Malinowski Edward

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From:	Þorkell Ágústsson
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 Ag Chief inspe Aircraft Acc Iceland Hus FBSR Flugvallarv Iceland	ctor cident Investigation Board
Mobile + Office + Fax + 3	
	hette, Paul [mailto:

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 as been appointed accreditated rep for NTSB.

I have contacted Trans Sol in Sept Iles 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 Iles. 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*.

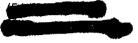
Mr. Cribb also mentioned having seen ice on the aircraft as it came in. Mr. Hall told him that is de-icing system was not working. Mr. Cribb strongly advices the pilot to delay is flight and wait better weather.

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 required additional information. I will not be at the office tomorrow, back on Monday.

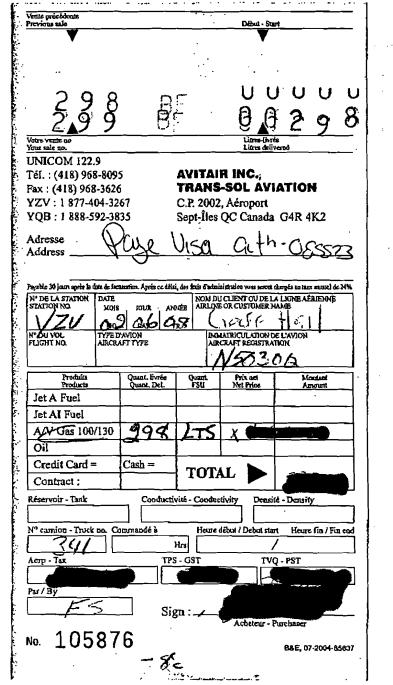
Paul Fréchette

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



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*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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