

I, Eric Sanford-Aviation Safety Inspector/Allentown Flight Standards District Office, interviewed the following witnesses at the Pottstown/Limerick (KPTW) on March 9, 2016 at approximately 3:30PM regarding the accident aircraft N242TS (M20C). The following are records of conversation from each identified witness:

1. Mr. Greg Sanderson [REDACTED] -Mechanic at KPTW on site at the time of the accident. Mr. Sanderson stated that he was at the T-hangars across from runway 28. He witnessed N242TS conduct a normal takeoff with a gentle climb and once the aircraft was airborne and at approximately 100', the aircraft began a turn to the right. The aircraft stopped climbing and continued with a turn to the right until the aircraft contacted the ground. Mr. Sanderson immediately drove a vehicle to the accident site and assisted the pilot in exiting the aircraft. Mr. Sanderson noted that the fuel selector was selected to the Left tank, the key was in the "both" magneto position, the boost pump was on and the mixture was rich. Mr. Sanderson stated that he placed the fuel selector to the off position, turned the magnetos off and selected the fuel boost pump to off. Mr. Sanderson stated that the pilot had sustained an injury/laceration on his forehead and was confused but was able to walk away from the site and was taken to the hospital for treatment.

2. Mr. Kent Heller [REDACTED] – Mechanic who completed annual on this aircraft at KPTW). Mr. Heller stated that he had just completed an annual on N242TS. Mr. Heller confirmed that this was the first flight since the completed annual. He stated that he had completed several static power run ups on the day prior to the accident and did not note any abnormalities and mentioned that the engine made power during each run up. Mr. Keller did state that the owner had previously complained about a cranking issue during start but verified that this issue was not present during any engine starts which he himself conducted. Mr. Keller stated that this aircraft had remained on site at KPTW for approximately two weeks and had not been fueled since the aircraft had been flown to KPTW for the annual. Mr. Keller stated that when Mr. Vassiliou picked up the aircraft that he was in a "rush." Mr. Keller also originally stated that he did not see the pilot sump the tanks during preflight and later stated that he was not in a location whereby he was able to observe the pilot complete any portion of the preflight. Additionally, at the accident site, Mr. Keller expressed concerns of the presence of contamination/water in the fuel tanks.

3. Mr. Ray Miller [REDACTED] -Penn Airways Line Service Personnel - Mr. Miller stated that he was at the run up area on the west end of runway 28. He observed N242TS conduct a normal takeoff on runway 28 and saw the gear retract after takeoff. He stated that shortly after airborne, the aircraft began a right turn which became steeper and then lost sight of the aircraft.

4. Mr. John Knight [REDACTED] -Penn Airways Line Service Personnel-Mr. Knight stated that while located in the line station, he had observed N242TS become airborne after takeoff on runway 28, then heard the "power cut out" followed by what sounded like a surge in power. Mr. Knight observed N242TS at approximately 3/4 of the way downfield banking to the right and at approximately 2-300' the turn became steeper to the right. At one point the aircraft was going "almost straight down" and the pilot then got the aircraft level and bounced the aircraft in the grass immediately north of runway 28.

5. Mike Schultz [REDACTED]-Partner/Pilot who also flies N242TS-Mr. Schultz stated that as he flies N242TS in addition to the owner, he was aware that the aircraft oil consumption was approximately 1 quart per every 4 hour which was to be brought to the attention of Mr. Heller. He also stated that the prop seal was re-done during the annual inspection. Aside from these items, the aircraft had no known mechanical issues. Mr. Schultz did not witness any part of the accident involving N242TS.

6. Dimitri Vassiliou [REDACTED]-Pilot of N242TS -Mr.Vassiliou stated that on the day of the accident, as the aircraft was coming out of an annual inspection, he had completed a thorough preflight to including checking/draining fuel from the sumps. Mr. Vassiliou did confirm that N242TS had been at the Pottstown airport at Mr. Heller's shop for just over a week. After pre-flight, Mr. Vassiliou started the aircraft and completed two run ups before taxiing to runway 28. During the takeoff, Mr. Vassiliou stated that everything appeared to be normal until reaching approximately 3-400' AGL, he then experienced a total power loss. Mr. Vassiliou verified that the fuel was selected to the appropriate tank and that the boost pump was on, mixture was rich and he also stated that he tried to "pump the throttle" in an effort to regain power. Realizing that no power was available, Mr. Vassiliou stated that he veered the aircraft to the right to avoid any persons/property/people straight ahead and knew that he would not be able to safely return to the airport and aimed for the grassy area just to north side of runway 28 where the aircraft struck the ground and came to a rest.



MEMORANDUM FOR RECORD

Todd Gunther
Air Safety Investigator
Eastern Region

Date: March 18, 2016
Subject: Information from Inspector Thomas Gilbert (FAA)
NTSB Accident Number: ERA16LA126

On March 9, 2016, Inspector Gilbert responded to Pottstown, Pennsylvania with Inspector Eric Sanford. 3/9/16. On that same date, pilot/owner Dimitri Vassiliou departed Heritage Field Airport (PTW) on runway 28, lost engine power during climb out, made a right turn and landed hard within the airport boundary approx. 250 yards north of the runway. The pilot was the sole occupant and sustained serious but non-life-threatening injuries, the aircraft was substantially damaged.

The airplane was at PTW for an annual inspection. The maintenance provider reported that the airplane was ground run several times while fixing a starter problem and leak checking other maintenance, and that no anomalies were noted. The maintenance provider reported the aircraft was at PTW for about two weeks and was subject to several heavy rain events. The pilot reports that he expected the aircraft to be hangared while it was at PTW. The pilot reports doing a careful preflight "because it just came out of maintenance" including checking all fuel sumps. The maintenance provider stated that the pilot was "in a hurry," and departed quickly after accepting the aircraft maintenance records and discussing the bill. There was no witness corroboration of the quality or existence of the pilot's pre-flight inspection.

Witness statements consistently recounted a normal sounding takeoff followed by a low altitude power interruption approximately mid field.

The airplane came to rest upright on an easterly heading with gear retracted and empennage failed to the right. Debris trail is approximately 150 feet from first indication of touchdown approximately 600 feet from the runway centerline at the west midfield taxiway intersection. Left aileron, left elevator counterweight, and small wingtip parts were found in ground scars along debris trail. Ground scars suggested the airplane touched down approximately 500 feet north of the runway, heading NNW, in a wings level attitude, the right wingtip then dug into the ground pivoting the aircraft to the left, then the left elevator/stabilizer dug in causing the

failure of the empennage aft of the avionics bay. The airplane then slid another 100 feet and came to rest.

All the control surfaces were accounted for at the accident site. Control continuity was compromised by impact damage but no pre impact anomalies were found. Witness statements indicate that engine controls (throttle, mixture, and propeller) were found full forward, fuel pump on, and fuel valve selected to left tank, all as appropriate for takeoff, by first responders. Fuel valve, fuel pump, throttle and mixture were verified to operate properly, propeller control sustained impact damage. Both propeller blades were bent aft 30-60 degrees mid span and show no leading edge damage, consistent with impact with little or no engine power.

On March 11, 2016 during recovery of the wreckage, samples were taken from the fuel system strainer and both fuel tank sumps. The entire content of the system strainer was water. Substantial quantity of water was also found in the left wing tank (approximately .1 pint). No water was found in the right tank. More than 10 gallons of 100LL AvGas was recovered from each wing tank. No anomalies were noted with the external fuel cap seals or sealing surfaces.

STATEMENT OF KENT E. HELLER, PRESIDENT
HELLER AERO SERVICE, INC.

To: National Transportation Safety Board ("NTSB")

Re: Aircraft: Mooney Aircraft Displaying Tail Number N242TS
Date of Incident: March 9, 2016
Location: [REDACTED]
[REDACTED]
Pottstown, Pennsylvania 19464

The following is the statement of Kent E. Heller, President of Heller Aero Service, Inc., provided at the request of NTSB Senior Air Safety Investigator Todd Gunter:

On, about, and before March 2, 2016, Heller Aero Service, Inc. was engaged in the practice of aircraft maintenance including various maintenance inspections such as the 100 Hour-Annual Inspection. At the request of customer Dimitri Vassiliou, Heller Aero Service, Inc. was engaged to perform a 100 Hour inspection on Mr. Vassiliou's Mooney Aircraft which displayed tail number N242TS.

The inspection by Heller Aero Service, Inc. was documented through, among other things, "The Mooney Airplane Company, Inc. 100 Hour-Annual Inspection Guide" dated March 2, 2016 (2 page), a copy of which is attached hereto as Exhibit "A." Heller Aero Service, Inc.'s Air Frame Log Entry pursuant to the completion of this inspection is attached hereto as Exhibit "B." Heller Aero Service, Inc.'s Invoice No.917 dated March 8, 2016 (1 page) is attached hereto as Exhibit "C."

The customer, Dimitri Vassiliou, called me on March 9, 2016 and stated that he wanted to pick up his Mooney Aircraft and I told him that it was ready. As I was returning from picking-up lunch, I could see Dimitri walking from the parking lot where he was dropped off toward the east side of the hangar where the plane was parked. After I parked my car, I went into my office to get his log books and records and then I went to meet Dimitri at the airplane. When I arrived at the airplane, Dimitri was getting his headset and iPad ready and I handed him his log books. I asked him if he wanted to see any of the old parts and he stated that he did not have time. Seconds later I

started walking to my office and I heard Dimitri start the aircraft's engine and then shut the engine down in a matter of seconds. Dimitri exited the plane and removed the nose chocks. I saw Dimitri give my employee, Brian, a "thumb's up" as he got back into the aircraft, started the engine, and immediately began to taxi to the runway. I did not see Dimitri perform any pre-flight inspection. A short time later I noticed the Mooney on the runway and Dimitri was taking off in what appeared to be normal full power takeoff. The aircraft began to climb from the runway and, as it went past my hangar, I noticed that the landing gear was up. I then walked into my office where, a few minutes later, I was told that Dimitri's Mooney had made a forced landing on the north side of the airport.

Emergency services were summoned and I observed Dimitri walking from the airplane to a waiting ambulance. I drove my vehicle over to the forced-landing site and observed the damaged portions of the airplane that were visible at that time. The aircraft was removed from the north runway area and secured by the investigating authorities.

Incident to this occurrence, my employee, Benjamin Thomas Piersol, produced a handwritten statement dated May 5, 2016, a copy of which is attached hereto as Exhibit "D." In addition, employee Brian Brennan produced a handwritten statement, a copy of which is attached hereto as Exhibit "E."

My knowledge of this incident is summarized by the attached Mooney Airplane Company, Inc. 100 Hour-Annual Inspection Guide, the statements of my employees, and other exhibits attached hereto. I have cooperated with all investigating authorities and I am willing to continue my cooperation in the investigation of this incident.

 5/11/2016
KENT E. HELLER, President
Heller Aero Service, Inc.

Pottstown, PA 19464

EXHIBIT “A”



M20C

MOONEY AIRPLANE COMPANY, INC.

100 Hour-Annual Inspection Guide

Date 3/21/16
 Owner's Name Dimitre Vassilov Address [REDACTED]
 Reg. No. N242TH A/C Serial No. 2010 A/C Tach Time 4864
 Engine Model No. O-260 A1A Serial No. [REDACTED]
 Propeller Model No. [REDACTED] Serial No. [REDACTED]
 Engine Time [REDACTED] Hours [REDACTED] Brand of Oil/Weight Used Phillips X12 20/50

- | | | | | | |
|---|------------|----|-------------------------------|------------|----|
| 1. Is Approved Flight or Owners manual in aircraft? | <u>Yes</u> | No | Current & in proper condition | <u>Yes</u> | No |
| 2. Are current log books in aircraft? | <u>Yes</u> | No | Current & in proper condition | <u>Yes</u> | No |
| 3. Is Registration Certificate in aircraft? | <u>Yes</u> | No | Current & in proper condition | <u>Yes</u> | No |
| 4. Is Airworthiness Certificate in aircraft? | <u>Yes</u> | No | Current & in proper condition | <u>Yes</u> | No |
| 5. Is Weight & Balance Record in aircraft? | <u>Yes</u> | No | Current & in proper condition | <u>Yes</u> | No |
| 6. Is all applicable factory service information complied with? | <u>Yes</u> | No | | | |
| 7. Are all applicable FAA Airworthiness Directives complied with? | <u>Yes</u> | No | | | |

NOTE:

This sheet is a guide only - refer to the specific model's Service & Maintenance Manual for airframe, engine and propeller inspections.

Mechanic Signature

Inspector Signature

ENGINE SECTION: (Refer to engine manufacturers manual & Mooney Service & Maintenance Manual for appropriate model)	MECH	INSP
1. Remove and clean engine cowling and baffling; inspect for cracks, wash engine.	☒	☒
2. Perform a HOT engine differential compression check: Cylinder Readings: 1 74 2 76 3 77 4 75 5 - 6 -	☒	☒
LUBRICATING SYSTEM:		
1. Drain sump and change oil filter (if installed).	☒	☒
2. Remove pressure and suction screens; check for metal particles.	☒	☒
3. Clean and inspect screens. Reinstall and safety wire screens.	☒	☒
4. Inspect condition of oil cooler.	☒	☒
5. Service engine with recommended lubricating oil. (Refer to Textron Lycoming Specification 301E & Service Instruction 1014 or TCM Service Manual).	☒	☒
6. Check engine for oil leaks (note & correct).	☒	☒
IGNITION SYSTEM:		
1. Inspect spark plugs; replace or clean & re-gap.	☒	☒
2. Inspect ignition harness for general condition, free from fraying or chafing.	☒	☒
3. Inspect magnetos & points; check magneto timing; check distributor block for erosion or cracks.	☒	☒
ELECTRICAL SYSTEM:		
1. Inspect battery(ies) for security, battery box (or area) for corrosion & vent for obstruction.	☒	☒
2. Inspect generator/alternator(s) and accessories.	☒	☒
3. Inspect electrical components & wiring.	☒	☒
4. Inspect starter & starter drive; lubricate starter drive.	☒	☒
FUEL SYSTEM - M20B, C, D, G:		
1. Inspect & drain carburetor, clean screens and check fuel flow.	☒	☒
2. Inspect carburetor heat system for leaks & proper operation.	☒	☒
3. Remove, clean, inspect and re-oil air filter.	☒	☒
4. Inspect carburetor airbox & induction system for condition.	☒	☒
5. Inspect fuel selector valve for operation & proper pointer indication. Verify positive valve selection while rotating fuel selector valve through selection range. Tighten/Lockite set-screw if required.	☒	☒
6. Operate boost pump, check pressure and all lines for leaks.	☒	☒
7. Clean electric fuel pump screen (1963 & previous models).	☒	☒
8. Drain fuel sumps and fuel selector valve (Right & Left tanks).	☒	☒

FUEL SYSTEM - M20E, F, J, K, M, R, S:	MECH	INSP
1. Inspect fuel injection system, clean screens & injector nozzles (refer to Textron Lycoming O/H Manual, Section 8 or TCM Service Manual).	☒	☒
2. Check power boost system for proper door operation & seal for leaks (M20E, F, J). NOTE: Power boost system deleted on 1990 & ON.	☒	☒
3. Remove, clean & inspect dry-air filter.	☒	☒
4. Inspect air induction system & alternate air valve.	☒	☒
5. Inspect fuel selector valve for operation & proper indication. Verify positive valve selection while rotating fuel selector valve through selection range. Tighten/Lockite set-screw if required.	☒	☒
6. Operate boost pump; check pressure & all lines for leaks.	☒	☒
7. Drain Right & Left tank fuel sumps; selector fuel valve or gascolator.	☒	☒
8. Check unmetered fuel pressure per Mooney Service & Maintenance Manual (M20K, M20R, M20S).	☒	☒
EXHAUST SYSTEM:		
1. Remove heater jacket & inspect exhaust system for leaks & cracks; remove exhaust cavities, inspect area.	☒	☒
2. Inspect clamps for tightness at turbocharger (M20K, M20M).	☒	☒
3. Inspect firewall for proper sealing & freedom from cracks.	☒	☒
4. Inspect tubular engine mount for cracks; bolts & rubber mounts for security.	☒	☒
GENERAL INSPECTION:		
1. Lubricate engine controls & inspect exhaust system for security, full travel & free movement.	☒	☒
2. Lubricate cowl flaps & inspect for proper opening & operation. NOTE: M20C & G, 1968 & ON, cowl flaps are fixed. M20R & M20S have no cowl flaps.	☒	☒
3. Remove propeller spinner & inspect for cracks & general condition.	☒	☒
4. Inspect propeller hub for grease leakage; check hub bolts & mounting bolts for proper torque. Inspect blades for cracks, nicks, and dents, lubricate as needed (refer to appropriate manufacturer's handbooks).	☒	☒
5. Reinstall spinner; check for correct interference fit with prop. Wrap hub with Teflon tape as required for fit (M20J, K, L). Shim interference fit between hub and bulkhead (M20M, R, S).	☒	☒
AIRFRAME SECTION: (Refer to Mooney Service & Maintenance Manual)		
1. Inspect exterior & interior of aircraft for general condition, collision damage, loose rivets, dents & corrosion.	☒	☒
2. Inspect tubular structure lower longerons for corrosion (Reference SB M20-208(*)) (* latest revision).	☒	☒
3. Inspect wings & empennage for general condition, collision damage, loose rivets, dents & corrosion.	☒	☒



MOONEY AIRPLANE COMPANY, INC.

100 Hour-Annual Inspection Guide

3/2/16

AIRFRAME SECTION (con't):	MECH	INSP
4. Inspect flight control surfaces for security of attachment, proper rigging, free movement, collision damage, loose rivets, dents and corrosion.		✓
5. Lubricate flight control system guide blocks, hinge points, rod end bearings & bell cranks.		✓
6. Inspect all wing, fuselage & empennage drain holes for obstructions.		✓
7. Inspect empennage trim system for proper operation & rigging.		✓
8. Inspect downspring end loops, cable & pulley for wear and corrosion.		✓
9. Inspect flap system for proper operation & rigging; lubrication accordance with Mooney Service & Maintenance Manual.		✓
10. Inspect flight instruments, filters & vacuum system for proper operation, marking, and condition; clean vacuum air filter.		✓
11. Inspect cabin lights, circuit breakers & electrical components for proper operation.		✓
12. Check operation of stall warning system.		✓
13. Inspect P.C. system components for security, leaks & proper operation; servo seals for deterioration, all other auto-pilot components for security & proper operation.		✓
14. Inspect vacuum step for security & proper operation; fixed step for security & damage.		✓
15. Inspect wing interior in fuel tank area for fuel leaks, fuel tank vents for obstructions & fuel filler caps for security & proper operation.		✓
16. Inspect cabin & baggage doors for condition, proper operation & sealing.		✓
17. Inspect windshield & windows for cracks, crazing, scratches and distortion.		✓
18. Inspect seats, seat latch pins, seat belts & shoulder harnesses for security, proper operation and condition.		✓
19. Inspect compass & compass deviation card for proper indication & compensation. (Refer to Mooney Service Bulletin M20-150A)		✓
20. Inspect all radio equipment for proper installation & operation.		✓
21. Inspect cabin for proper sealing.		✓
22. Inspect oxygen system for leaks, proper ON/OFF valve operation & filter for safety of operation (if installed).	NIA	✓
LANDING GEAR OPERATIONAL CHECK:		
1. Raise aircraft on jacks.		✓
2. Inspect brakes, hydraulic brake cylinders & hydraulic system for leaks and general condition: Service reservoir with ML-H-5606 (RED) fluid.		✓
3. Remove wheels, inspect, repack bearings, reinstall and safety, lubricate brake guide pins using Silicone-based lubricant. Check wheels for free rotation & proper brake action.		✓
4. Lubricate & inspect landing gear pivot points & moving parts.		✓
5. Inspect landing gear shock discs (main & nose gear) (Refer to MAC S & M manual).		✓
MANUAL GEAR RETRACTION SYSTEM:		
1. Raise aircraft on jacks.		✓
2. Check operation & rigging (pre-loads).		✓
3. Check warning system light & horn.		✓
4. Check gear down lock preload (Mains & Nose).		✓
5. Check landing gear doors for proper closing/rigging.		✓
6. Check retract lever welds for cracks.		✓

ELECTRIC GEAR RETRACTION SYSTEM:	MECH	INSP
1. Raise aircraft on jacks.		✓
2. Check operation & rigging.		✓
3. Check warning system lights, horn & visual indicator.		✓
4. Check air pressure safety switch or squat safety switch.		✓
5. Check main & nose gear down lock preload.		✓
6. Lubricate actuator gear box (Dukes & IT Actuators only)		✓
7. Check landing gear doors for proper closing/rigging.		✓
8. Check emergency landing gear extension system; extend gear using emergency gear extension system. Do not attempt gear retraction using emergency system (Refer to MAC S & M manual).		✓
9. Inspect shock discs (main & nose gear) in accordance with Mooney Service & Maintenance Manual.		✓
FIXED GEAR:		
1. Inspect landing gear fairing (M20D only).	NIA	✓
2. Check air seals in wheel well areas.	NIA	✓
POST-INSPECTION OPERATIONAL CHECK: (Refer to Mooney Owner's Manual or POH)		
1. Check propeller governor operation with engine running at 2000 RPM & pitch control at low pitch (High RPM): When propeller control is pulled out to high pitch (low RPM), engine speed should decrease at least 500 RPM.		✓
2. Check ease of operation for all engine controls with engine running.		✓
3. Check generator/alternator output & indication.		✓
4. Check oil pressure indication.		✓
5. Check fuel pressure indication.		✓
6. Check fuel quantity indication.		✓
7. Check cylinder head temperature (CHT) indication.		✓
8. Check oil temperature indication.		✓
9. Check idle RPM, idle mixture & idle cut-off.		✓
10. Check propeller pitch through complete range.		✓
11. Check operation of cabin & panel lights.		✓
12. Check Radios/Avionics operation.		✓
13. Check Auto Pilot operation.	NIA	✓
14. Check magneto drop and grounding circuits.		✓
15. Check operation of brakes.		✓
16. Check fuel selector valve for smooth operation.		✓
17. Check vacuum warning lights & instruments for proper operation.		✓
18. Check flap position indicator (Take-Off & Full down).		✓
19. Check trim position indicator and smooth operation of Trim System.		✓
20. Flight check gear-up warning horn at: 12" manifold pressure (MP) (M20J prior to S/N 24-3154); 14-16" MP (M20K [231, 252]) & with throttle 1/4-3/8 inch from idle position (M20L, M20M, M20R, M20S, M20J [after S/N 24-3154] & M20K [Encore])		✓
21. Flight check aircraft flight control rigging.	✓	✓
22. Flight check P.C. or other Autopilot systems for proper operation.	NIA	✓
23. Check cabin ventilation and heating system for carbon monoxide.		✓
24. Check EGT/IT gauge and any other items of installed equipment.		✓
25. Other checks (Specify as necessary):		

REMARKS:

EXHIBIT “B”

Heller Aero

N242TS Tech 4864 TT4864 3/8/2016 C/W 91.207 D ok this date! Battery next due @3/18. Inspected entire exhaust System.. no defects noted! Replaced tail pipe assy with serviceable pipe! Replaced nose gear lower truss assy with serviceable part .performed retract test IAW with A/C maint. man. Relined brakes 66-111 lining used. cleaned and checked all fuel screens and sumps! AD 14-15-18 Stab. fitting N/a due A/C S/N. C/W 73-21-01 Flight controls, insp. and lube. C/W 77-17-04 by inspection IAWAD Next due 5364 TT. C/W 78-07-12R1 Ops Check next due @ 4864 Or 8/17. I certify that this Aircraft has been Inspected IAW an Annual inspection and is in Airworthy condition ! Kent Heller

----- End -----

Airframe Log
Entry!

EXHIBIT “C”

Heller Aero Services, Inc.

Invoice

[REDACTED]
Pottstown, PA 19464

Date 3/8/2016 Invoice # 917

Bill To

Dimitri Vassiliou

Ship To

P.O. Number	Terms	Rep	Ship	Via	F.O.B.	Project
N2421N	Due on receipt		3/8/2016		Tach 4864	

Quantity	Item Code	Description	Price Each	Amount
1	Labor	Annual inspection		
9.5	Labor	Labor, Discrepancies, See logs for details! Shop Rate @ 87.00 Hr		
1	Parts & Materials	serv. nose truss assy		
1	Parts & Materials	seviceable tail pipe assy		
1	Parts & Materials	Tail pie spring / Hanger		
1	Parts & Materials	Enviro Fec		
1	Parts & Materials	0114 degreaser		
1	Parts & Materials	Misc. shop supplies		
1	Parts & Materials	B3-5-1		
1	Parts & Materials	Ba6108 air filter		
1	Parts & Materials	Sl. 60882 Ring gear List \$ 221.15		
1	Freight Charges	Freight Charges, on parts		
4	Parts & Materials	69603 hose, induction		
4	Parts & Materials	71973 gaskets		
1	Parts & Materials	LW13792 Crankshaft seal		
1	Parts & Materials	AA48110-2 oil filter		
8	Gas & Oil	Gas & Oil,20/50 X/C Phillips oil		
37	Parts & Materials	Parts & Materials, #10 tinnerman nuts... Belley pan and cowling		
4	Parts & Materials	66-11100 brake lining		
	Deposit	Deposits on work in process		
		Out-of-state sale, exempt from sales tax		

Thank you for your business.

Total

[REDACTED]

EXHIBIT “D”

STATEMENT

I saw the pilot being dropped off in a black truck. He was rushing around grabbing his headset and flight bag. No more than a minute or two after I saw him I heard the plane start up. It was at that time I left for lunch. When I came back from lunch a few minutes later there were emergency vehicles at the gate trying to get in. I had no idea what was happening for I did not see or hear any accidents of any kind.

Benjamin Thomas Piersol

5/5/16

cell- [REDACTED]

[REDACTED]
Honey Brook PA 19344

EXHIBIT “E”

(STATEMENT)

CUSTOMER WALKED UP TO THE HANGER JUST AS KENT PULLED IN. KENT CAME OVER WITH THE LOGBOOKS AND TRIED TO SHOW THE CUSTOMER HIS OLD PARTS, BUT THE CUSTOMER STATED HE DIDN'T HAVE TIME; HE WAS IN A 'BIG HURRY'. HE WENT TO HIS BAGGAGE COMPARTMENT AND GRABBED SOME THINGS AND, TO MY BEST KNOWLEDGE, CLIMBED DIRECTLY INTO THE AIRPLANE. I DID NOT SEE HIM PREFLIGHT OR SUMP THE TANKS. HE STARTED THE AIRPLANE, THEN SHUT IT OFF AND CLIMBED OUT. I BELIEVE HE FORGOT TO REMOVE THE WHEEL CHOCKS FROM THE NOSE WHEEL HE CLIMBED RIGHT BACK IN, STARTED THE AIRPLANE AND IMMEDIATELY TAXID AWAY. A FEW MINUTES LATER, I SAW HIM TAKEOFF. HE WAS AIRBORNE AND GEAR UP BY MIDFIELD. I WENT BACK TO WORK.

[REDACTED]
BRIAN BRENNAN

[REDACTED]
BOYERTOWN, PA. 19512



MEMORANDUM FOR RECORD

Todd Gunther
Air Safety Investigator
Eastern Region

Date: April 5, 2016
Subject: Additional Information from Kent Heller (Heller Aero)
NTSB Accident Number: ERA16LA126

According to Mr. Heller, They had finished all the work on the airplane on Friday (March 5, 2016) of the previous week. Then on Monday (March 8, 2016) they had completed the signoffs for the annual inspection. The owner came and picked it up on March 9, 2016. The accident flight was the first flight since the annual inspection had been completed.

Mr. Heller advised that he had done multiple engine runups with the airplane while they were performing maintenance on it, and during the annual inspection they had drained the carburetor float bowl, sumped the fuel tanks, and pulled the screen on the fuel strainer. Both fuel cap seals looked good when they had inspected them and had no cuts or cracks but there had been multiple rain events during the two weeks that the airplane had been there, and he suspected that water may have gotten in to the fuel system.