

Record of Telephone Conversation

Name: Zanis, Paul Michael A&P Mechanic and IA
Address: UNK
Phone: [REDACTED]
Date: 10/29/2018
Description: Statement regarding annual inspection for N8319D

Inspector Tscha conducted a telephone interview with Mr. Paul Zanis, regarding the maintenance and condition of fixed wing airplane, BE-J35, N8319D.

Inspector Tscha asked Mr. Zanis if he had performed the last annual airframe inspection on N8319D as he had performed the last 100hr/annual inspection on the engine of N8319D on 12/24/2017 as documented in the engine logbook entry that Mr. Hoster had previously provided. Mr. Zanis stated that yes; he did perform the airframe annual inspection on N8319D. Mr. Zanis stated that he performed the airframe annual inspection on 12/24/2017. I asked Mr. Zanis if he had any copies or documentation of the annual airframe inspection. Mr. Zanis stated that he had a copy of the maintenance logbook entry. I asked Mr. Zanis if he could please email it to me and I gave him my email address. Mr. Zanis stated that he would take a picture of it and send it to me.

I asked Mr. Zanis if he routinely performed maintenance and inspections on N8319D in the past prior to 12/24/2017. Mr. Zanis stated that yes; he had performed maintenance and inspections on N8319D in the past for the previous owner whom he knew well, Mr. Ferwerda.

I asked Mr. Zanis to the best of his recollection if he could remember any issues with N8319D in the past and specifically any fuel system issues. Mr. Zanis stated that he could not recall any maintenance issues and from his recollection that N8319D was a good and well-maintained aircraft. Mr. Zanis stated that he was aware that the aircraft had taken off in bad weather on the day of the accident and thought that it was odd because he knew the previous owner, Mr. Ferwerda, and knew that Mr. Ferwerda would not fly in bad weather. Mr. Zanis stated that he had brought up the bad weather because to best of his knowledge, N8319D "was not certified for IFR". Mr. Zanis stated that Mr. Ferwerda would normally fly only in VFR conditions. I asked Mr. Zanis to the best of his recollection, the last time he performed maintenance on N8319D, if he knew if the aircraft was current on 91.411 and 91.413. Mr. Zanis stated that to knowledge it was not current. I asked Mr. Zanis if he knew of any repair stations that might have performed the testing required in 91.411 and 91.413. Mr. Zanis provided a list of 3 repair stations that I could contact to inquire, Craig Avionics, Concord and Port City.

I asked Mr. Zanis if he could think of anything else regarding N8319D that might help the investigation. Mr. Zanis stated that he could not think of anything else to add. I asked Mr. Zanis that if he did remember anything else that could help the investigation into the crash of N8319D to please call me. Mr. Zanis said he would. I also asked Mr. Zanis if he had a phone number for Mr. Ferwerda which he gave to me.

Phone conversation ended.

Henry H. Tscha
Aviation Safety Inspector