



NTSB MEMORANDUM FOR RECORD

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National Transportation Safety Board

Date: 3/15/2022

Person Contacted: Adam Ondrajka (Director of Operations, FlyBoyz Aviation LLC)
NTSB Accident Number: ERA22FA149

Narrative:

Mr. Adam Ondrajka was contacted via telephone and reported the following details pertaining to the accident circumstances:

- He provided copies of maintenance record endorsements that he had in his possession applicable to recent work performed on the accident airplane. He did not have the physical logbooks for the airplane.
- He described the on-going maintenance issues with the autopilot.
- If you select ALT HOLD (Altitude Hold), it will oscillate and porpoise eventually to at least 1,500 ft climb rate, up and down.
- There was never an issue with disconnecting the autopilot. The pilot had sent the airplane for troubleshooting at two different maintenance shops. It was Mr. Ondrajka's understanding that the issue had yet to be resolved prior to the accident flight.
- Every component was sent out to S-TEC for bench testing and no anomalies were found.
- The autopilot was returned to its original configuration when replacement components did not resolve the issues.
- He discussed with the pilot if he would want the autopilot placarded inoperative and have the circuit breaker pulled and collared, however, the pilot chose to leave it in a condition that gave him the ability to turn it on and off.
- Mr. Ondrajka's reported that in past flights that he has flown with the accident pilot, when the autopilot was demonstrating problems, the electric trim would function without issue.
- He observed that the vertical speed up and down control would operate without issue and navigation and heading mode would also operate without issue.



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- It was the ALT HOLD (Altitude Hold) that demonstrated problems, as described above.
- He had seen the pilot in past flights utilize navigation mode and vertical speed mode together, and the autopilot would not demonstrate the oscillations, given that altitude hold was not selected.
- To his understanding, there was never an issue with the lateral control with the autopilot.
- He had flown as a safety pilot with the accident pilot. In his recollection, the pilot during instrument approaches would typically disengage the autopilot at the initial approach fix and hand fly the airplane to minimums and/ or to landing.

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