when the only two planes we had were N8149R and the broken trim plane N3071D and I didn't come in because I didn't feel comfortable flying either one of them. The next day Danny called me and yelled at me so badly. He was screaming on the phone saying “IF YOU DON'T LIKE MY PLANES THEN DON'T FLY THEM DON'T FLY AT ALL!!!!” I was so quiet I almost choked and started crying on the phone and said I just flew N3028E with a student and it was working fine and that I'm sorry but I'm not the only one that feels that way. I was so scared to say anything else, my tone went so quiet and I was crying. He then hangs up and then I walk back with tears in my eyes, Khabir says to me “Is Danny allowing you to fly?” I said “I don't know” while looking down with tears running down my eyes. He then called Farhan, Terrani and Rafi to yell at them for the same thing because we did not want to fly those planes. The abuse was very real here.

There were many times Danny not only was a cheap businessman, such as taking out many books from the “Gleim Private Pilot Kit” and selling the kit practically empty and then the books that were supposed to be included in that kit, he would sell separately. But he would never pay landing fees for any of his planes. He would overcharge people telling them landings were up to \$25 a landing. Or, he would go through the students' logbooks and tell them, “I never charged you for that flight.” When in reality he did already. On top of being a lousy and very cheap businessman. He was also a pervert. Many times he would watch me from the school cameras to call me up to tell me “you look good” and make remarks about what I'm wearing. He would say things that I do not feel comfortable even writing in this because they were so out of this world. And one time even said it in front of the other instructors and then when I got quiet, he said out loud “Did I say something wrong??” I stayed quiet as I was just so embarrassed. One time, he took

me to Costco to get some snacks for the instructors, because we would not have any breaks in between flights, we had to grab whatever was available and eat it on our way to the preflight. When I was with him, he looked at me and asked “what's your price?” “500? 1000?” I didn't understand what he was talking about until he touched me from behind while I was in the store. I told him I wanted to leave and he told me “Relax, we are almost done. Don't make such a big deal out of it.” He would also make remarks on my chest and how he liked them “Big” he'd ask me personal questions, about my boyfriend and I and very very intimate questions which I do not wish to write on here. He would also always question me as to how I got my licenses .... Implying I didn't deserve them. Yet, he hired me? It was a crazy logic, but now looking back it was a form of control and manipulation. After the accident, some of my girlfriends from aviation didn't know I was working there and reached out to me, to tell me that he used to do the same thing with them while they were students of his. One girl, on her first flight Danny took her swimming, flying her to a different state. After that flight, she left and went to another school. Other girls had told me they didn't feel comfortable around him. Some of Danny's Israeli friends would always stop in, and they were really horrible. Kayeem, a friend of Dannys who owns a Saratogue on the field, would pull me physically to the side and ask me for favors. I would always say STOP! And to leave me alone. Danny would just look the other way and act like nothing happened. He was a monster.

Fast forward to the crash of March 5, 2023.... I started my day with an intro for two people (two flights). I flew N7827X, the cessna. After the flight, I was inside the school waiting for my next flight. I had almost an hour before my next flight. Fayzul comes in and says hello to everyone, he gives me a hug and we just chatted about leaving this place. He wanted to try to get into Tradewinds, a charter company that flies PC-12 and they hire around 600-800 hours. I was telling him to go for it and get out of this school. I then went over to the front desk at Atlantic and started chatting to the girl at the front desk and asked her for some oranges (I was hungry after my flight). A few minutes later, Fayzul walks to the door waiting for the front desk girl to open the door for him and the intro for two. I smiled and waved while saying “Have fun!!” That was the last time I saw him in person before the crash.



Then I have an intro for one with one passenger so I go out for the flight and preflight the plane to find a SCREWDRIVER in the engine! I did a preflight of the same plane in the morning and it was not there. But when I came down, I asked for a top off and I just couldn't believe that this may have come from the people who topped off the plane. The guy who was filling up the plane was very nasty with me because he did not like me leaving the plane in the spot I did (I left it there for a faster top off because sometimes the waiting line is like 45 mins). I removed the screwdriver, and inspected the rest of the plane. Then I taxied to the active and just did my runup near the runway since it was a lot of traffic and we had time. Then as I'm holding short number one of the runway, I hear Fayzul's voice say he needs immediate landing because of smoke in the cockpit. At that moment the FIRST thing that came to my head was OMG they never fixed that plane!!!! The smoke turned into a fire within seconds. I not only heard the mayday calls but I saw the plane left of the runway centerline and it was LOW and then I saw the entire crash... There was a huge thick black smoke when the plane hit the ground. At that moment my heart dropped like it never had before. I Immediately took off my headsets as I'm in the plane and immediately started calling Fayzul multiple times and texting him non stop. I got no response. I then called Khabir CRYING HYSTERICALLY and shouted "FARHAN JUST WENT DOWN, FARHAN JUST CRASHED." He didn't believe me at first and I told him it was at the approach end of runway 32. I asked to taxi back to the ramp as I'm just covered in full tears, I really thought he was dead ....

I then ran back into the school with my two passengers and I told them to wait in the lounge and started calling everyone with Fayzul's last name on his social media, in hopes of trying to tell his family. Unfortunately, no one picked up. I asked Khabir if the school had ANY emergency contact for him and he said no. I then heard from someone at the airport that someone was announced dead and there were two survivors. I started calling every single hospital and I must have called over 15 times. I finally found him at stony brook hospital and identified him with his age and name. I asked if he was alive and the doctors said yes but he's 70-80% burned and the next 24-36 hours will be critical for his survival. I cried so hard and said okay I'll be there soon. I rushed back inside and opened up Fayzul's file and found his address. I told Khabir that I'm going to his house to tell his family. Khabir said I can come with. I told him to drive and we drove over an hour

and informed the family. While we were driving to Fayzul's house, Danny calls up Khabir and says "The lawyer doesn't think it's a good idea for you to do that! You shouldn't go to his house!" Khabir responds back while looking at me crying "uhh Danny no that's not right, the family has to know." Danny asks who's with him in the car and Khabir responds that it's me, and then Danny hangs up. We got to the hospital finally and went into the room to see Farhan completely covered and BURNT fully. His face was completely unrecognizable.

During Fayzul's time at the school he would get bullied SO badly by Khabir. He would constantly get shouted at by Danny too. Khabir wouldn't allow Fayzul breaks to eat in between flights, he would also yell at him if he went outside for a smoke break. About 4 times I fisthandedly saw it. I was in the kitchen eating some of the snacks before our flights since we were hungry... we just came down from flying and Khabir called him up and it was on speaker. Khabir said "What are you doing? Come outside to the planes RIGHT NOW! You can't take any breaks!" My eyes were so wide open that he wouldn't even let him eat before another flight?!!! Then another time, I was outside with Fayzul and we were smoking a cigarette together because oh boy it was a long day of flights! Khabir sees us from the ramp and calls Fayzul and again it was on speaker he says "Come out to the Planes RIGHT NOW!" Fayzul didn't even finish his cigarette, just rushed over and I see Khabir shouting at Fayzul with Fayzul's head looking down. It was just so horrible. Fayzul used to call me every night and text me about the messages and calls Khabir would have with him and they were so abusive even outside of work. There were many times I had to defend him to Khabir and confronted Khabir about why are you so nasty with him?? He's just doing his job and you're so rude!!!

Overall, everyone was a victim to the abuse of Danny. One time, Terrani (an instructor there while I was there) didn't want to take a flight because the two other people including him and the fuel were over the weight limits. Danny pulled Terrani into the kitchen and held him down saying to him "I need you to be a good boy ... I'm not running a summer camp here." Terrani was not only shocked he was so confused as to what he was even saying. Another instructor, Rafi, would constantly get cursed at from Danny in Hebrew because everytime he reported something wrong with the planes Danny would say "You're BREAKING my planes!" Completely blame shifting. There is so much that went on at that school that was just so unacceptable. Also, I recently just took a look at my 1099 form to

find that it says “Aerobatics and Skydiving” on it, and the address is one from Elmhurst NY, where Danny lives. And, after the accident, Danny is telling people that he “let all the instructors go” when in reality we left. He still owes almost all of us our last paycheck as well. I hope the NTSB can do the right thing and make sure he not only never operates a school again, but pays for what he has done and put people through.

**From:** [REDACTED]  
**To:** [REDACTED]  
**Cc:** [REDACTED]  
**Subject:** Re: Conference call summary  
**Date:** Wednesday, June 5, 2024 3:41:40 AM

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Hi Mr.Lopez,

During my employment at Danny Waizman Flight School, I noticed the conditions of the carpets under the rudder and brakes were very old and worn out. We used to have constant leaking brakes on different aircrafts. I recall the mechanic out of Brookhaven, Neil, worked on one specific where the leakage was so bad he was worried this could easily catch on fire if someone lit a match. He warned the instructors and would always tell Danny he should replace the entire unit but Danny would nickel and dime the replacements. There was also some instances where instructors would be with students and even passed the hold short lines because the brakes would be lost.

I remember particularly on aircraft N302AV with one of my students we had the carpet covered with braking fluid and they were never cleaned off or replaced after that flight. But somehow still cleared for maintenance. I called the office manager, Kabir at that time and reported the issue. I would assume Bob the mechanic was probably just told to sign it off and have it continue flying by Danny.

Overall, the conditions of those carpets were very poor and should have been replaced.

I hope these statements help, please let me know if you need any other information.

Best,  
Noor Muzammal

On May 29, 2024, at 1:23 PM, Lopez, Lawrence A (FAA)

[REDACTED] wrote:

Noor,

I hope this e-mail finds you doing well. Just an FYI the NTSB is still investigating this accident. I've been going over my notes and recalled you mentioning the condition/state of the carpets under the rudder/brake pedals. If you recall can you please add a statement regarding what you saw.

Greatly appreciated,  
Larry

**Lawrence Lopez**

Aviation Safety Inspector-A/W Unit  
AFG-100/EA-FSDO-11, Farmingdale, NY

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

E-Mail [REDACTED]

We value your Feedback. Please fill out the form at the link below:

[REDACTED]

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**From:** Lopez, Lawrence A (FAA) [REDACTED]

**Sent:** Monday, February 26, 2024 12:45 PM

**To:** Noor Muzammal [REDACTED]

**Cc:** [REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

**Subject:** Re: Conference call summary

Thank you Noor. I will add this information to my file.

Best regards,

Larry

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**From:** Noor Muzammal [REDACTED]

**Sent:** Sunday, February 25, 2024 9:22:55 PM

**To:** Lopez, Lawrence A (FAA) [REDACTED]

[REDACTED] (FAA)

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

**CAUTION:** This email originated from outside of the Federal Aviation Administration (FAA). Do not click on links or open attachments unless you recognize the sender and know the content is safe.

Good Evening,

Sorry for the late email, and Thank you for these updates. I also wanted to add that Pepe, the mechanic who works out by Atlantic, also worked on the plane N8149R. In fact, Danny blamed the smoke on Pepe ... he told us instructors that the smoke was "just a spray" that Pepe would put in and that the "smoke" we were seeing was from that. I asked Pepe about it, and he said that it wasn't true. When confronting Danny

about what Pepe said, Danny said that Pepe was lying and to believe him instead.

Thanks,  
Noor M.

On Tue, Feb 13, 2024 at 10:02 AM Lopez, Lawrence A (FAA)

<[REDACTED]> wrote:

Statement with corrections:

Noor Muzammal interview summary

One on 1/29/2024 we teleconferenced with Noor Muzammal, a flight instructor who once worked for "2 Be a Pilot" flight school located at Republic Airport in Farmingdale. Noor began working in June of 2022 and continued working until March of 2023. Noor is officially filing a complaint against "2 be a pilot" owner Danny Waizman and the mechanics who performed work on the flight schools' aircraft. Noors complaint contained general information regarding aircraft condition, operations, mechanics and specifics regarding discrepancies that were reported to management on specific aircraft. Noor gave a descriptive account for the pilot who succumbed to his injuries from a fatal accident in aircraft N8149R. Noor had remained in contact with Mr. Chowdhury (the PIC) after the accident and he shared with her the details from his perspective of the chain of events of the accident.

Mr. Chowdhury reported to Noor that the fire started under the rear seat of the Piper Warrior he was flying that day. He reported to her that he started to see smoke then fire coming up through the trim wheel in the center console. He expressed the woman in the back seat had started to feel heat and then flames coming through the seat. In her panic she jumped into the baggage compartment over the back seat and looked for a fire extinguisher. The fire extinguisher could not be located in the aircraft. Mr. Chowdhury was becoming overwhelmed by the black smoke in the cockpit and could not breath. He opened the door and held the door open with his right arm which subsequently led to that arm becoming severely burned, resulting in doctors having to remove his arm. Mr. Chowdry attempted to maintain control but due to lack of visibility, the heavy black smoke and flames he was unable to return to the airport. After the crash Mr. Chowdhury kicked out the windscreen to escape the wreckage and attempted to save one of the passengers.

Noor Stated immediately after the accident Mr. Waizman held an employee meeting and warned all of the employees they are not to talk to anyone about anything. She

stated a lawyer was in the office within hours of the accident.

Mr. Chowdhury succumbed to his wounds shortly after he was moved from the hospital to a rehabilitation facility.

Noor stated there were repeated squawks on the aircraft N8149R for smoke in the cabin. Mr. Waizman told her the mechanics had changed a cylinder and that was the cause of the smoke. In our conversation we realized the smoke appeared in the aircraft when there was a third person sitting in the back seat. The mechanics only kept looking at the panel and engine, repeatedly blaming the cylinder for the recurring smoke.

Business:

Noor reported that most people were paid in cash, and it appeared to her that was an effort to avoid taxation.

Danny Waizman operated his business under multiple names including three wings aviation, to be a pilot, Republic aviation center, Danny Waizman school, skydive school, flight time 58, Republic Corp aviation.

She reported the office manager was named Kabir. She stated Kabir took most of the complaints and discrepancies and they were ignored or looked at by Bob. She stated Mr. Waizman frowned upon reporting aircraft discrepancies.

Noor reported Mr. Waizman created a toxic environment which promoted selfism and non-reporting. She stated he insulated himself from accountability.

Noor Stated these were the mechanics she witnessed working on the aircraft:

Neil Chernoff

Robert "Bob" Gainor

Best regards,

Larry

**Lawrence Lopez**

Aviation Safety Inspector-A/W Unit

AFG-100/EA-FSDO-11, Farmingdale, NY

[Redacted]

[Redacted]

C [Redacted]

F 6 [Redacted]

E-Mail [Redacted]

We value your Feedback. Please fill out the form at the link below:

[Redacted]

**From:** Noor Muzammal <[Redacted]>

**Sent:** Friday, February 9, 2024 3:39 PM

**To:** Lopez, Lawrence A (FAA) [Redacted]

**Cc:** [Redacted]

[Redacted]

[Redacted]

[Redacted]

**Subject:** Re: Conference call summary

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You are very welcome.



Have a great weekend,

Noor M.

On Fri, Feb 9, 2024 at 2:09 PM Lopez, Lawrence A (FAA)

[REDACTED] wrote:

I will make the corrections and incorporate your additions. Thank you.

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**From:** Misss Marvel [REDACTED]  
**Sent:** Friday, February 9, 2024 1:52:40 PM  
**To:** Lopez, Lawrence A (FAA) [REDACTED]  
**Cc:** [REDACTED]  
[REDACTED]  
[REDACTED]  
[REDACTED]

**Subject:** Re: Conference call summary

**CAUTION:** This email originated from outside of the Federal Aviation Administration (FAA). Do not click on links or open attachments unless you recognize the sender and know the content is safe.

Thank you for the email.

I just would like to point out there are multiple spelling errors in this email such as the owner Danny's last name is Waizman not weissman. Also, the pilot's last name was Chowdhury.

Also, I'd like to correct your paragraph about when the plane was burning ... in the following paragraph

Mr. Chowdhury reported to nor that the fire started under the rear seat of the Piper Warrior he was flying that day. He reported to her that he started to see smoke then fire coming up through the trim wheel in the center console. He expressed the woman in the back seat was started to feel heat and then flames coming through the seat. In her panic she jumped into the baggage compartment

over the back seat and looked for a fire extinguisher. The fire extinguisher could not be located in the aircraft. Mr. Chowdhury was becoming overwhelmed by the black smoke in the cockpit. When Mr. Chowdhury seat began to burn, he opened the door and held the door open with his right arm which subsequently lead to that arm becoming severely burned. Mr. Chowdry attempted to kick the windscreen. When overwhelmed by the dark smoke and flames he lost situational awareness and lost control of the aircraft.

The pilot didn't kick the windshield in the air. He kicked it after they crashed to help himself and the other woman who died. He also never mentioned he "lost control" of the aircraft. He said he could not see in front of him while he and everyone else was burning alive. He got his hands cut off from holding the door open just so he could breath to put the plane down. But he said he was burning alive so bad and couldn't see in front of him so he couldn't see anything. He did mention before the smoke and the fire burned everyone alive he started heading towards the place he chose to put the plane down. By the time they hit the ground everything was covered from the cockpit. It was a miracle they survived for how long they did. Therefore, he never lost control he did not have any visual while he was still trying.

Also, this is my 1099 Danny Waizman the owner paid me from. Absolutely ridiculous. I didn't realize it was an aerobatics and skydiving company until I checked after the crash.

<image001.png>

Please let me know if you need any additional information. I hope we can have the truth and justice come to light and help the families and the loved ones of the victims who lost their lives from this horrific tragedy.

Thank you,

Noor M.

On Feb 9, 2024, at 1:07 PM, Lopez, Lawrence A (FAA)

< [REDACTED] wrote:

Mr. Chowdhury reported to her that the fire started under the rear seat of the Piper Warrior he was flying that day. He reported to her that he started to see smoke then fire coming up through the trim wheel in the center console. He expressed the woman in the back seat was started to feel heat and then flames coming through the seat. In her panic she jumped into the baggage compartment over the back seat and looked for a fire extinguisher. The fire extinguisher could not be located in the aircraft. Mr. Chowdhury was becoming overwhelmed by the black smoke in the cockpit. When Mr. Chowdhury seat began to burn, he opened the door and held the door open with his right arm which subsequently lead to that arm becoming severely burned. Mr. Chowdry attempted to kick the windscreen. When overwhelmed by the dark smoke and flames he lost situational awareness and lost control of the aircraft.

**03/08/2023**

With all due respect, aviation is very thankful to the NTSB and its officials for taking proactive steps to strengthen safety.

Denny Waizman flight school has been a home for me where I Kabir Brahmhatt came across valuable experiences to share with the aviation community. From great work colleagues to making close friends in aviation, being part of Denny Waizman has been a journey. My role as the manager was to make sure that the operation as whole ran smoothly but was limited to answering phone calls/emails, scheduling flights, communicate and share flight schedule with instructors, collect payments from clients, making sure customers and instructors showed on time as scheduled, and make sure all the customers were answered in a professional manner. Instructors were encouraged to squawk any issue during preflight/during flight to me during my scheduled shift or the owner. The squawks were noted on the folder of the aircraft after which the mechanic was informed to perform maintenance. I made sure that the mechanic/owner was informed about any squawks to ensure compliance. Folders/keys of the aircraft in need of maintenance were kept away to make sure that no one flies the aircraft that needs maintenance. As far as I remember, the owner complied with all the needed maintenance that was needed and reported by the instructors. Aircraft downed for repairs were inspected/ repaired by the mechanic and were returned to service after test flight by the owner (Denny Waizman). Since safety was always valued by me personally, I always encouraged instructors/ mechanics to communicate about the aircraft maintenance and keep the staff informed, however the exchange of squawk related information was encouraged to be discussed with the staff (office staff, instructors, mechanic, and owner) alone and not in front of customers. I always supported the choice of the instructors on not flying/their personal minimums if they weren't comfortable due any weather/maintenance related problems. Being a manager I did my best to enforce safety and a professional work environment. In terms of safety I gave 100% attention to make sure that the instructors followed ACS syllabus, checklist, and delivered attention to safe flight training. I tried my best to inform the instructors on following the safety protocols, following the syllabus, and delivering the proper training to full time students/intro customers. I was happy that my extensive repetition on use of ACS, flight syllabus, and use of learning resources was gaining traction by the instructor to deliver the needed curriculum to the students. My practices of safety also extended to staff meetings which included the instructors, mechanic, and the owner where we were all encouraged to share what we can all improve on as a team.

Overall my objective was to keep a safe and professional work environment where customers got quality service. Over the course of time, working with Danny Waizman Flight School I have learned many things in aviation but never in my life could I have imagined a tragic/life taking event. This event will forever remain in my heart and I will continue to pray for the healing and recovery of everyone involved in this tragedy.

After the fatal accident of N8149R all the instructors and I had decided to meet and car pull from the school and go visit FARHAN.C and his family. As we were all deciding on how many cars to take , Denny Waizman showed up unexpectedly and requested a brief meeting and from my recollection he said that whoever wants to leave his operation is free to and that he will give good recommendations. Denny Waizman said this is the reality of aviation and that Frahan.C was like his son. As far as I can remember Denny Waizmans lawyer was not present in the meeting with the instructors and I. The attorney might have arrived after we all left to visit Farhan.C as planned.

Refael Refaeli

Date: 03/08/2023

[REDACTED]

[REDACTED]

Dear Sir/Madam

My name is refael refaeli I started my journey in aviation with danny waizman around nov of 2017

I received a training as a private pilot and commercial student with danny waizman flight school .

I began to work as cfi in july of 2022 .

During my time working in the school I had three negative experiences .

First around summer of 2022 while climbing in take off I noticed fuel coming out from the left wing .

(I believe it was 302AV/3071D) . I changed the fuel selector to the right and landed as fast as I could .

I notified danny ,to the best of my knowledge danny had bob the mechanic to look into this issue.

He changed the fuel cover and I took off again with the plane.

Second on nov/18/2022 I taxi with 2185B and experienced loose brake, I immediately cut the power and the mixture to a stop. I notified danny with the plane issue . to the best of my knowledge they took the plane out of service till problem resolved .

Third around 3 months ago I landed in runway 32 on exit A4 after clearing the runway, I tried to call the ground for taxi clearance and I got no response back ,I tried to use my extra radio but I had no response as well .so I looked at the tower for green lights . I taxi the plane to our parking spot ,I saw bob first so I told him about my issue he inspected the plane and realized the PTT was broken and stuck inside to the best of my knowledge he replaced it .

Overall I felt comfortable and safe working with Danny Waizman school .

If any other information is needed please call /email me

Thank you

Refael refaeli .