

Malinowski Edward

From: Þorkell Ágústsson [REDACTED]
Sent: Thursday, February 28, 2008 11:57 AM
To: Malinowski Edward
Subject: FW: Cessna 310 N Fatal Ditching Accident 11 Feb (TSB file A08F0025)

Thorkell Agustsson
Chief inspector
Aircraft Accident Investigation Board
Iceland

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From: Fréchette, Paul [mailto:[REDACTED]]
Sent: 14. febrúar 2008 20:05
To: Þorkell Ágústsson
Cc: A08F0025
Subject: Cessna 310 N Fatal Ditching Accident 11 Feb (TSB file A08F0025)

Good afternoon Thorkell,

I have noted your email advice that Mr. Malinowski has been appointed accredited rep for NTSB.

I have contacted Trans Sol in Sept Îles Québec Canada this morning. I was informed that they only offer servicing as well as hangar space. N5030Q came in on Feb 08. You will find attached copy to their invoice for 298 liters of fuel and hangar rental. If and when maintenance services are required Trans Sol tells its client to make direct contract with a local Aircraft Maintenance Engineer.

As it happened Mr. Inis Cribb, one of the local AME, was coming to Trans Sol when the aircraft came in. Mr. Hall asks him to have his left engine checked. The left magneto on the Continental IO 470 was found faulty. Mr. Hall made arrangements to have one brought in via an acquaintance which was flying by Sept Îles. The magnetos came in on Saturday Feb 09. The aircraft was hangared and the magneto installed the same day. It was thereafter ground runned, Mr. Cribb outlines that both engine were running very smoothly. Mr. Cribb did not make a log book entry as he does not hold an American A&P license*.

Mr. Cribb also mentioned having seen ice on the aircraft as it came in. Mr. Hall told him that its de-icing system was not working. Mr. Cribb strongly advises the pilot to delay its flight and wait better weather.

Mr. Cribb also became aware that the aircraft heater was not working. This heater is mounted in the aircraft nose and fed with aircraft fuel. While he was not at the airport when the aircraft departed Sunday morning at 06h32 Eastern Standard Time (GMT+5). He noted that when the pilot came in he did not have warm boots (wearing running shoes) and was not properly dressed for cold weather.

Please do not hesitate to contact undersigned should you require additional information. I will not be at the office tomorrow, back on Monday.

2/28/2008

Paul Fréchette

Enquêteur Senior Investigator (Air)
BST-TSB Montréal, Qc

[REDACTED]
[REDACTED]

*Note: An AME can certify a private American Registered Aircraft. In order to certify a commercially registered aircraft (Canadian or American) an AME must work under the umbrella of an Approved Maintenance Organization (AMO).

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**AVITAIR INC.,
TRANS-SOL AVIATION**

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Sept-Îles QC Canada G4R 4K2

Adresse

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Page Visa auth-085523

Payable 30 jours après la date de facturation. Après ce délai, des frais d'administration vous seront chargés au taux annuel de 24%.

N° DE LA STATION STATION NO	DATE MOIS JOUR ANNÉE	NOM DU CLIENT OU DE LA LIGNE AÉRIENNE AIRLINE OR CUSTOMER NAME
YZV	09 06 08	Croft Hill
N° DU VOL FLIGHT NO.	TYPE D'AVION AIRCRAFT TYPE	IMMATRICULATION DE L'AVION AIRCRAFT REGISTRATION
		N5030A

Produits Products	Quant. livrée Quant. Del.	Quant. FSU	Prix net Net Price	Montant Amount
Jet A Fuel				
Jet AI Fuel				
AV Gas 100/130	298	LTS	X	
Oil				
Credit Card =	Cash =	TOTAL		
Contract :				

Réservoir - Tank	Conductivité - Conductivity	Densité - Density

N° camion - Truck no.	Commandé à	Heure début / Debut start	Heure fin / Fin end
341			/

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Par / By	Sign :	Acheteur - Purchaser
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AÉROPORT DE SEPT-ÎLES

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GENERAL SALES SLIP
BON DE VENTE GÉNÉRALE

Date 01 Feb 02

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Change to
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Address
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 Type of Offense

Budget Centre Code
Code budgétaire du service

Registration No.
N° d'enregistrement[illegible]

Charge ☐ Cash ☐ (Show on Cash Report)
À crédit ☐ Comptoir ☐ (Indiquer sur bordereau de caisse)

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