



RECORD OF CONVERSATION

Timothy W. Monville
Sr. Air Safety Investigator
Eastern Region

Date: March 22, 2021
Person Contacted: Salah Elshaer
NTSB Accident Number: ERA21FA154

Narrative:

Mr. Elshaer was interviewed near the accident site on March 16, 2021, at 0949 EDT. He provided a cellular phone number of [REDACTED] and an e-mail address of [REDACTED]

He indicated that he is not a pilot and is 17 years old attending the Pembroke Pines Charter High School. He does not have any hearing issues. His father is an Aerospace Engineer with Collins Aerospace UTC. He lives at the east end of SW13th Street.

On the date and time of the accident he was in a vehicle on SW 13th Street east of the accident site heading in a westerly direction. The windows were up in the car and the air conditioning was on but not too high. He heard a boom sound, and then he saw large amount of black smoke and fire. He thought from his vantage point that a house was on fire. He called 911 using his cellular phone and continued driving in a westerly direction towards the accident site. He stopped his car east of the site and heard a "bang" sound coming from the airplane while he was on the phone with the 911 operator. He reported that a red engine came first and 1 minute later a special truck with foam sprayed the wreckage and the ground. He saw someone struggling to get out of the car and then left the area.

NTSB Questions –

Did you see the airplane in-flight?

No. He saw it after the accident had occurred. He heard a 2nd bang when the airplane was on-fire. He described the sound as a "loud pop sound."

Where did he park or stop his car?

In front of 7170 SW 13th Street.

The digest was e-mailed to him for review on March 22, 2021. He replied on April 5, 2021, at 0841 EDT with, "Looks good, thank you." The corrected digest was e-mailed to him on April 5, 2021.



RECORD OF CONVERSATION

Timothy W. Monville
Sr. Air Safety Investigator
Eastern Region

Date: March 22, 2021
Person Contacted: Tomas E. Pendas
NTSB Accident Number: ERA21FA154

Narrative:

Mr. Tomas Pendas, owner of Tour Helicopter was interviewed on March 16, 2021; the time was not recorded. He was interviewed at his office location at North Perry Airport, Pembroke Pines, Florida. Also present was FAA inspector David Guest. Mr. Pendas provided a phone number of [REDACTED] and an e-mail address of [REDACTED]

At the beginning of the interview he was advised that the NTSB is a federal agency mandated by Congress to investigate aircraft accidents, and NTSB has no authority to take any action against any individual. He was also informed that the purpose of an NTSB investigation is for safety only, and any person NTSB talks with has the right to representation; he agreed to the interview without representation.

He holds a commercial pilot certificate with rotorcraft helicopter rating and has over 9,000 hours in various rotorcraft. He also holds a private pilot certificate with airplane single engine land rating and has between 1,500 and 1,900 hours at the private pilot level. His certificate number is [REDACTED]. He has never flown the Beech Bonanza before.

On the date of the accident, he observed only 1 person get into the accident airplane for the intended flight and that was not Jacob¹. He described the person as a white male, late 50's to early 60's, with a stocky build, and bald on the top of his head with bushy hair on the sides of his head. His skin was red in color like it was sunburned. He was wearing a blue t-shirt.

He (Tomas Pendas) was walking from his FBO office to his other office at the northwest T-hangars and that is when he saw the person enter the airplane, which at that time was on the non-

¹ According to FAA records, the pilot's correct name is Yaacov Nahom.

movement area of the yellow and red hangars, on the taxilane between the first and second hangar buildings starting from east to west. He described the airplane as “beautiful” and he (Tomas Pendas) waved to the individual in the airplane who was not Jacob who waved back. He (Mr. Pendas) continued walking to his office, and heard the accident airplane taxi, then came into his view. As the airplane approached taxiway Bravo, he heard the engine sputtering. He saw the airplane stop short of taxiway Bravo, and noted an extensive engine run-up. During the run-up he reported the pilot was cycling the propeller a bit, then started taxiing. A couple minutes later he was told of the accident.

NTSB Follow-Up Questions –

Did you see any part of the takeoff?
No

As the airplane approached taxiway Bravo can you explain the sound you heard?
When the airplane stopped he started to hear sputtering which he described “like rough idle.” The pilot cycled the propeller a few times and he noted the engine backfired when he brought the power up, adding there were several backfires in each sequence. Hearing that made him go outside.

What view of the airplane did he have?
Left rear 3/4 view.

Did he see anything unusual from the exhaust?
He didn’t notice any smoke or anything unusual.

What rpm was the engine run-up to?
“No, it was high very high”, from stall to full power repeatedly, which was more than the normal run-up. The pilot was cycling the propeller control fast each time.

How long was the airplane at that spot for?
From the time the airplane had stopped until it began to taxi was 3 to 5 minutes. It “was there a long time.”

Follow-Up Questions FAA –

None.

The run-up area location was determined to be 26.005090° North and -080.242904° West.

The hangar he shares with Sherry Ali of A/C Enterprises has a video camera. Mr. Pendas contacted her in NTSB presence, and she advised him that camera does not record video.

During a subsequent phone call with Mr. Pendas on March 25, 2021, he reported that a few weeks earlier, he saw the airplane in Hangar 20. The fuselage without wings attached was resting

on a wooden pallet. He noted a carpenter making wooden dolly's or saw horses in front of the hangar to elevate the airplane.

He was asked the following follow-up questions –

Was the propeller installed at that time?

He didn't think the propeller was installed because the fuselage was very close to the ground and there would not have been any clearance.

Were the horizontal stabilizer or vertical stabilizer installed at that time?

He does not think the horizontal stabilizer was installed but the vertical stabilizer and rudder may have been installed. He added that he did not look too closely.

The digest was e-mailed to him for review on March 22, 2021. He replied on March 25, 2021, at 0614 EDT with comments that were incorporated into the narrative. During a clarifying call with him on March 25, 2021, at 0926 EDT, additional information was provided and added to the digest. The amended digest was e-mailed to him on March 25, 2021. He replied the same day at 1725 EDT with, "Tim, the report looks correct. Best regards, Tom Pendas...." The corrected digest was e-mailed to him on March 26, 2021.



RECORD OF CONVERSATION

Timothy W. Monville
Sr. Air Safety Investigator
Eastern Region

Date: March 22, 2021
Person Contacted: Nicholas Silva
NTSB Accident Number: ERA21FA154

Narrative:

Mr. Nicholas Silva was contacted by phone on March 16, 2021, at 1708 EDT. The call was made from the South Florida FAA FSDO. He was called at [REDACTED] Also present on the call was FAA inspector Juan Garcia and David Guest. Mr. Silva provided an e-mail address of [REDACTED]

At the beginning of the interview he was advised that the NTSB is a federal agency mandated by Congress to investigate aircraft accidents, and NTSB has no authority to take any action against any individual. He was also informed that the purpose of an NTSB investigation is for safety only, and any person NTSB talks with has the right to representation; he agreed to the interview without representation.

He indicated that he attends flight training at Phoenix East Aviation which contracts to Broward College. He holds a private pilot certificate with airplane single engine land and instrument airplane ratings. He has about 140 hours total flight time. He does not have any hearing issues, and was not wearing any hearing protection.

On the date of the accident he had just landed and had taxied to the college ramp, which is off the north side of runway 10L and the east end of the airport. He was at the airplane and was finishing tying it down. He was leaving the ramp and saw the airplane departing from runway 10L and thought it was "very low, climbing at a very slow rate of climb." He thought at the time that was weird and thought it must have been conducting a soft field takeoff. He walked away and heard the engine shut down, adding, "it failed completely." It looked like to him the propeller stopped, and reported the airplane remained in the same attitude for 1 to 2 seconds, then began a gentle right bank but kept the same pitch attitude. It looked like the airplane stalled, spun, descended nose down, and he heard a bang followed by an explosion. He indicated at this point of the conversation that he has pictures of the smoke and can provide them.

The engine quit when the airplane was past the departure end of runway 10L, “possibly between 100ft and 200ft, this is based off of what I saw so the number might be off but it definitely looked lower than 300ft ground level.”

NTSB Follow-Up Questions –

Did the propeller stop?

He looked at the propeller was not rotating. It was completely quiet.

What was the airplane configuration when the engine quit?

Clean, 0 flaps and gear-up.

Describe any unusual engine sounds?

Before the engine quit it sounded fine, then the engine shut down. It turned off completely.

Did he hear any engine sputtering?

No.

When the engine quit how far away was the airplane from him?

He estimated it was 500 ft away. The airplane was past the departure end of the runway when the engine quit.

Was there any smoke trailing the airplane?

No.

Describe the maximum bank angle he saw?

The first part of the turn was about 15°, and the maximum bank angle he saw before spinning was 30°.

Questions from FAA –

Describe what you observed when the airplane spun?

The airplane banked to the right, and with a nose-up pitch attitude, stalled, rolled 90° right bank, and spun.

NTSB Follow-Up Questions –

Confirm it was the airplane’s right wing that was low?

Yes, the aircraft’s right wing.

Did he perceive full power during the takeoff before the engine quit?

Yes, by sound, though he was not familiar with that airplane. At that time he was by the ramp gate, which by Google Earth was located at 26.0034912°North and -080.2370090° West.¹

¹ Using Google Earth he was located about 775 ft and 307° from the departure end of runway 10L.

He clarified that the engine sounded like the mixture was pulled to idle cut-off.

Was there any airplanes around him with the engine running or airplanes departing at that time? It was completely quiet. There was no airplane flying at that time.

The call ended at 1730 EDT.

The digest was e-mailed to him for review on March 22, 2021. He replied the same day at 1824 EDT with, "Hello Tim! I reviewed the report and everything looks good, however I believe that 300 ft of altitude for the aircraft at that moment maybe was too high, I believe he was possible between 100ft and 200ft, this is based off of what I saw so the number might be off but it definitely looked lower than 300ft. Other than that detail everything is correct. Thank you!" The correction was incorporated into the narrative and the corrected digest was e-mailed to him on March 23, 2021.



RECORD OF CONVERSATION

Timothy W. Monville
Sr. Air Safety Investigator
Eastern Region

Date: March 24, 2021
Person Contacted: Peter Townshend
NTSB Accident Number: ERA21FA154

Narrative:

Mr. Peter Townshend was contacted by phone on March 24, 2021, at 0730 EDT. The call was to [REDACTED] Mr. Townshend provided an e-mail address of [REDACTED]

As background, Mr. Townshend provided to the FAA an inspection report of the accident airplane. The inspection took place in South Africa for possible purchase by him.

He was asked if he knew why the airplane was so low time?
The reason given to him was that the owner bought the aircraft for family travel, but one family member became ill and passed away. After she died the airplane was not utilized.

Did he know if the airplane was hangered while in South Africa?
He understood it was hangered. He also understood that it was located in the interior of South Africa which is a high, and largely dry place. He added that it was away from the coastal zone.

Did he pay for the inspection?
Yes

How did he come to use the company that inspected the airplane (Breytech Aviation cc)?
On a forum Beechtalk, another member mentioned to him that the low-time airplane was for sale. Another South African put him in touch with Breytech Aviation cc who has experience on that airplane.

What was the main reason for walking away from the sale?
After he received the report, and spoke with the individual involved with the inspection, he asked the individual if the corrosion in the cylinders would be safe to allow him in its current condition

to fly his family. The individual responded that he would not recommend flying the airplane and his family, and suggested that rather than just doing a top overhaul, the engine should be disassembled to see if there were any other issues. Based on the cost of an engine rebuild, and the other outstanding discrepancies with the airplane, coupled with the cost to purchase, he decided not to buy the airplane.

Did he ever personally see the airplane?

No, only pictures that were provided to him

What was the date he officially said no to the airplane?

July 17, 2020. It was around that time that he was receiving information about other airplanes for sale from his broker.

Once he said no does he know what happened to the airplane?

No, he had no further contact regarding it.

Did he happen to buy another airplane?

He has owned a half share of a Piper Dakota for many years, it was not purchased instead of the Bonanza.

Is there anything else I should know about the accident airplane other than the provided report?

No, the report contains information. If I need any additional information I should speak to the Breytech Aviation cc person (Willie Breytenbach). Mr. Townshend e-mailed his contact information to NTSB 2 minutes after the call ended, such as [REDACTED] and Mobile [REDACTED]
[REDACTED]

He (Mr. Townshend) has pictures of the airplane. Would I like them?

Yes. He was provided access to NTSB's secure e-mail system called Accellion.

Does he have any questions for me?

No.

The call ended at 0748 EDT.

The digest was e-mailed to him for review on March 24, 2021. He replied on the same day at 1237 EDT with comments that were incorporated into the narrative. The corrected digest was e-mailed to him on March 26, 2021.



RECORD OF CONVERSATION

Timothy W. Monville
Sr. Air Safety Investigator
Eastern Region

Date: April 7, 2021
Person Contacted: Pablo Miliani
NTSB Accident Number: ERA21FA154

Narrative:

Mr. Pablo Miliani was contacted by phone on April 7, 2021, at 0944 EDT. The call was made to [REDACTED]. He provided an e-mail address of [REDACTED] or [REDACTED].

He confirmed he is the owner/manager/pilot of N32490, a Piper PA-28 which is based at North Perry Airport (HWO) Pembroke Pines, Florida. He was called to ask about fueling of his airplane. Fuel records reflect his airplane was fueled from Truck No. 2 of Bobby's Landing on March 2, 2021 (Tuesday), at 1550 EST. He indicated that he called the fuel order in and he was not present when his airplane was fueled. The fuel request was for a top-off.¹ He indicated that after fueling the right fuel tank was defueled and removed to locate the source of a fuel stain at the inboard bottom of the tank. Maintenance determined that the leak was likely from the tank itself, and it was sent to a repair station for inspection and repair as necessary (IRAN). The tank was then reinstalled. He believed the same fuel was added back into the repaired right fuel tank. Since the work to the right fuel tank was unscheduled, he did not think there was any other work performed elsewhere on the airplane, "...nor was the fuel removed from the left tank."

On March 27th, as part of his preflight inspection in preparation for flight, he did not detect any contaminants in either wing tank sump drain or fuel strainer. This flight was his first after work was done to the right wing fuel tank. He started the engine and ran on the ground to verify the fuel system operation with each tank (no "both" position on his airplane). His approximate 1-hour local flight on March 27th was uneventful.² His normal procedure in-flight is to switch the fuel selector every 30 minutes so, "...given the duration I would have used about the same for

¹ According to fuel records, 21.5 gallons of fuel were added.

² According to Flight Aware, he departed HWO, flew south along the coast and returned to HWO.

each tank. I cannot confirm the exact sequence, but are confident that on the ground, and in flight, fuel was used from both tanks.”

He purchases fuel from Bobby’s Landing frequently and has not had any fuel contamination issues related to fuel added to his airplane from that facility.

He did not know the accident pilot or the aircraft.

The call ended at 1007 EDT.

The digest was e-mailed to him for review on April 7, 2021. He replied the same day with comments that were incorporated into the narrative. The corrected digest was e-mailed to him on April 7, 2021.



RECORD OF CONVERSATION

Timothy W. Monville
Sr. Air Safety Investigator
Eastern Region

Date: April 13, 2021
Person Contacted: Patrick Coulton
NTSB Accident Number: ERA21FA154

Narrative:

Mr. Patrick Coulton was contacted by phone on April 7, 2021, at 1027 EDT. The call was made to [REDACTED]. He provided an e-mail address of [REDACTED].

He was driving and there was a poor connection. He was advised I would text him my phone number. I ended the call and texted him at 1031 EDT. He returned the call the same day at 1143 EDT. He pulled over for the phone call.

At the beginning of the interview he was advised that the NTSB is a federal agency mandated by Congress to investigate aircraft accidents, and NTSB has no authority to take any action against any individual. He was also informed that the purpose of an NTSB investigation is for safety only, and any person NTSB talks with has the right to representation; he agreed to the interview without representation.

He was asked to explain in detail what he knew about the accident airplane- He indicated that it was previously in South Africa and was purchased by the owner while it was in Johannesburg, South Africa. The plan was to have repairs done and then it would be purchased and flown to the United States. The decision was made to ship the disassembled airplane to the United States than fly it from Africa due to all the conflict zones. He (Mr. Coulton) did not talk with the person packing the airplane in South Africa. He was sent pictures, and it seemed like they, "did it right." The airplane was prepped for them to do a minimum amount of assembly in the United States. The plan was for a person from South Africa to come to the United States to work on re-assembling the airplane. Mr. Nahom had a list of individuals who he planned to use to work on the airplane. The Pandemic caused delays and two aircraft arrived in the same container. A welded frame was fabricated to hold the fuselage. When he became involved the wings had been taken out of the contained and he noticed a forklift helping to remove the fuselage. He noted a strap around the crankshaft/propeller that was going to be

used to pull the fuselage from the container. He told them no. A flatbed trailer was used to help slide the fuselage from the container. Mr. Nahom had a larger hangar designated to work on the airplane and it was moved there. The person from South Africa who was intending to come to the United States to assist broke his ankle or leg 2 days before the trip so that person did not travel. Mr. Nahom and the person from South Africa maintained constant communication, though he (Mr. Coulton) never spoke with the person from South Africa.

Mr. Nahom asked him if he could assist with working on the airplane and he said “yes” and that he could do the inspections but advised him (Mr. Nahom) not to rush it. The airplane was assembled by different people who had specialty areas and specialized tools. Mr. Coulton made a copy of the maintenance manual pages and used that information to install the wings. The wings were cleaned and installed with new bolts (Figure 1). The engine was installed onto the airframe when it was shipped. He did the annual inspection on the airplane with the IA and utilized the inspection checklist. The annual inspection was completed, “...on or about the middle of February. Ten (10) gallons of AVGAS [was] added to the left and right [fuel] tanks.” A “good engine run-up” was performed. The initial engine ground runup was conducted in front of the hangar (in the alley way between the hangars). In preparation for the engine run he walked to the end of the row of hangars to advise the individuals working on a Piper Navajo Turboprop that they were going to run the engine and then walked back to the aircraft. Mr. Hustad was in the left seat and he returned and after observing the engine start sat in the right seat. There was no unusual noise, fuel, or oil leaks. “All engine operation was normal.”¹ The airplane was then moved to an open ramp area to allow the nearby airplane to be towed out. He indicated that a second engine run-up was performed because the right brake was not holding properly, and also because he wanted to observe/listen to the engine outside the airplane. This was “because” he did not forget about the loading strap wrapped around the propeller and his concern that the airplane was pulled from the container during the unloading process. He added that Mr. Nahom, “...had assured me in a brief conversation that the aircraft was not pulled out of the container by the propeller/crankshaft to allay my concerns. I was satisfied with the engine runup.” The airplane was returned to hangar #20. The logbook entries and related paperwork was completed between February 20 and 23rd. He indicated there was a delay with the Airworthiness Directive compliance reports because of computer issues. The aircraft could not be flown until the conformity check was done by the Designator Airworthiness Representative (DAR).

To his knowledge after the inspection was done the airplane was flown twice. Mr. Nahom and Hustad would advise him when the conducted a test flight. He indicated that on “March 2nd or thereabout[s] Mr. Nahom called and asked if [he] was at the airport, to which I replied no, I’m in Claxton, South Georgia working on an aircraft for the next four days. Without providing an explanation he said by[e] and ended the call.” On or about March 2nd, a person named Mr. Murel observed Mr. Nahom and Mr. Gutenberg (First Name unknown) working on the engine for an unknown reason. He surmised it was related to the short flight the airplane made on March 2nd. After one flight on March 9th Grant Hustad (right seat occupant of accident flight) informed him the airplane flew, “perfectly well” but noted that the knob for the aileron trim felt like it was slipping, which needed to be tightened. “Mr. Nahom gave it a thumbs up.” He went with Mr.

¹ He indicated that Mr. Nahom made a video recording of the entire engine runup.

Nahom to look at the trim knob and turned it a couple of times and, “determined there was nothing wrong with it. This would be the last time I saw the aircraft.”

During the annual inspection (Figure 2) and checks of the landing gear, he and the IA took pictures and video.

With respect to the sale of the airplane, he knew there were different customers who expressed an interest. He thought the airplane was sold. The airplane was fueled, but then did not fly.²

On the accident date, the airplane was pulled out of the hangar, and at that time he was at Boca Raton, Florida. He understood the airplane left the ramp with the engine sputtering and backfiring, and the propeller was cycled. The airplane then taxied to the runway and the rest was known.

He indicated that he knew both occupants well. “[Mr. Nahom and Mr. Hustad] were an ‘unlikely couple’. Mr. Nahom could be very insistent and stubborn while Mr. Hustad was a laid back and diplomatic and had the most experience of the two.” Mr. Nahom provided the financial backing and would shop around for cost when it came to maintenance, and would try to do things on his own. He (Mr. Coulton) learned that Mr. Nahom would tell him things but based on experience Mr. Coulton knew he had to trust but verify the provided information.

He knows Mr. Hustad would come back for even the slightest thing wrong, and would ask him to check out whatever did not seem right. He thinks the airplane was flown before. Mr. Hustad would let Mr. Nahom takeoff and fly, but with respect to the accident flight, he surmised that the two of them must have been having a discussion about whether to go or not to go. The person who purchased the airplane who was from Peru arrived in the United States, and was waiting for the airplane at Fort Lauderdale Executive Airport (FXE), Fort Lauderdale, Florida. That person paid a deposit which was put into an escrow account. Mr. Nahom planned to keep the maintenance records until the airplane was paid in full.

A person named Ryan³ did a conformity check of the airplane to re-register it in the United States. Mr. Coulton asked what was the airplane total time and he was told 350 hours. He also asked when the engine was overhauled last, and was told never but it was top overhauled (Figures 3 and 4). He asked what year. Mr. Coulton said the airplane had not been operated and the owner decided to sell it because it was too expensive to fly in Africa.

Mr. Coulton indicated that he has been in aviation since the early 80s, and he “...got my A/P in the early 90s..” In his experience he indicated that being in a hurry does not do well speaking about Mr. Nahom.

² According to fuel records the airplane was fueled on March 2, 2021, at 1514 EST.

³ A logbook entry dated March 6, 2021 by Ryan M. Bivens FAA DAR indicated issuance of a FAA Standard Airworthiness Certificate.

NTSB Follow-Up Questions –

Is he an A&P with IA?

He is an A&P but not an IA. His certificate number is [REDACTED]

How long has he been a certificated A&P mechanic?

He began working in 1994, but was active as a mechanic in the last 6 years⁴.

Did he work at a repair station or as an independent mechanic?

He worked at Miami Seaplane Tours at Key Biscayne for 2 years, and about 2 weeks ago left them to take a break from maintenance and did “freelance” work for Mr. Nahom and other people.

When did the accident airplane arrive at North Perry Airport (KHWO)?

About the end of January 2021. It was shipped in 2020, but took a while to get to the United States. It arrived in the United States about November 2020.

Did he actually run the engine?

Yes, he was there when the engine was run several times and was there for the 1st flight.

What was the date of the 1st Flight?

He thinks the flight was late in February 2021. They came back and he recalled Mr. Bivens telling Mr. Nahom not to fly the airplane until he was completed the paperwork.

Did he fly the accident airplane?

No. Sometimes he would be in South Georgia, when he would hear that the airplane was flown. They did take it out of the hangar to put another airplane in the hangar.

What was the relationship between Messrs. Nahom and Hustad?

Mr. Nahom was the money behind everything. Mr. Hustad was the broker who sold the airplane. Mr. Hustad had more experience. He would say “can’t do this/that” which was in conflict with what Mr. Nahom wanted. Their interest digressed with respect to the accident airplane.

Who bought the airplane from South Africa?

Mr. Nahom. He also bought other aircraft and are bringing them to the United States now.

What was the purpose of the accident flight?

He was not sure exactly. The person who bought the airplane arrived from Peru and was at FXE airport. The new owner wanted to meet Mr. Nahom at FXE. Mr. Nahom had money in escrow and was going to deliver the airplane to him. He was not sure what was happening in the cockpit

⁴ According to FAA records, his airframe mechanic certificate was originally issued October 3, 1990, and his powerplant mechanic certificate was issued May 18, 1992. Both certificates were revoked on October 15, 2009. He reapplied on July 10, 2015, and both certificates were issued that date.

during the accident flight. He thought there could be a scenario where 1 person wanted to fly and the other did not.

NTSB Follow-Up Questions –

Who was directly involved with the engine run after the airplane was assembled?

With respect to the accident flight, he indicated that Mr. Hustad was in aviation his whole life. He thinks if there was an engine issue like described by witnesses in the run-up area and again after takeoff, he thought that Mr. Hustad would try to take over. On the accident date Mr. Pendas told him after the accident that he could not believe they actually departed based on his account of how the engine sounded in the run-up area.

Are you a pilot?

Yes. He holds a commercial pilot certificate and has about 2,000 hours total time. He has very little flight time in the Beech Bonanza.

Was there anyone at the hangar when the engine was started for the accident flight?

People were at the far end of the hangar row. He will probe to see if he can get NTSB a name and contact.

Who actually ran the engine after the airplane was assembled?

He reported, “we did an actual run-up. At one point he was the one actually operating the engine, which was run twice.” Mr. Nahom has video of the engine run-ups. And he believed Mr. Hustad was at the initial engine run-up.

Describe in detail the time he actually ran the engine.

He can’t recall the magneto drops. He did let the engine warm up, and cycled the propeller. He did a full power check, a check of the fuel flow and fuel pressures. There was “nothing out of the norm. He thinks he has a video of that engine run.”

Did he recall whether he achieved full static red line rpm at full throttle?

Yes, but he could not recall the exact reading.

After the engine runs were performed, who flew the airplane to the west of HWO?

Maybe it was Mr. Hustad. He recalled on an unknown date both Messrs. Nahom and Hustad said they flew the airplane and everything was working fine. It wouldn’t surprise him if Mr. Nahom flew the airplane without consulting anybody. He described Mr. Nahom’s pilot skill level as “less than average.”

The call ended at 1235 EDT.

The digest was e-mailed to him for review on April 13, 2021. He replied on April 18, 2021, at 1957 EDT with comments that were incorporated into the narrative. The corrected digest was e-mailed to him for review on April 19, 2021. He replied on April 25, 2021, at 1635 EDT, with comments that were incorporated in the digest. The FINAL digest was e-mailed to him on April 1, 2022.

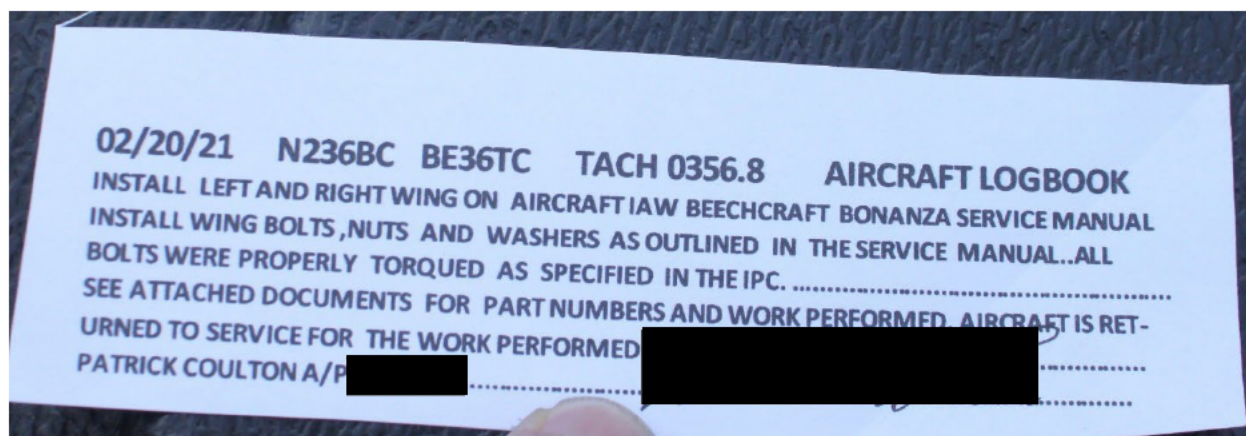


Figure 1: Wing Installation Entry From the Aircraft Logbook.

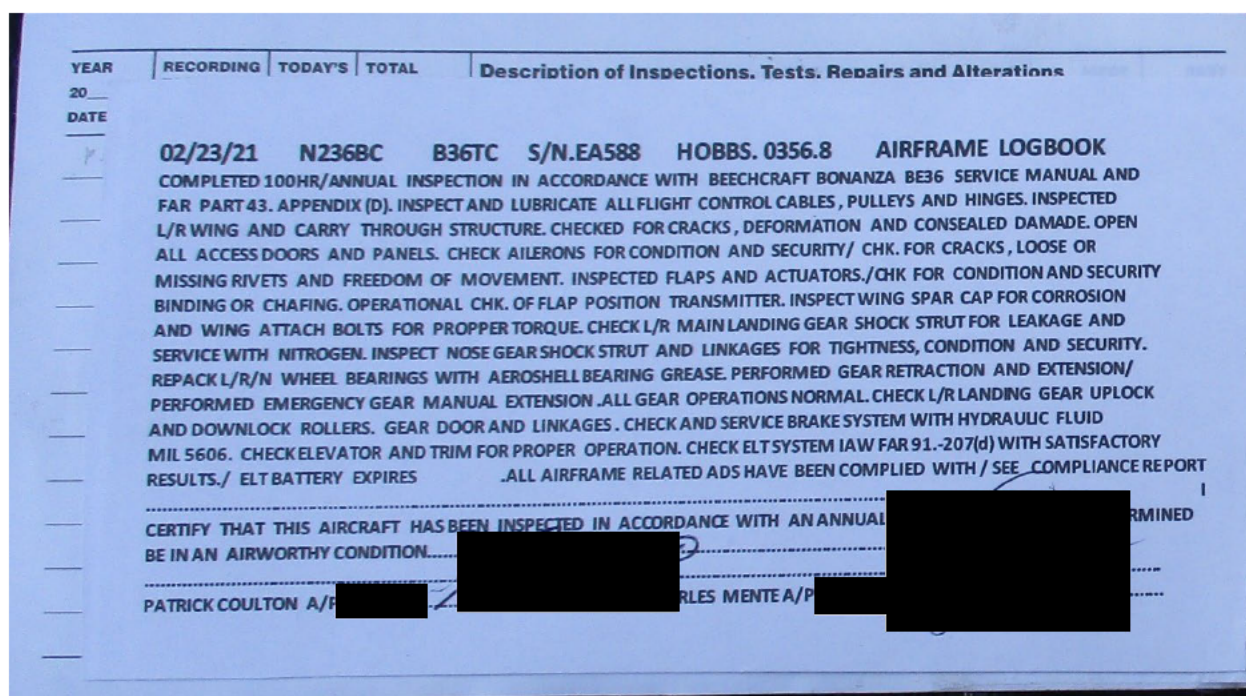


Figure 2: Last Annual Inspection Entry From the Aircraft Logbook.

		2. CERTIFICATE OF RELEASE TO SERVICE OF AN AIRCRAFT PART OR COMPONENT ISSUED BY AN APPROVED AIRCRAFT MAINTENANCE ORGANISATION				3. Certificate Ref No. LAR 459	
4. Approved Organisation Name and Address Light Aircraft Repairs [Redacted] New Redruth, Alberton [Redacted]						5. Work Order/ Contract/Invoice Z S - NUD	
6. Item	7. Description	8. Part No.	9. Eligibility*	10. Quantity	11. Serial/ 12. Batch No	13. Status/ Work	
1	CONTINENTAL	TSIO-520-UB		6	527242	TOP O/H/AUL	
14. Remarks: THE CYLINDERS WERE TOP OVERHAULED IN ACCORDANCE WITH CONTINENTAL OVERHAUL MANUAL X30574A REVISED MARCH 1999. THE FOLLOWING TECHNICAL REQUIREMENTS WERE FOUND COMPLIED WITH: M85-9R1 PISTON TO DOME CLEARANCE: M92-6 ROCKER SHAFT RETENTION. THE FOLLOWING A.D.'s WERE FOUND COMPLIED WITH: 70-14-07 FUEL INJECTOR PUMP BY-PASS NEEDLE: THE FOLLOWING A.D.'s WERE COMPLIED WITH: 93-10-02 VALVE RETAINER KEYS:							
Limited life parts will normally be accompanied by maintenance history including life used.							
15. ☒ X CAR 43.03.3 Release to Service ☐ CAR 43.03.4 Release to Service							
The organisation, referred to in block 4, hereby certifies that the work specified above, except as otherwise specified in block 13, was carried out in accordance with Part 43 of the SA-CAR and in respect to that work, the part(s) or component(s) is(are) [Redacted] release to service. (See over)							
16. Authorised Signature [Redacted]						18. Approval Reference Number: [Redacted]	
17. Stamp [Redacted]							
19. Name ... B. A. CLACK						20. Date ... 09/02/2011	
* Installer must cross-check eligibility with applicable technical data NOTES: 1. It is important to understand that the existence of this document alone does not automatically constitute authority to install the part/component/assembly. 2. Where the user/installer works in accordance with the national regulations of an Airworthiness Authority different from the Airworthiness Authority specified in block 1 it is essential that the user/installer ensures that his/her Airworthiness Authority accepts parts/components/assemblies from the Airworthiness Authority specified in block 1. 3. Statement 14 does not constitute installation certification. In all cases the aircraft maintenance record must contain an installation certification issued in accordance with the national regulations by the user/installer before the aircraft may be flown							

Figure 3: Cylinder Top Overhaul Certificate of Release To Service Paperwork.

MAINTENANCE AND DEFECT RECTIFICATION ON ENGINE OR ANY RELEVANT MATTER CONSIDERED NECESSARY TO RECORD OTHER THAN SCHEDULED INSPECTIONS

Description of maintenance performed	* Signature	AMO Approval Stamp or AME Licence No	Date
MPI Inspection carried out In accordance with SA-CATS-GMR And approved maintenance schedule Signed: [Redacted] 1/ Engine removed, low blow hoses cylinders removed and repaired by light Aircraft repairs, engine refitted, Diesel inspection carried out by [Redacted] 2/ New hoses made and fitted. 3/ Magneto LH + RH removed for Overhaul by M+D electrical fitted retimed [Redacted] ref [Redacted]	[Redacted]	AIRCRAFT MAINTENANCE No. 1 AMO 1029	14/3/2011

Master Tech

Figure 4: Logbook Entry March 14, 2011 For Engine Removal And Overhauled Cylinder Installation.



RECORD OF CONVERSATION

Timothy W. Monville
Sr. Air Safety Investigator
Eastern Region

Date: April 15, 2021
Person Contacted: Lisa Landsman
NTSB Accident Number: ERA21FA154

Narrative:

Ms. Lisa Landsman of South Beach Helicopters was contacted by phone on April 9, 2021 0845 EDT. The call was made to [REDACTED] and a voice mail message was left. She called the same day at 0849 EDT and left a voice mail message. She was called at 0853 EDT to [REDACTED] and she provided an e-mail address of [REDACTED]

She was asked about N247LP, a Robinson R44II, that is operated by South Beach Helicopters, and fueling that was done on March 2, 2021, at 1605 EST from Truck No. 2 of "The Fuel Depot @Bobby's Landing." She was advised that I was following up with all aircraft fueled from the same fuel truck on the same day as the accident airplane. She indicated that the typical procedure for their company is to sump the fuel tank after fueling and before any flight. She was asked specifically about after the fueling date and time and said the helicopter had been flown numerous flights since then with no fuel related issues. She also stated that if anything had been detected when the fuel tank was sumped the helicopter would not have been flown.

She was asked in an e-mail on April 9, 2021, at 0904 EDT, to provide details as to date and time when N247LP was flown after being fueled on March 2, 2021, at 1605 EST. She was also asked to provide the flight duration and whether there were any issues related to the fuel.

She indicated by e-mail on April 15, 2021, at 0934 EDT with, "Hi, The first flight after 3/2/2021 for N247LP was a local flight on 3/12/2021 for about an hour departing from KHWO and returning directly to KHWO with no issues. Kind regards, Lisa, Lisa Landsman, As Authorized Representative South Beach Helicopters."

The digest was e-mailed to her for review on April 15, 2021. She replied the same day with information that was incorporated into the digest. The corrected version was e-mailed to her for review on April 15, 2021; she did not reply. The FINAL version was e-mailed to her on April 1, 2022.



RECORD OF CONVERSATION

Timothy W. Monville
Sr. Air Safety Investigator
Eastern Region

Date: April 13, 2021
Person Contacted: Charles Mente
NTSB Accident Number: ERA21FA154

Narrative:

Mr. Charles Mente was contacted by phone on April 13, 2021, at 1456 EDT. The call was made to [REDACTED]. He was left a voice mail message and called back the same day at 1458 EDT, from the same phone number. He provided an e-mail address of [REDACTED].

At the beginning of the interview he was advised that the NTSB is a federal agency mandated by Congress to investigate aircraft accidents, and NTSB has no authority to take any action against any individual. He was also informed that the purpose of an NTSB investigation is for safety only, and any person NTSB talks with has the right to representation; he agreed to the interview without representation.

He indicated that his certificate number is [REDACTED]. He is an airframe and powerplant (A&P) mechanic with inspection authorization (IA). He has been an A&P mechanic for 40 years and had his IA for about 15 years. He has always worked in the South Florida area.

He was asked to explain in detail what he knows about the accident airplane (N236BC) coming to the United States, and what happened to it once it arrived.

He indicated that the airplane arrived in a shipping container. Mr. Nahom bought 3 to 5 aircraft from South Africa at the same time. He helped assemble it, and since he does a lot of inspections at North Perry Airport (HWO), Pembroke Pines, Florida, and also prior to the accident airplane has inspected 3 or 4 other aircraft brought into the United States from South Africa for Mr. Nahom, he was asked to inspect it.

He was asked the following questions:

NTSB Questions Continued –

Did he assist assembling it?

No, he didn't. He did not assemble it, but he did inspect it for conformity to the federal regulations.

What inspection guide did he use for his inspection?

He used the Bonanza Maintenance Manual.

Does he still have the hand marked or annotated copy available?

No.

Did he prepare or have a list of discrepancies he noted during his inspection?

No. He did not document any discrepancies on paper. He did tell Mr. Nahom what the discrepancies were. He also noted that the other mechanic Patrick Coulton looked over the airplane. Once the airplane was assembled he did checks of the normal and emergency landing gear, and operational testing of the engine.

Were there any discrepancies that would make the airplane unairworthy?

No. The discrepancies were things like, "missing cotter pins, nothing major."

Describe in detail the engine run?

He did not do it. Mr. Coulton ran the engine. He looked at the results of each cylinder differential compression test and based on input from Mr. Coulton signed it off. He reported that the airplane had been flown once after the annual inspection was signed off and the accident date. He was not sure who flew it. He described that flight as, "a conformity flight test."

Were there any discrepancies during the conformity flight test?

Not that he was aware of. He knew after he signed off the annual inspection the airplane was flown. He reported "they" were very satisfied. The airplane had very low hours total time, about 375.

Did he have any details about specifics related to the engine run for the annual inspection?

Physically he did not perform the engine run. He relied on Patrick. He looked at the provided parameters, and cylinder differential compression test.

What was the purpose of the accident flight?

"I have no clue why they flew together."

After the airplane was signed off did anybody say anything to him about any issues related to the engine?

No. They (Mr. Nahom) was very satisfied about the engine. He did not describe any performance related engine issues. Also, there were no reported airframe issues.

NTSB Questions Continued –

What was the Part Number (P/N) for the Beech Maintenance Manual he used for his inspection?
He does not have the maintenance manual. Mr. Nahom provided it. When installing the wing they referred to it. Mr. Nahom had to rent special tools to install the wings. Mr. Coulton was more aligned with that.

He was asked to explain his exact duties with respect to the accident airplane?
He did not “work” on the airplane. He did inspect it. And he inspected the wing attach bolts. Mr. Coulton did the work.

Did you go line by line and item by item in the Beech Maintenance Manual?
He has his own checklist that is considered Generic that he used.¹

Did he do every item in the Beech Inspection Guide?
He did not do every item. Mr. Coulton checked every item. Together, they did the landing gear swings of the normal and emergency systems, checking the flight controls for proper direction and travel, and orientation. He told Mr. Coulton about the discrepancies he found during his inspection.

Does he have a written list of discrepancies he found during his inspection?
No, but Mr. Coulton would have it.

Are there any aircraft issues I should know about?
The airplane was very low time. It had about 375 hours. It was very clean, with no corrosion. He was “surprised it happened.” It was one of the “better aircraft he worked on for [Mr. Nahom].”

Did he have any questions for me?
No. I don’t.

The call ended at 1518 EDT.

The digest was e-mailed to him for review on April 13, 2021. He did not reply. The FINAL digest was e-mailed to him on April 1, 2022.

¹ He indicated that he currently was in a hospital planning to have open heart surgery on April 15, 2021. Once he is recovered in about 3 weeks, he would like NTSB to call back.



RECORD OF CONVERSATION

Timothy W. Monville
Sr. Air Safety Investigator
Eastern Region

Date: April 13, 2021
Person Contacted: John Kimball and Milo Srkal
NTSB Accident Number: ERA21FA154

Narrative:

Messrs. Srkal and Kimball contacted NTSB by phone on April 15, 2021, at 1130 EDT. They called from [REDACTED] Mr. Kimball provided an e-mail address of [REDACTED]

Mr. Kimball indicated that he is employed as a pilot with Aerial Banners, and began his training with them on December 1, 2019.

Mr. Srkal began the conversation with perspective pertaining to operation of N37AB after it was fueled from Truck No. 2 on March 2, 2021, at 1538 EST. He indicated that it was flown on about a 1-hour flight after fueling, and then again on about a 1-hour flight on March 3, 2021, and then it was flown again on March 4, 2021, with no fuel related issues on any of the flights.

They were asked to explain flights of the airplane after fueling on March 2, 2021, at 1538 EST?

March 2, 2021 –

Their records reflected it departed North Perry Airport (HWO) at 1555 EST and returned to HWO and landed at 1703. It was flown by Mr. Kimball.

March 3, 2021 –

Their records reflected it departed HWO at 1207 and returned to HWO and landed at 1430. It was flown by Mr. Kimball. Milo will research fuel records but even if it was fueled before departure (their typical procedure), their still would have been fuel from the March 2nd fueling in the 75-gallon usable fuel capacity tank.

March 4, 2021 –

Their records reflected it departed HWO at 1315 and returned to HWO and landed at 1616. It was flown by Mr. Kimball.

Mr. Kimball was asked the following:

On his preflight or in-flight did he notice any fuel related issues during his preflight inspection or in-flight during those flights?

No. the airplane has 2 sump drains and he checked those and did not detect any fuel related issues. He indicated that they normally operated the engine in-flight with the mixture control full rich. He did not perceive any engine issues during the flights.

Has he had any problems with fuel from the facility?

On that day and recently no. He did indicate that one time when undergoing flight training about 1 year earlier when checking the fuel tank of one of the airplanes he did find “some water.”¹ He did not recall what airplane that was. Mr. Srkal asked Mr. Kimball whether the water was in suspension in the fuel or whether it came out first being heavier. He indicated that the airplane had been sitting on the ramp and there had been thunderstorms that week. He added that he used the “smaller” fuel sump and it was 1/2 water bubbles and the remainder fuel. Mr. Kimball indicated that he did not know how to tell if there was water in suspension.

Mr. Srkal indicated that he would teach Mr. Kimball how to detect water in suspension.

The call ended at 1145 EDT.

The digest was e-mailed to them for review on April 15, 2021. A phone call was made with Milo Srkal on April 22, 2021. Omitted information from the handwritten notes was added to the digest. The corrected digest was e-mailed to them on April 22, 2021. Milo Srkal replied on April 22, 2021 with, “Thank you Tim. I believe the Record of Conversation accurately captures our conversation. Sincerely, Milo.”

¹ The source of the water was unknown but could be from various sources such as condensation given the recent location of the airplane being outside.



RECORD OF CONVERSATION

Timothy W. Monville
Sr. Air Safety Investigator
Eastern Region

Date: April 1, 2022
Person Contacted: NS Aviation Training and Rental, Inc.
NTSB Accident Number: ERA21FA154

Narrative:

On April 9, 2021 at 0846 EDT, NS Aviation Training and Rental, Inc. (NS Aviation) was contacted by phone. The phone number called was [REDACTED] and a voice mail message was left. On April 13, 2021, at 0844 EDT a call was received from [REDACTED] but was not completed. On the same day at 0845 EDT, the call was returned to that same phone number but the line went to a facsimile machine.

On April 13, 2021, at 0854 EDT, an e-mail was sent to [REDACTED] stating, "Hello. I have left several messages at [REDACTED] This morning I tried to return a call to Emile at [REDACTED] but the call went to a fax machine. When able please call me at my work number below or my work cell of [REDACTED]"

By way of introduction I am the NTSB Investigator concerning a fatal Beech Bonanza accident at HWO on March 15, 2021. As part of my investigation I am conducting phone interviews of operators of aircraft fueled from the same fuel source on the same day as the accident airplane. The NTSB does not suspect any fuel source issue. I am just reaching out to all operators.

The following aircraft are of interest:

N67MS – Fueled on March 2, 2021 at 1555 EST
N3532T – Fueled on March 2, 2021 at 1533 EST

I would like to speak with the pilot of CFI who flew each aircraft after the fueling and ask whether he/she found any issues with the fuel during preflight or at all during the subsequent flight.

Please confirm receipt of this e-mail."

On April 13, 2021, at 1012 EDT, an unknown caller from NS Aviation contacted NTSB and advised that the instructor who flew the aircraft was out of the country but was returning on April 18, 2021.

On April 22, 2021, at an unknown time, Javier Fernandez Chief Flight Instructor of NS Aviation contacted NTSB from [REDACTED] and advised there was no fuel related problem with their aircraft fueled from the [REDACTED] Both aircraft had been flown.

On April 23, 2021, at 0854 EDT, Javier Fernandez of NS Aviation wrote an e-mail to NTSB advising that he would provide NTSB the contact information of the CFI's. In a subsequent e-mail from him on April 26, 2021, he provided the contact information for the CFI who flew N67MS and advised that the CFI and student who flew N3532T were out of the country in S. Korea but he could provide an e-mail.

No contact was attempted with the CFI or CFI and student of the 2 airplanes based on a verbal response from Mr. Fernandez on April 22, 2021, indicating there was no fuel related problems.

The digest was reviewed with him during the call on April 22, 2021, and April 23, 2021. The FINAL digest was e-mailed to Javier Fernandez on April 1, 2022.