

Statement on accident

N14181

Raymond Chaparro Lorenzo

When I Arrived at the Hangar and Walked to the Airplane N14181 I found the Larry from Vieques Air Link was Working on the Airplane's Left Engine, I asked what he was doing and he told me that He was lubricating the governor cable because pilots where complaining of being Rough. The pilot Luis was on a medical appointment that day, he arrived at around 11 AM, We were calibrating the HIS and if the calibration was successful performed a flight. After calibration the pilot taxied the airplane and hold short of runway 9 at Isla Grande Airport TJIG, controls where Free and Correct, when he was cleared for takeoff the pilot applied full power and the Airplane Immediately Yaw abruptly to the left as if the left engine was not producing power ,the Pilot aborted takeoff and cut power, manage to control the airplane which was almost sideways. The Air traffic controller asked if He needed any assistance, but the pilot reported that he was taxing to the Ramp to check a few things. I asked the pilot what the cause of such Yaw from the airplane and he had told me that it was from the Left landing gear strut having less nitrogen than the right strut. When exiting the runway, the Left engine quits and shuts down Luis the Pilot had a hard time to start that engine he cranked more than two or three times by cutting the mixture and applying it back again.

He taxied to the ramp and Asked me to take a visual look on the struts, I exit the airplane and found the opposite of what he told me that the strut with more volume of nitrogen was the left not the right and when I told Luis what I sawed he told me to get on the airplane because he was performing an engine runup, One factor that could Affected my ability to hear any irregular engine noise could have been that I was Wearing Light Speed Zulu noise canceling headphones witch are great at eliminating outside noise and engine noise. Luis performed engine runup in the Ramp and verify magnetos and Props. Then he taxied again to runway 9 and when he applied full power the Airplane N14181 Yawed Abruptly to the Left again but this time Luis the pilot corrected immediately he applied right rudder, yoke to the right and back pressure like in an crosswind soft field takeoff. We got airborne pretty fast and Luis was fighting the airplane to get it centered, When I looked down I notice that we were on the Left of the Runways and I notice that the Airplane was not climbing at a normal VSI I estimate around 100FPM I looked at Luis and saw that he was looking at the instruments to see what was wrong with the airplane and that's when Luis grabbed the landing gear lever and pull it up But I never saw the 3 green lights. At that time I realized that things were going to get ugly or we were going to the water , I notice the airplane turned left and I look back to see If the other mechanic Sammuel was wearing Seatbelt and when I look to the nose again It was the exact moment when the airplane crashed to the water nose down. I lost conscience and recouped when the water was at my chest level, For me it was a nightmare because I just woke up from the crash I tried and tried to open the door but could not opened. When I took my last breath and submerged with the airplane in the bay I move my right arm and notice that the door was open and I proceeded to exit the airplane and swim out of the water ,I did not know where to grabbed and only find the airplane which had the tail above the water and I proceeded to grabbed the airplanes tail until it sank. I was screaming for Help and I person in a boat jumped to the water with his

paddle board and swim towards me but it was like 100ft from the airplane I proceeded to swim towards him and grabbed to his paddle board and he took me to the back of his boat which I proceeded to hold to the ladder. And when I tried to climb That's where I notice that I could not because I had injured in my back and I remained on the water until the Police grabbed me to their boat and put me on a stretch.