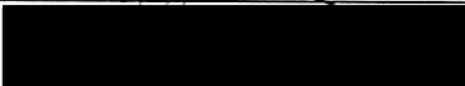


RECORD OF ☐ VISIT ☐ CONFERENCE OR ☒ TELEPHONE CALL		TIME 12:30 PM	DATE 01/27/2020
NAME (S) OF PERSON (S) CONTACTED OR IN CONFERENCE AND LOCATION Theodore "Cory" Rossi		ROUTING	
		SYMBOL	INITIALS
Nicholas Castellino			
SUBJECT Incident/Accident Involving G150 N373ML			
DIGEST			
On the afternoon of Monday, January 27, 2020, Mr. Rossi and Mr. Castellino contacted this reporting inspector to discuss details pertaining to an incident/accident presently under investigation by the San Juan FSDO. The aforementioned event occurred the evening of Friday, January 24, 2020 at approximately 09:00 PM local. It was confirmed during the course of this brief telephone interview that Mr. Rossi was the pilot flying and PIC during the night of the event. Both crewmembers affirmed that they are qualified to exercise the privileges of PIC on the airframe. Both stated that they have a fresh 14 CFR Part §61.58 check on the G150.			
Mr. Rossi and Mr. Castellino stated that the night of the event they approached Isla Grande Airport (SIG) visually. They recall that there was light rain in the area and that the runway was wet. Mr. Rossi stated that they touched down in the vicinity of the runway's aiming point markings. Aircraft was properly configured and thrust reversers were deployed upon touchdown. They both stated that the computed Vref was 122 KIAS and that they touched down close to that speed. As the airplane decelerated and close to 70 KIAS they lost directional control. It skidded left towards the northern edge of the runway and then abruptly to the right, vacating the runway and impacting the airport's perimeter fence.			
CONCLUSION, ACTION TAKEN, OR REQUIRED Incident/accident is under investigation by the San Juan FSDO.			
DATE 01/29/2020	TITLE Aviation Safety Inspector	SIGNATURE 	

DIGEST (CONT)

The crew claims that this all happened in an instant. They recall that the wind condition at the time of the event was calm winds with maybe a few knots of tailwind, something they both deemed negligible.

It was confirmed during the course of the conversation that there were 4 occupants on board at the time of the event, 2 crewmembers and 2 passengers. Passenger information was not requested nor made available. It was also confirmed that their point of departure was Houston Hobby (HOU). They flew on an instrument flight plan from HOU to SIG non-stop. They stated that they do not hold an LOA and flew out of RVSM airspace. They also stated that they applied for an LOA at the Farmingdale FSDO (EA11).

It was also addressed during the interview that the operation was 14 CFR Part 91. The aircraft was recently acquired by Compass Aviation. According to the crew, Compass hired their management company, Eagle Air, through a third party by the name of Champlain Advisors. They both stated that Eagle Air is a 91 management company that also holds a 14 CFR Part 135 certificate.

The crew was forwarded via email NTSB form 6120. They stated that they will fill out the form and forward it to Inspector Rafael Gonzalez, IIC of the investigation.