



MEMORANDUM FOR RECORD

Todd Gunther
Air Safety Investigator
Eastern Region

Date: March 7, 2020
Subject: Information Provided by Mark Kozak
NTSB Case Number: ERA20FA119

According to Mr. Kozak:

- The airplane entered a nosedive while he was playing golf at the High Ridge Golf Club in Lantana, FL.
- He estimated that he was 1200-1500 yards from the impact site.
- He was playing the 6th hole of the golf course (its southern most hole) placing him as close to the flight path as possible while on the golf course.
- The airplane was traveling East to West at a high rate of speed.
- He noticed the airplane because its engine was much louder (i.e., racing) than any other aircraft in the vicinity of the Lantana airport.
- As he looked up the airplane's wings wagged up/down, the airplane suddenly inverted such that the belly of the airplane pointed skyward, then the nose of the airplane was directed to the ground, and it began to corkscrew down rapidly losing altitude.
- He thought this was an aerobatic maneuver and wondered why the pilot would attempt such a maneuver so close to the ground. It then became clear the maneuver was unintended as the plane continued to corkscrew downward without recovery.
- The airplane disappeared behind the tree line, and he did not see the impact, however, the sound of impact was audible to him.



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

Juan C Garcia
Aviation Safety Inspector

South Florida Flight Standards District Office 19
[REDACTED]
Miramar, FL 33027

Juan C Garcia FAA IIC-Inspectors Statement/Accident Investigation

NTSB No.: ERA20FA119

PTRS No.: [REDACTED]

ATQA No.: [REDACTED]

Registration: N5757L

Make: American General

Model: AA-1

Serial Number: AA1-0157

Aircraft Last Annual: UNKNOWN

Engines Last Annual/100Hr: UNKNOWN

Prop Last 100Hr/Annual: UNKNOWN

When: March 6, 2020

Where: [REDACTED] Boynton Beach Florida, 33426, Latitude 26° 33' 306" N,
Longitude 80° 5' 142" W.

What: Part 91 Operator, American General AA-1, N5757L was owned and operated by Big Sky Aviation of Palm Beach LLC. Aircraft was departing Palm Beach County Park Lantana Airport (LNA), Aircraft impacted private residence located [REDACTED] Boynton Beach Florida, 33426. Aircraft fuselage, right wing, left wing and engine came to rest behind private residence [REDACTED] Boynton Beach Florida 33426.

Who: *Private Pilot with Instrument Rating:*

John Raymond Pardillo

[REDACTED]
Miami, Florida 33155

Florida Driver License [REDACTED]

Date of Birth: [REDACTED]

FAA PRIVATE, INSTRUMENT RATING Certificate No. [REDACTED]

Medical Certificate First Class: Date of Examination: 07-26-2018

Examination of the aircraft and crash site:

Examination of the accident site revealed no fire damage [REDACTED], Boynton Beach Florida, 33426, pieces of what appears to be paint chips from the left and right wings and wing tips were found scattered throughout the scene and in the patio area. Examination of the area behind [REDACTED], Boynton Beach Florida, 33426 revealed damage to a large palm tree which was cut in half when struck by the aircraft on impact. The palm tree measured roughly 44 inches in diameter and was broken off approximately five feet from the base, the upper half of the tree was found lying approximately 5 feet forward of the aircraft's right wing leading edge which has evidence of impact damage. Examination of the back yard area revealed a debris field that spanned from the south to the north with several aircraft parts scattered around the impact area. The fuselage of the aircraft was found sitting upright on the east side of the property at the fence line between two palm trees.

Examination of the aircraft revealed no evidence of fire damage. The left wing was found partially severed from the fuselage with the top side facing up, the left wing fuel tank showed significant damage and was ruptured at the inboard end near the fuselage no evidence of residual fuel was observed in the ruptured tank. The left wing appeared largely intact with flaps and ailerons attached, the wing was curled forward with the leading edge showing evidence of impact damage with roughly five separate wrinkles in the leading edge metal skin the length of the leading edge. The Pitot tube was found separated from the aircraft resting under the left wing. The right wing was found top side up partially separated from the fuselage mount points, attached only by flap and aileron control tubes. The Right wing showed evidence of substantial damage nearly broken in half, mid span with the aileron and flap assemblies damaged and bent rearward appearing to have struck the palm tree, evidence of paint transfer and debris from the wing were imbedded in the lower portion of the tree. Evidence of tree material is present inside the right wing structure, the right wing fuel tank ruptured at the inboard end and middle section, no evidence of residual fuel was observed inside the right wing fuel tank. The fuselage was found split open over the cockpit area, with the main landing gear attached. The lower portion of the fuselage fuel tank was found to be significantly damaged, evidence of rupturing and was broken open on both the left and right sides, no residual fuel was observed in the fuselage fuel tank.

Observed ailerons and elevator control surface mount points were attached verified aileron and elevator system continuity. Rudder mount points attached to vertical stabilizer, Rudder system continuity verified, flap mount points attached to wings, verified flap system continuity. The nose section was bent downward showing signs of impact with the forward portion of the firewall and substructure compressed inward towards the cockpit area. The propeller, engine and nose landing gear were found to be buried approximately two feet in the ground with the engine right side at the deepest point and required extrication. The engine was found to be attached to the fuselage at the aircraft right upper and lower engine mounts the upper and lower left mounts were broken and separated. The engine was inspected by NTSB and FAA investigators the following was verified, freedom of movement, crank shaft and accessory continuity, ignition system function, cylinder compression, oil system, fuel system and control function, the engine was determined to be mechanically sound. No evidence of fuel was observed in the carburetor bowl and mechanical fuel pump. The metal fixed pitch propeller was found to be intact positioned vertically, the lower blade was bent rearward under the fuselage with no evidence of leading edge gouging or damage, evidence of length wise scratches and scoring were observed, no

evidence of chord wise scratches or scoring were observed. The upper blade was slightly bent rearward with no evidence of leading edge gouging or damage, no evidence of chord wise scratches or scoring was observed. The Spinner and bulkhead was pressed uniformly into the propeller hub. The flywheel was attached and broken into several uniform pieces numerous aircraft parts were scattered though out the area behind residence.

Interview with homeowner [REDACTED], Boynton Beach Florida, 33426

On March 6, 2020 inspectors from the South Florida FSDO SO-19, travelled approximately one hour to [REDACTED] Boynton Beach Florid, 33426 responding to an aircraft crash involving N5757L shortly after arrival at approximately 4:30 pm eastern time I was approached by the owner of the residence at [REDACTED] Boynton Beach Florida, 33426 [REDACTED], who informed me that she received a call on her cellular phone from an individual asking about the status of the aircraft and when it could be returned or picked up, [REDACTED] indicated that she does not know who the individual was and asked me to speak to him. After identifying myself as an aviation safety inspector with the federal aviation administration, the individual identified himself as Mr. Wayne Garner I asked Mr. Garner how I could help him and he stated "he was curious as to what the status of the aircraft was and when he may be able to recover the aircraft, I asked Mr. Garner what his affiliation was with the aircraft and he said "he previously owned it years ago". I asked Mr. Garner how he got the home owners cell phone number and he stated "he received a call from the number and was returning the call". I asked if he knows who owned aircraft N5757L now and he said "he was not sure it's been over five years but he may be able to find out" I informed Mr. Garner that I will be unable to provide any information about the aircraft because I cannot confirm who he is or his affiliation with the aircraft. I informed him that if he has any information that may help the investigation or finds any information about who the current aircraft owner is he can reach me at my office and provided my desk telephone number. Additionally I informed Mr. Garner that the home owner will not be able to provide any information and is not a point of contact for any further information. The home owner [REDACTED] quickly informed me that she does not know Mr. Garner never seen his number and certainly has never called him.

Interview with resident [REDACTED], Boynton Beach Florida 33426 Barbara Stephan

The resident of [REDACTED], Boynton Beach Florida stated she was home at the time of the crash with the back windows open and heard what she thought sounded like a boat having engine trouble then heard a loud thump. The homeowner stated that she did not see the aircraft.

Interview with FBO Manager Steller Aviation Lantana Airport Aaron Klein

According to Mr. Klein the pilot involved in the crash accomplished his own maintenance, Mr. Klein also stated "the pilot and the aircraft was not based at Lantana Airport and that the pilot moved the aircraft around between Palm Beach international airport, North County Airport and Lantana Airport" Mr. Klein stated that "weather may have played a factor during the day and that the pilot of the aircraft had a dog that was left at the airport in hangar number 508, the dog was picked up by a friend of the pilot involved in the crash and that the pilots truck was parked in the doorway of the hangar and had to be moved to close the door". Mr. Klein stated that the Pilot was an A&P and had just completed an annual inspection at hangar number 508".

Interview with Lease Holder of Hangar #508 Lantana Airport ED Hinckley

On March 7, 2020, while investigating the crash of N5757L I returned a call from Mr. Ed Hinckley received March 6, 2020, Mr. Hinckley stated that he had been asked by Mr. Wayne Garner to contact the FAA regarding N5757L. Mr. Hinckley stated "the pilot involved in the crash had been working on getting the aircraft airworthy for at least the last year and a half". Mr. Hinckley also stated he stopped by the hanger with his friend Greg at approximately 11:00 am. The day of the accident John the pilot of N5757L was working on the aircraft laying on the pilot side floor with his head under the instrument panel. He pulled his head out and asked me if I could hand him the pilot seat which he did, then left the hangar with his friend Greg as soon as he handed the seat to the pilot.

Mr. Hinckley stated that John bought fuel Tuesday March 3 2020 approximately 13.5 gallons at stellar aviation using a credit card ending in [REDACTED] and provided a copy of a fuel receipt. According to Mr. Hinckley the aircraft had not flown in 2-3 years, and that the pilot owned a red American Yankee AA-1 which is parked on the west ramp at lantana airport. Mr. Hinckley stated that he allowed john to work on the aircraft in hangar 508 in exchange for services and that Mr. Hinckley leased hangar 508 with a partner quality star automotive. Mr. Hinckley stated that the pilot john who is also an Airframe and Powerplant certificated airman just finished up a 100 hour inspection or annual prior to March 6 2020. Mr. Hinckley stated that the aircraft records may be somewhere in the hangar and that the last place he saw the aircraft Registration was in a plastic pouch in the glove box of N5757L. Mr. Hinckley was asked to provide a written statement of his account.

FAA Inspector Urian T. Riley email statement from Diane Troup, Boynton Beach resident

My name is Diane Troup. [REDACTED] Ocean Ridge, FL 33435 my telephone number is [REDACTED]. On March 7, 2020 sometime after 1 o'clock in the afternoon I am not sure what time it was exactly I was on Gateway Boulevard at the traffic light making a left on high ridge road when I looked out west to my right a little bit and I noticed a plane slowly spiraling downward. He was still up kind of up in the air when he started to spiral so I thought he was doing a trick. The nose was at a very slight angle but mostly downward. I counted about 4 slow spirals until I couldn't see him anymore. I thought to myself he looks like he's going to be getting too low to come back up. I tried looking to see if he was going to come back up but I couldn't see then all of a sudden I heard all the police and fire engines and I thought to myself oh my gosh I think he crashed. I hope this helps you. If you need anything else please call me. I'm sorry for the loss it was a sad day. Thank you.

FAA Inspector Urian T. Riley email statement from Mitchell Gordon, Stellar Aviation Lantana Airport

Mon the afternoon of Tuesday 3/3/2020 I was asked by John Pardillo to fuel N5757L. The fuel order was given by John Pardillo to me and to the best of my recollection "TOPOFF" There was no specific amount given per wing given to me. I do not know if the airplane flew after it received the fuel that day.

Juan C Garcia
Aviation Safety Inspector



SOUTH FLORIDA FLIGHT STANDARDS DISTRICT OFFICE 19

Urian Riley – South Florida Flight Standards District Office 19

March 8, 2020

INSPECTOR STATEMENT

On March 8, 2020 at approximately 5.41 pm I was contacted by Mr. Wayne Garner of Big Sky aviation Inc. He stated that he wanted to check if Inspectors from the FAA had been in contact with Mr. Ed Hinckley. Mr. Garner stated that Mr. Hinckley had been in possession of aircraft N5757L for five years and that he had given all records to Mr. Hinckley in a big zip-lock bag when he gave the aircraft to Mr. Hinckley. Mr. Garner stated he was going to work out a trade, with Mr. Hinckley for possibly a boat.


Urian Riley
Aviation Safety Inspector