



U.S. Department
of Transportation
**Federal Aviation
Administration**

Allegheny Flight Standards District Office

Pittsburgh, PA 15227

INSPECTOR WRITTEN STATEMENT

DATE AND TIME: June 17, 2016 10:00 EDT	LOCATION Washington County Airport (AFJ)
AIRCRAFT REGISTRATION-N3591P MAKE / MODEL-Piper PA-31-325 SERIAL NUMBER-31-8012081 AIRMAN NAME-Gary A. Orner AIRMAN CERTIFICATE NUMBER- [REDACTED]	INSPECTOR NAME / PHONE Laura L. Delewski Aviation Safety Inspector / Airworthiness [REDACTED]
FILE NUMBER: NTSB ERA16FA215 ACCIDENT LOCATION: KUNV ACCIDENT DATE: June 16, 2015 ACCIDENT TIME: 8:20 EDT	AIR CARRIER: Aero National Incorporated IDENTIFIER: [REDACTED]

REASON FOR STATEMENT: REQUEST FOR AIR CARRIER RECORDS

On June 17th, Brian Rayner, Senior Investigator for the National Transportation Safety Board (NTSB) requested operator data pertinent to Aero National Incorporated, Z3OA055M, a Part 135 On-Demand air carrier located at Washington County Airport (AFJ). Aircraft N3591P, a Piper PA-31-325, Serial Number 31-8012081 crashed approximately 1 mile short of Runway 24 at University Park Airport (KUNV) located in State College, Pennsylvania while on a Part 135 charter flight.

Company Profile

Aero National Incorporated has operated as an air carrier providing air ambulance transportation / charter service since August 28, 1979. In December 2007, the corporate structure of operation changed with assets being sold; however, air carrier management remained the same.

Total Times of Aircraft / Engines at time of accident

Aircraft Total Time AC/TT	16,040.1 hours
Aircraft Hobbs	2,694.4 hours
Heater	7,217.2 hours
Left Engine (TSO)	900.9 hours
Right Engine (TSO)	231.7 hours
Left Propeller (TSO)	1,780.3 hours
Right Propeller (TSO)	1,780.3 hours

Total Times / Dates of Last 100 hour / Annual Inspections

AC/TT / Date of Last Annual Inspection	February 19, 2016 @ 15,999.6 hours
Hobbs at Last Annual Inspection	February 19, 2016 @ 2,647.3 hours
Left Engine TSO / Date at Last Annual / 100 hour Inspection	February 23, 2016 @ 853.8 hours
Right Engine TSO / Date at Last Annual / 100 hour Inspection	February 23, 2016 @ 184.6 hours
Left Propeller (TSO)	February 23, 2016 @ 1,733.2 hours
Right Propeller (TSO)	February 23, 2016 @ 1,733.2 hours

Compliance Dates of Other Required Inspections

Altimeter System Inspection	March 31, 2015
Transponder Inspection	March 31, 2015
Emergency Locator Transponder Inspection	February 22, 2016
Emergency Locator Transponder Battery Expiration	March 1, 2017
Aircraft Reweigh	February 1, 2015
Portable Fire Extinguisher	June 1, 2016

Pilot in Command

Pilot in Command	Gary Alfred Orner
Date of Birth	[REDACTED]
Home Address	[REDACTED], White Oak, PA 15131
Airline Transport Pilot	Certificate Number [REDACTED]
Type Ratings	CE-500 LR-Jet SA-227
Flight Instructor	Certificate Number [REDACTED]
Airframe and Powerplant Mechanic	Certificate Number [REDACTED]
Current FAR 135.293 Check (MMS)	January 18, 2016 (Piper PA-31-325)
Current FAR 135.297 Check	January 18, 2016 (Piper PA-31-325)
Current FAR 135.299 Check	January 18, 2016 (Piper PA-31-325)
Current Medical	March 7, 2016 / First Class
Flight Hours	Approximately 12,600 hours

Airframe / Engine / Accessory Inspection Compliance

A review of the airframe / engine / accessory component times for compliance with the applicable manufacturer's recommended overhauls or replacement times for N3591P was found to be satisfactory. No discrepancies were noted.

Airworthiness Directives

A review of the Airworthiness Directives (AD) for the airframe, engine, and associated accessories for N3591P against the current ADs were found to be satisfactory. No discrepancies were noted in required compliance.

Major Alteration Instructions for Continued Airworthiness

A review of the Instructions for Continued Airworthiness for N3591P pertinent to applicable major alterations as depicted in the FAA Aircraft Registry Electronic Data Reporting System was found to be in compliance. No discrepancies were noted.

Bracket Air Filter	100 hour / Annual	February 19, 2016
Vortex Generators	100 hour / Annual	February 19, 2016
Garmin GNS-430 W	Every 12 months	February 19, 2016
Garmin 35 GPS Antenna	Annual	February 19, 2016
Aero Charters Heater	100 hour / Annual	February 19, 2016
Stretching Wiring	100 hour / Annual	February 19, 2016

Aero National Incorporated Operations Specifications Review

Table (1) is a current copy of Paragraph C052 of the current Aero National Incorporated Operations Specifications authorizing the operator to conduct an Instrument Landing System (ILS) approach.

C052 . Straight-in Non-Precision, APV, and Category I HQ Control: 01/07/2011
Precision Approach and Landing Minima – All Airports HQ Revision: 070

- a. The certificate holder is authorized to conduct operations using the types of IAPs listed in Table 1 below, and shall not conduct operations using any other types.

Table 1 – Authorized Instrument Approach Procedures

Nonprecision Approach Procedures Without Vertical Guidance	Approaches With Vertical Guidance (APV)	Precision Approach Procedures (ILS, MLS & GLS)
LOC		ILS
LOC/DME		ILS/DME
LOC BC		
LOC/BC/DME		
VOR		
VOR/DME		
LDA		
LDA/DME		
SDF	SDF with glideslope	
RNAV (GPS)	RNAV (GPS)	

NTSB Questions

- 1. How did the pilot check weather and NOTAMs?** Tom Pizzuti, Owner and President of Aero National Incorporated stated that the pilot checked weather on his home computer because there was a power outage at the airport the morning before the flight. Mr. Pizzuti stated that the pilot utilize **FlightPlan.com** to check weather and receive NOTAMs. **FlightPlan.com** is authorized as per Paragraph A010 of the Aero National Incorporated current Operations Specifications.
- 2. Was the passenger late for the flight?** Mr. Pizzuti stated that the passenger, Dr. Robert Arffa arrived on time for the flight at 0730 hours.
- 3. Was the aircraft ready for departure?** Mr. Pizzuti stated that he arrived at approximately 0630 hours to assist with the removal of the aircraft from the hangar due to the power outage. Mr. Pizzuti stated that the aircraft was fueled and waiting on the ramp for the pilot and Dr. Arffa.
- 4. Was this a standard flight?** Mr. Pizzuti stated that Dr. Arffa was a corneal surgeon and made monthly trips from KAFJ to KUNV to perform surgery for the last 15 years.
- 5. Was a car waiting Dr. Arffa's arrival at KUNV?** Mr. Pizzuti stated that there was a car waiting for Dr. Arffa at the airport.
- 6. What type of Autopilot was installed in aircraft N3591P?** The autopilot installed in N3591P was a Bendix King KFC-200.

Records Requested and Retrieved for the NTSB

1. Airframe / Engine / Propeller Maintenance / Inspection logs depicting compliance with annual inspection.
2. Airworthiness Directive Status
3. Operator's Current Operations Specifications
4. Copy of Pilot in Command's Medical and Pilot Certificate
5. Flight and Duty Log for Pilot in Command

Documents were forwarded via email to the NTSB as well as the Harrisburg Flight Standards District Office on June 18th and June 20th respectively.

Note

As requested, the operator has agreed to complete NTSB Form 6120.1/2 and submit to the NTSB as soon as possible.