

RECORD OF ☐ VISIT ☐ CONFERENCE OR ☒ TELEPHONE CALL		TIME 3:00 PM	DATE 06/04/2020
NAME (S) OF PERSON (S) CONTACTED OR IN CONFERENCE AND LOCATION Mr. Ashley (Ash) Matchett - Tel. [REDACTED] - email [REDACTED]		ROUTING	
		SYMBOL	INITIALS
[REDACTED]			
Sailboat Owner at San Juan Bay			
SUBJECT N14181 Accident			
DIGEST			
Puerto Rico Ports Authority (PRPA) Isla Grande Airport (SIG/TJIG) Supervisor, Mr. Edgardo			
Torrellas, contacted this reporting inspector on the afternoon of June 4, 2020. Mr.			
Torrellas stated that he had verified the identity of Mr. Ashley Matchett, owner of a			
sailboat that was struck by Piper Aztec N14181 a few days before. Mr. Matchett was right			
beside him at the SIG operations office. Mr. Torrellas stated that Mr. Matchett wanted to			
provide his version of the facts to the FAA. This reporting inspector accepted to conduct			
the interview by telephone.			
Mr. Matchett stated that he was working on his computer below deck before the accident took			
place. He was startled by a loud "bang" followed by a pronounced "fore-aft" motion from his			
sailboat. He immediately ran to the upper deck of the sailboat and saw Piper Aztec N14181			
in the water about 30' away from his sailboat. He recalls seeing an occupant yelling			
"ayuda" next to the wreckage. At that time the forward section of the airplane was already			
submerged. He recalls the airplane sinking completely in a matter of seconds.			
Mr. Matchett assisted the occupant that was able to escape the wreckage. He recalls that			
other bystanders started to approach the area to assist in rescuing the other occupants. He			
stated that those waters are close to 30' deep and very "murky". He stated that (cont.)			
CONCLUSION, ACTION TAKEN, OR REQUIRED			
DATE 06/19/2020	TITLE Aviation Safety Inspector	[REDACTED]	

DIGEST (CONT)

there is really no visibility at the bottom of the San Antonio Canal. They were not able to locate the wreckage after several attempts by civilian and municipal police divers. Eventually, state police divers were able to locate the wreckage and recover the bodies of the other occupants.

Mr. Matchett's sailboat suffered impact damage to its mast.

RECORD OF ☒ VISIT ☐ CONFERENCE OR ☐ TELEPHONE CALL		TIME 10:45 AM	DATE 06/04/2020
NAME (S) OF PERSON (S) CONTACTED OR IN CONFERENCE AND LOCATION Brian Acevedo		ROUTING	
		SYMBOL	INITIALS
Fueller at MillionAir San Juan			
PRPA ID # [REDACTED]			
SUBJECT PA-23 N14181			
DIGEST			
Mr. Acevedo confirmed to this reporting inspector that he was the fueller that fueled N14181			
on the morning of June 2, 2020. He recalls that pilot Luis Torres was present during the			
fueling procedure. The fueling procedure took place at the ramp of MillionAir West. Mr.			
Torres had requested to "top-off" the inboard tanks of N14181. He was driving AVGAS truck			
#7 at the time. After completing the routine procedure he recalls closing both caps and			
completing the regular invoicing protocols. While he was doing that, he recalls seeing Mr.			
Torres going down to the area between the engine nacelles and the fuselage and checking			
fuel condition with a fuel tester. Mr. Torres did it on both sides of the aircraft.			
A few hours later that day and while fueling another airplane, he recalls seeing N14181			
exiting runway 9 at the B3 intersection with the left engine (#1 engine) shut down. He then			
saw the pilot trying to restart the engine as they taxied westbound on B taxiway.			
CONCLUSION, ACTION TAKEN, OR REQUIRED			
This record is part of accident investigation FAA ASO632020006 / NTSB ERA20LA202			
DATE 06/04/2020	TITLE Aviation Safety Inspector	SIG [REDACTED]	

RECORD OF ☒ VISIT ☐ CONFERENCE OR ☐ TELEPHONE CALL		TIME 3:00 PM	DATE 06/02/2020
NAME (S) OF PERSON (S) CONTACTED OR IN CONFERENCE AND LOCATION Mr. Christian Marrero		ROUTING	
		SYMBOL	INITIALS
Airline Transport Pilot (ATP) [REDACTED]			
SUBJECT PA-23 N14181			
DIGEST			
Mr. Marrero was interviewed by this reporting inspector at the MillionAir San Juan Ramp,			
located at the Isla Grande Fernando Luis Ribas Dominicci Airport (TJIS/SIG). Mr. Marrero			
recalls seeing N14181 exit the B3 intersection into B taxiway south of runway 9. He was			
preparing an aircraft for a departure later that day. Mr. Marrero stated that as the			
airplane exited the runway, he witnessed an attempt to restart the Left (#1) engine. He			
disregarded the event and continued preparing his aircraft.			
Approximately five minutes later he witnesses the same airplane rotating for takeoff. He			
sees the aircraft climb to an altitude of approximately 200 to 300 feet. When the aircraft			
reached a position close to being abeam the control tower, he understands he saw the			
beginning of gear retraction. He stated that the airplane never climbed above 300 feet. He			
saw it loose some altitude while drifting left of the runway 9 centerline. Close to when			
they were abeam the runway's departure end, the airplane turned abruptly left with a pitch-			
down attitude. He saw N14181 impact the water of the San Antonio Channel a fraction of a			
second later.			
CONCLUSION, ACTION TAKEN, OR REQUIRED			
Statement is part of FAA accident investigation AS0632020006/NTSB ERA20LA202			
DATE 06/04/2020	TITLE Aviation Safety Inspector	[REDACTED]	

RECORD OF ☐ VISIT ☐ CONFERENCE OR ☒ TELEPHONE CALL		TIME 1:00 PM	DATE 06/04/2020
NAME(S) OF PERSON(S) CONTACTED OR IN CONFERENCE AND LOCATION Rafael (Bebo) Cruz - A & P Mechanic - Tel. [REDACTED]		ROUTING	
		SYMBOL	INITIALS
Caribbean Aircraft Maintenance			
SUBJECT Accident involving Piper Aztec N14181.			
DIGEST Mr. Cruz was contacted by this reporting inspector via telephone on the afternoon of June 4, 2020. The purpose of the telephone call was to discuss the events of June 2, 2020, in which Piper Aztec N14181 departed controlled flight shortly after departure from runway 9 at Isla Grande (SIG/TJIG) and crashed into the San Antonio Canal north of the runway. Of the three occupants there was only one survivor, who suffered serious injuries. Mr. Cruz witnessed the takeoff from his maintenance facility north of the approach end of runway 9. He recalls N14181 performing an aborted takeoff close to 1:30 PM. He dismissed the aborted takeoff event guessing it was part of a training session. About 5 minutes later he recalls N14181 lining up again for departure. He states that he did not like the sound of the aircraft engines. When asked to described what he heard, Mr. Cruz described it as a rough sound that was abnormal for Lycoming IO-540 engines. He stated that he has been working with those engines for at least 20 years. N14181 initiated and continued their takeoff attempt with these abnormal engine sounds. The airplane failed to gain much altitude and drifted slowly to the left of the runway centerline, then it made a steep left turn that ended with the airplane diving into the canal water. Mr. Cruz had nothing else to add to his statement.			
CONCLUSION, ACTION TAKEN, OR REQUIRED This statement is part of an ongoing investigation into the aforementioned accident. NTSB # ERA20LA202/FAA A-SO-63-20-007.			
DATE 06/18/2020	TITLE Aviation Safety Inspector	SIGNATURE [REDACTED]	