

RECORD OF <input type="checkbox"/> VISIT <input type="checkbox"/> CONFERENCE OR <input checked="" type="checkbox"/> TELEPHONE CALL		TIME 1604 EDT	DATE 07/11/24
NAME (S) OF PERSON (S) CONTACTED OR IN CONFERENCE AND LOCATION			ROUTING
			SYMBOL INITIALS
Interview of Mike Iwaniszyn, A&P Mechanic at [REDACTED]			
Also present, Kurt Gibson (NTSB) and Daniel Boggs (NTSB)			
SUBJECT			
Work Performed on N81250			
DIGEST			
See page 2.			
CONCLUSION, ACTION TAKEN, OR REQUIRED			
None at this time.			
DATE 07/16/2024	TITLE ASI Michael H. Torrent	SIGNATURE [REDACTED]	

On 7/11/2024 at approximately 1512 EDT a telephone interview was conducted with Mike Iwaniszyn, A&P mechanic, the interview lasted approximately 19 minutes. The purpose of this interview was to ask Mr. Iwaniszyn what his involvement was with the work recently performed on N81250.

Mr. Iwaniszyn stated he performed some modifications on the owner provided engine that would change the designation of the Lycoming O-320-D3G and allow it to be legal for installation on N81250, a Piper PA-28-161. He stated this work involved changing the magnetos. Once he was complete with this, the engine was installed, per his statement - it was a normal install. He stated the owner provided two Sure-Fly electronic magnetos for install, one new and one rebuilt. He stated that the rebuilt unit failed right out of the box and the owner provided another Sure-Fly magneto in new condition, this one worked normally. He stated this engine had a new alternator, a new starter and the propeller was dynamically balanced. Mr. Iwaniszyn stated in addition to that work, two STCs were installed for an air box and an oil filter. Mr. Iwaniszyn stated he also installed a backup battery as required by the dual Sure-Fly magnetos. He stated he cleaned up the wiring in the engine compartment and secured it as you would expect to see it.

Mr. Iwaniszyn stated he had not completed the signoff for work performed because he had gone home sick with the flu eight or nine days prior. He did not return to work until the day of this interview, one day after the accident flight. He stated the owner provided a lot of the parts, accessories and engine for this work and he was the lead mechanic on the airplane.

Mr. Iwaniszyn was asked about his employment at Islander Aviation, he stated he had worked there for approximately 18 months. He stated there have been some recent changes at the company in the office. He stated there are now multiple investors and for the most part Kevin runs the maintenance side and Nadia runs the office.

A review of maintenance logs for the last 30 days by reporting Inspector did not show any recent maintenance entries for an engine change, propeller installation, STC installation, major alteration, or oil change.

Mr. Iwaniszyn was asked if his employer is a Part 145 Repair Station, he stated he did not know and he uses his A&P license for this kind of work. He paused for a minute and stated, they might be a 145 repair station but this work may be outside of the work allowed by the Capability List. -END-----.

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NAME (S) OF PERSON (S) CONTACTED OR IN CONFERENCE AND LOCATION			ROUTING
			SYMBOL INITIALS
Interview of Paul Sanchez, registered owner of N81250 at [REDACTED]			
Also present, Kurt Gibson (NTSB) and Daniel Boggs (NTSB)			
SUBJECT			
General Info on N81250			
DIGEST			
See page 2.			
CONCLUSION, ACTION TAKEN, OR REQUIRED			
None at this time.			
DATE 07/16/2024	TITLE ASI Michael H. Torrent	SIGNATURE [REDACTED]	

On 7/11/2024 at approximately 1544 EDT a telephone interview was conducted with Paul Sanchez, registered owner of N81250, the interview lasted approximately 10 minutes. The purpose of this interview was to ask Mr. Sanchez about N81250, general information and his involvement with the maintenance of rental of the aircraft.

Paul Sanchez was asked how long he has owned N81250, he stated since October of 2019. Mr. Sanchez was asked about his involvement with the aircraft, he stated "none". He stated he does not do anything with the day-to-day operations of the aircraft, he simply pays the bills associated with it. Mr. Sanchez was asked how often he sees the airplane; he responded maybe once a year and he might fly it 45 minutes a year. He stated he is not an A&P/IA so he has South Florida Aircraft Maintenance (now known as Islander Aviation) do the maintenance and inspections on his aircraft.

Mr. Sanchez stated he is not involved with the maintenance, and he has Luka Pastore from the Fly Warrior 81250 flight club handle the day-to-day scheduling and maintenance items. He said both he and Luka get texts from pilots if there is a write up with the aircraft. He stated Luka is the manager for the aircraft. Mr. Sanchez was asked if he has a contract or agreement in place for Luka to do this for him, he stated "no". Mr. Sanchez was asked if he is a pilot himself, he stated yes, a CFI and he has a company which does training on turboprop and Daher aircraft.

Mr. Sanchez was asked if South Florida Aircraft Maintenance (now known as Islander Aviation) is a Part 145 Repair Station, he stated he did not know. He stated they take the aircraft when they need work performed and they put it back on the line when it is complete. Mr. Sanchez stated they do not usually review the log entries for corrective action items, the shop just tells them what they did and that it is ready to fly. He stated either he or Luka review inspection sign offs.

Mr. Sanchez stated Luka Pastore in this case looked at the aircraft and flew it for the first 7 hours after the engine change.

Mr. Sanchez was asked about the club and its members. He stated the club costs \$40 per month and then the aircraft is available "dry" for \$95 an hour. When Mr. Sanchez was asked how does he know what the aircraft is doing or where is it at? He laughed and said he just sees it online. Mr. Sanchez then stated he was with a customer and asked if we could call him later in the evening as he was busy. We concluded the interview and advised him we had no further questions at this time. -----End-----

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NAME (S) OF PERSON (S) CONTACTED OR IN CONFERENCE AND LOCATION			ROUTING
			SYMBOL INITIALS
Interview of Luca Pastore scheduler at Fly Warrior N81250 flight club at [REDACTED]			
Also present, Kurt Gibson (NTSB) and Daniel Boggs (NTSB)			
SUBJECT			
General Info on N81250			
DIGEST			
See page 2.			
CONCLUSION, ACTION TAKEN, OR REQUIRED			
None at this time.			
DATE 07/16/2024	TITLE ASI Michael H. Torrent	SIGNATURE [REDACTED]	


On 7/11/2024 at approximately 1604 EDT a telephone interview was conducted with Luca Pastore about N81250, the interview lasted approximately 14 minutes. The purpose of this interview was to ask Mr. Pastore about N81250, general information and his involvement with the maintenance and rental of the aircraft.

Mr. Pastore was asked who is in charge of the maintenance, he stated Islander Aviation. Mr. Pastore was asked how pilots notify someone if there is a discrepancy or item, he stated either by email or text to him and the owner, Paul Sanchez. Mr. Pastore was asked about inspections on the aircraft, he stated that an Annual Inspection is accomplished every December. He also stated that he has no decision-making power on the aircraft, the owner does, he just passes the information on to the maintenance facility, Islander Aviation. When asked again who is responsible for the maintenance he said not him, he is not the owner/operator. Mr. Pastore was asked about the recent work on the N81250, he stated Islander Aviation was working on an engine swap as the previous engine had reached TBO. Mr. Pastore occasionally made the reference of "we" when discussing these matters. He said the aircraft had been down for this work since April 27. He stated when they, Islander Aviation, normally finish their work, they tow the aircraft to the ramp and its ready for use. Mr. Pastore stated he flew the first 8 hours of flight time on this aircraft after the engine installation as part of the break in and then an oil change was performed. Islander Aviation brought the aircraft to the hangar for this. The break in period was to continue until 25 hours was reached. Mr. Pastore said the aircraft was on restriction during this time, there was to be no touch and gos, only cross-country flights at steady RPMs. Mr. Pastore stated he looked at the book, confirmed Annual Inspection was good and did not look for any other sign off or signature for work performed before he flew the aircraft. Mr. Pastore was asked if he normally reviews the logbooks, he answered, yes- after the Annual Inspections. Mr. Pastore was asked whether he believes he should have looked into the logbooks a little more after this maintenance was performed, he answered – I guess so - and added he was under the impression it was signed off but should have asked them directly. Mr. Pastore was asked on whether the CFI (Stephen Taylor) on the accident flight knew of the restrictions during the break in, he answered, he should have, he is there every day and was with me during the first 8 hours of flight. He stated the aircraft at the time of the accident had flown approximately 14 hours and 3 pilots other than Stephen Taylor had flown it, 1 of those flew it with Stephen and two were renters on their own.

Mr. Pastore was asked on whether he knew about an mechanical issue that occurred several days prior to the accident at Airglades Airport, he stated he did, and explained the aircraft landed there due to an electrical failure, an alternator cable was found to have come off. Mr. Pastore stated this discrepancy was repaired by a local mechanic at that airport, "Paul".

NOTE: A sign off for the maintenance performed at Islander Aviation for the engine change, magneto and battery backup modifications, oil change or the alternator issue could not be located by reporting Inspector.

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RECORD OF <input type="checkbox"/> VISIT <input type="checkbox"/> CONFERENCE OR <input checked="" type="checkbox"/> TELEPHONE CALL		TIME 10:58 EDT	DATE 07/12/24
NAME (S) OF PERSON (S) CONTACTED OR IN CONFERENCE AND LOCATION		ROUTING	
		SYMBOL	INITIALS
Interview of Andres Guerra, Pilot eyewitness to accident of N81250			
SUBJECT			
Witness – N81250 Accident			
DIGEST			
See page 2.			
CONCLUSION, ACTION TAKEN, OR REQUIRED			
None at this time.			
DATE 07/15/2024	TITLE ASI Michael H. Torrent	SIGNATURE 	

On 7/12/2024 at approximately 1058 EDT a telephone interview was conducted with Andres Guerra about his eyewitness account of the accident involving N81250, the interview lasted approximately 10 minutes.

Mr. Andres Guerra came forward as a witness to the accident of N81250 at North Palm Beach County Airport (F45). Mr. Guerra stated he had just returned from a flight and parked the aircraft on the Signature FBO ramp and went inside. He was going back out to the aircraft to verify the hobbs time when noticed N81250. When he saw the airplane it was already airborne and he believes they were the only aircraft in the pattern at that time, Mr. Guerra believes he heard the engine go from full power to a reduced setting before the accident. He also noted seeing the a lot of the top of the wings which he thought was unusual and a high pitch. It was unclear to him what the aircraft was trying to do so he kept looking. He also noted the aircraft seemed a little low where they were at on the upwind leg, maybe 100 to 300 feet, he noted that when he flies similar aircraft he would be at 400 to 500' in that same area, the departure end of runway 9R. Mr. Guerra stated he is a Private Pilot with approximately 71 hours total time. -----END-----