

2/22/2019

TO: ANDY SMITH

LBB FSDO

FAA AVIATION SAFETY INSPECTOR

FEB 27 2019

RECEIVED

SUBJECT - CRASH OF CESSNA 421

KILLING CHARLES AZZOPARDI AND PAULA AZZOPARDI

FACTORS THAT MAY HAVE CONTRIBUTED TO CRASH

- 1) MR. AZZOPARDI WAS 75 YEARS OLD HE WAS SLOWING DOWN A BIT BUT STILL GAVE THE IMPRESSION OF A YOUNGER MAN. HE HAD CATARACT SURGERY RECENTLY. I DON'T KNOW IF THE CONDITION OF THE BODY WOULD ALLOW AUTOPSY BUT IF SO IT SHOULD HAVE BEEN DONE. HIS WIFE PAULA THOUGH NOT A PILOT HAD FLOWN WITH HIM NUMEROUS TIMES AND HAD TRAINING ON HOW TO TAKE CONTROL OF THE PLANE IF THE PILOT SHOULD BECOME INCAPACITED.
- 2) MR. AZZOPARDI HAD TOLD ME THE AIRCRAFTS HSI - HORIZONTAL SITUATION INDICATOR WAS NOT WORKING CORRECTLY. HE STATED HE HAD ANOTHER ONE BUT I DON'T KNOW IF IT GOT INSTALLED.
- 3) MR. AZZOPARDI HAD TOLD ME THE AIRCRAFTS PRESSURIZATION SYSTEM WAS NOT WORKING CORRECTLY. I DON'T KNOW IF THIS WAS WORKED ON.
- 4) I PERFORMED A ANNUAL ON A CESSNA 210 MR. AZZOPARDI OWNED.. I TOLD MR. AZZOPARDI I COULD NOT SIGN THE ANNUAL OFF BECAUSE THE FUEL INJECTION SYSTEM HAD BEEN REMOVED FROM THE C-210. IT TOOK A VERY LONG TIME FOR ANOTHER UNKNOWN PARTY TO ~~RE~~^{PUT} THE FUEL INJECTION SYSTEM TOGETHER.

THEN I TOLD MR AZZOPARDI THAT THE PERSON NEEDED TO SIGN THE ENGINE LOG BOOK. IT TOOK A VERY LONG TIME AND FINALLY STAMPED A 337 IN THE LOG BOOK. BUT THE MECHANIC WHOEVER IT WAS NEVER GAVE A DESCRIPTION OF THE WORK OR A MAINTENANCE RECORD. (REFERENCE)

I DID BUY A MANUAL ON THE FUEL INJECTION SYSTEM AND DOUBLE CHECKED EVERYTHING. ALSO MR AZZOPARDI AT THE CONTROLS DID A LENGTHY GROUND RUN. - AND AGAIN CHECKED EVERYTHING AGAIN.

THE NAME OF THE MAINTENANCE FACILITY AT TRADEWIND IS KNOWN AS DAVE WRIGHTS. - IT HAS NO SIGN ON IT. MR. AZZOPARDI MADE SEVERAL COMPLAINTS TO ME ABOUT THIS FACILITY. THOUGH OTHER THEN THE ONE MANUAL I DID FOR MR AZZOPARDI I GOT THE IMPRESSION THAT WORK DIDN'T GET DOCUMENTED. I DID NOT SEE ANY MAINTENANCE MANUALS AROUND WHEN THE FUEL INJECTION WORK WAS BEING DONE.

I DON'T KNOW IF THE C-421'S JOBS ARE AVAILABLE. BUT I WOULD LIKE TO LOOK AT THEM. CHECK TO SEE IF THE RIGHT HAND ^{FRONT} ENGINE SEAL REPLACEMENT WAS DOCUMENTED. ALSO THERE WAS A ELECTRIC SENSOR THAT WAS REPLACED ON THE RIGHT ENGINE.

I HOPE THIS HELPS SOMEWHAT

DAN SHEPARD

A+P. [REDACTED] IA

[REDACTED]
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