

Paul Loschiavo
[REDACTED]

FAA certificate [REDACTED], commercial pilot, rotorcraft- helicopter, instrument helicopter,
Private privileges, airplane single engine land, glider

Flight Reviews: 05/08/2018 Frank Bernaby, [REDACTED]
01/05/2017 Frank Bernaby

Basic Med 06/01/2017 with Dr Fanancy Anzalone who is a FAA Medical Examiner

Insurance through Ladd Gardner Agency

Total hours 2,400.4 prior to today, 1 hour 45 minutes today.

Aircraft. 2006 Pipistrel Sinus, N467L, factory built, registered experimental, all maintenance done by Charles Stence, Copa Air Maintenance, 20590 SW Citrus Blvd, Indiantown FL [REDACTED]
About 350 hours on the engine, last Condition Inspection in March 2018. Replaced a broken muffler mount and repaired a faulty Cylinder Head Temperature Gauge in June 2018.

The aircraft is owned by Pelican Soaring LLC. I am the sole owner of Pelican Soaring.

Statement of events. 08/12/2018. After a normal preflight, with Dr William Mazzei on board, we departed North County General Aviation Airport (F45), headed east then flew north along the beach to Fort Pierce, then turned inland and head generally south as we climbed to 9,200 feet where we shut down the engine and soared back to North County. We landed uneventfully with the engine off.

We restarted the engine, (which started normally) and taxied to the hangar where we shut down, and Bill got out. After he was clear, I restarted the engine and taxied out to Runway 27R, a grass runway. I allowed the oil temperature to get back over 120 degrees, the minimum. The windsock was hanging, the wind was calm. I made the normal departure call indicating that I would remain in the pattern. The takeoff was normal. Normal takeoff is with two notches of flaps. I retracted the flaps as the aircraft accelerated. At the departure end of the runway, the engine sounded a little rough, I turned downwind at about 300 feet and continued climbing to about 500 feet. At this point I started smelling smoke. I shut down the engine and completed a normal landing on 27R.

When the aircraft stopped rolling, I started to consider whether to restart the engine to taxi back to the hangar. I then noticed flames below the right door.

I unbuckled, grabbed my headset and iPad, and exited the aircraft. I got about five or six feet from the aircraft and returned to shut off the fuel valves. The smoke was increasing, I departed the aircraft to about fifty feet and called 911 to report the incident. Flames grew and eventually consumed the aircraft.

Dr William Mazzei [REDACTED]