



NTSB MEMORANDUM FOR RECORD

Lynn Spencer
Aviation Investigator
Eastern Region, Office of Aviation Safety (ERA)
National Transportation Safety Board

Date: 2/25/2021

Summary of email received from: Andrew Lourake, pilot

NTSB Accident Number: ERA20LA237

The following information was received via email from Mr. Andrew Lourake on February 25, 2021, at 0633:

- Prior to flight on 3 Jul, preflight inspection showed no signs of improper tow. There were no marks, no paint chips, and no white grease on any of the steering dampeners or actuators.
- The only tow the aircraft was involved in that I was not present for (post purchase) was when the aircraft was in 50 maintenance at Flightline Group in Tallahassee. None of the aircraft tows in my presence exceeded limits. I walked beside with each tow.
- On the day of departure, the aircraft was parked facing North on the St Petersburg ramp. After receiving taxi clearance, I had to make a hard 180 to join taxiway Delta en route to runway 25 for departure. When takeoff clearance was received, the instructions were to enter runway 18/36 at Delta, turn right, and then a hard left on runway 25 for a short back taxi, and a hard right 180 into position for takeoff.



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National Transportation Safety Board

Date: 2/26/2021

Summary of email received from: Andrew Lourake, pilot

NTSB Accident Number: ERA20LA237

The following information was received via email from Mr. Andrew Lourake on February 26, 2021, at 0853. It includes a detailed history of how the aircraft was used from the day it was picked up:

The airplane (N89MA) background: The aircraft was purchased through Flightline Group who acquired the aircraft from Muncie Aviation. The aircraft was delivered to Flightline Group in Vero Beach, and it was used by myself and another pilot to train in at Legacy (who are outstanding). At the completion of each day's training flight, the aircraft was hangered with Sun Aviation, a well-respected and highly experienced FBO and PA-46 maintenance facility. At completion of training, we flew the aircraft to our home base of St Petersburg, FL (KSPG), where we hangered the aircraft. Just like with our M350, we sat the FBO manager and line personnel down and explained how important the tow limits were. That very day, the first-time home, we walked with the aircraft as it was put into the hanger ensuring no tow exceedances happened. Our first actual mission with passengers came the next day, where we once again walked with the airplane as it was towed out of the hanger to parking for loading and departure. We flew one more training mission from KSPG to KFTL, and upon return, each time, we walked with the aircraft to the hanger. Because the airplane was approaching 50 hours, during our next mission to Atlanta and back, we stopped in Tallahassee on our way back to pick up a Flightline Group pilot that was to accompany us to our destination, then bring the airplane back for its 50 hour inspection. Upon completion of the 50 hour inspection, the Flightline Group pilot, once again flew the aircraft to St Petersburg to pick me up. I returned him to Tallahassee, then I flew the airplane back to KSPG, where I once again walked with the airplane as it was towed into the hanger. The very next day, I showed up early to preflight the aircraft for a trip across state to Titusville. I did an overly thorough preflight to include getting up inside the nose gear well, due to the extensive maintenance that had been performed on the 50 hour inspection. ALL, and I say ALL aspects of the nose gear were looked at; no paint chips on the stops, no white lithium grease coming out of any actuator or damper, and no marks on any component that would indicate the aircraft had been towed beyond its limits. The same was done for the main gear, since the entire left main landing gear had been replaced during the 50 hour. Upon



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completion of the preflight in the hanger, I walked just off the left nose as they towed the aircraft into position. Again, like all the times before, I walked alongside the airplane and tug to ensure no limits were exceeded. And I assure you beyond any shadow of a doubt, they were not.