

N5547Y - Pilot Statement

January 5, 2021

Justin Joseph Armstrong, Pilot Certificate # [REDACTED]

I am writing this statement based on a request from the NTSB regarding the crash of N5547Y.

I piloted this aircraft acting as PIC on 12-5-2020. I took off from KHWO around 1:30pm EDT and landed at KTNT around 2:00pm EDT. I shut off the aircraft for about 30-45 minutes to take some pictures, after that I took off and practiced 3 various landing types before heading back to KHWO. Total flight duration was 1.8 hours based on the Hobbs. I did not notice any water or contaminants in the fuel, the mag drop test was successful, I don't remember the exact RPM drop but it was fairly low, definitely within the limit. I am not able to remember the max RPM during the takeoff roll and did not find any structural issues during any portion of the flight. Flaps were used on all landings and take offs with varying degrees based on the landing type/wind. I didn't experience any issues with the flaps, or flight controls at any time. All fuel pressure readings were at normal range however I believe the right side tank gauge showed less than "full" even though the physical fuel level was at the tabs before takeoff but this was last time the previous time I flew the aircraft a few months prior. I had no engine or performance issues during the flight at all, it was uneventful, smooth and the aircraft ran well for the entire flight. I do not believe I have any further information that could aid in the investigation of the crash.

Thank you.

Justin Armstrong

Miami, January 13, 2021

Statement on last flight performed on N5547Y by Linus Osorio. PIC. Private Pilot cert # [REDACTED]

On the evening of December 9, 2020 I performed my last flight on N5547Y, a local sightseeing flight with two non-rated passengers out of KHWO headed east to the shoreline and then down to Brickell/Key Biscayne area and reverse track back to KHWO. The flight took 1 total of 1.0 hrs as taken from Hobbs. Total occupants were 3, pilot 140 Lbs, Pax 1: 150 Lbs, Pax 2 150 Lbs, no luggage.

The preflight was normal with the exception of the pitot cover was not found on the pitot tube. The cover was later found inside one of the seat pockets and replaced after the conclusion of the flight. Fuel samples were sumped from all three locations (wing tanks and under fuselage) and no contamination was observed.

During runup, mag drops were normal, same for carb heat drop.

Departure was on runway 28L then a left downwind departure to the east.

I do not recall max RPM at takeoff roll.

No structural issues were noted during the flight.

Flaps were used as per the regular schedule, retracted on upwind leg after crossing 300' AGL. At flap retraction, the stall warning sounded briefly, which startled the non-rated passenger. This has been noted by me in previous flights. Aircraft flight performance was normal. Flight control response was normal throughout the flight. No issues were noticed with regards to fuel flow or pressure. Engine performance was normal.

On the return to KHWO, ATC indicated a straight in entry from the shoreline and landing at 28L was normal. Aircraft was then taxied to Hollywood aviation. Due to the short nature of the flight, only the left tank was used and this tank was then topped off then the aircraft was secured at tie down.

Linus Osorio,

Cel: [REDACTED]
[REDACTED]

To: NTSB Investigator Timothy Monville

From: Anthony Pacetti, Pilot License# [REDACTED] (Private Fixed Wing, Commercial Rotor Wing, FAA Part 107) Cell: [REDACTED] Email: [REDACTED]

Date: January 6th, 2021

RE: N5547Y Flights

On 12/11/2020 at approximately 1:00pm, in addition to my pre-flight check of N5547Y, I sumped the fuel system (left/right wings, Gascolator) and did not observe anything out of the ordinary in the fuel. I do not recall my mag drop, but 2000RPM was used for the runup and everything was within parameters or the flight would have been aborted. There were no issues noticed with the flight controls, structure of the airplane or fuel flow/pressure prior to takeoff. I departed KHWO with N5547Y enroute to KEYW. I was the PIC and had my wife onboard in the right front seat. In the right rear seat, I had my adult brother and his wife was occupying the left rear seat behind me. We had a few small bags and we had fuel for the flight duration of approximately 1.2hr. The weather was clear and warm, and the wind was normal for that time of year. I had no issues during the takeoff or flight portions of my route that day and I was able to climb out successfully. I used one notch of flaps for takeoff and stayed in ground effect to simulate a soft field takeoff and obtain maximum forward airspeed prior to climb out. At approximately 1:58pm we landed at KEYW and parked the aircraft at Signature Flight Services. I requested 8 gallons of fuel (4 per side) and the airplane was left there until Sunday for the return leg.

On 12/13/2020 at approximately 1:18pm, I conducted my pre-flight check and prepared for the return flight from KEYW to KHWO. I had the same passenger and fuel amount as my previous flight from KHWO. I sumped the fuel system (left/right wings, Gascolator) and did not observe anything out of the ordinary. I do not recall my mag drop, but 2000RPM was used for the runup and everything was within parameters or the flight would have been aborted. There were no issues noticed with the flight controls, structure of the airplane or fuel flow/pressure prior to takeoff. On takeoff I performed the same procedure using one notch of flaps and maintaining ground effect for maximum forward airspeed. Once I obtained enough airspeed, I climbed up and made a left turn (North) to avoid the Navy airspace. I flew back to KHWO without incident and landed on runway 10R where I later taxied to Hollywood Aviation parking and turned over the airplane to Constanine (Gus) Cois. I did not put fuel in the airplane since he was going to take it for a short flight, and he would then refuel after that. The flight duration was approximately 1.1hr.

On 12/14/2020 at approximately 2:50pm, I conducted my pre-flight check and prepared for a flight from KHWO to MYGF (Freeport Bahamas). I do not recall my mag drop, but 2000RPM was used for the runup and everything was within parameters or the flight would have been aborted. There were no issues noticed with the flight controls, structure of the airplane or fuel flow/pressure prior to takeoff. I departed KHWO as PIC with N5547Y enroute to MYGF with one adult male passenger occupying the right front seat. There were a few bags on the back seat and in the baggage compartment area and I had enough fuel for the flight over and flight back. I used one notch of flaps for the takeoff and performed a normal climb out procedure. I did not experience any issues on climb out or during the flight there. I

landed on runway 24 and taxied over to the customs area where I cleared customs. I left the passenger and his bags at the airport and I DID NOT take any fuel in the Bahamas.

At approximately 4:58pm on 12/14/2020 I departed MYGF enroute to KOPF (alone as PIC). I do not recall my mag drop, but 2000RPM was used for the runup and everything was within parameters or the flight would have been aborted. There were no issues noticed with the flight controls, structure of the airplane or fuel flow/pressure prior to takeoff. I climbed up to 4500ft for an approximate flight duration of 1.2hrs to KOPF. I do recall seeing the engine RPM at 2700rpm during the climb, but I don't remember what I set it to for cruising. I successfully landed at KOPF on runway 27R and taxied to US Customs where I cleared quickly. After that, I departed KOPF enroute to KHWO around 6:10pm and performed a runup prior to departure I do not recall my mag drop, but 2000RPM was used for the runup and everything was within parameters or the flight would have been aborted.

At approximately 6:20pm I landed at KHWO on runway 28R and taxied over to Hollywood Aviation where I fueled the airplane to MAX FUEL. Another member (Ryan McHale) was there and he took the airplane from me after I removed my belongings. I partially observed him perform his preflight check and I left the airport after that. I did not fly the airplane again from this point.

January 22, 2021

N5547Y - Statement of flight performed on 12/13/2020 by **Constantine G. Cois** (PIC for this flight)
Private Pilot Cert.# [REDACTED]

Flight – **KHWO to KPKE to KHWO**
Flight Duration – **1.6 Hours (Hobbs)**

On Sunday December 13, 2020, I arrived at North Perry Airport (Hollywood Aviation) at approximately 3pm local time. Upon arrival, I met another member (Tony Pacetti) who had just arrived with the aircraft from KEYW. I told Tony not to re-fuel the aircraft as I was not going to fly for more than 2 hours. I performed a pre-flight inspection of the aircraft and found no issues. The pre-flight included sumping fuel samples from all three locations (both wing and the forward fuselage). Fuel was clean in all three samples. There were 2 souls onboard for the flight (380lbs combined) and no luggage.

Start-up was normal and so was run-up. Mag drop was 75 rpm on both the left and right side magnetos. The carb heat was turned on and a drop in manifold pressure and rpms was noted. Carb heat was turned off and the engine rpms recovered to 2000.

Flaps were set to takeoff setting. The fuel selector was on the left fuel tank. Clearance was given to depart on runway 10R and to make a right downwind departure. I began my takeoff roll at approximately 3:30pm. The tachometer was showing 2700 rpm on the takeoff roll, and rotation and climb out were normal. After climbing above 300' AGL, flaps were retracted and the aircraft was trimmed for climb out at 80 knots.

After clearing the delta airspace, I contacted Miami Departure to request flight following up to KPKE. The flight to KPKE was routine. Upon arrival, there were 2 other aircraft in the area. Position broadcasts were made by all aircraft on the CTAF, and after entering the pattern, a touch and go landing was performed on runway 36. Flaps were used for the landing and departure without issue.

After departing the pattern to the South at KPKE, I contacted Palm Beach Approach to request flight following back to KHWO. Along the way back, I turned the electric fuel pump on (per the POH) and switched the fuel selector to the right side tank. After a few minutes, the pump was turned off.

The return flight to KHWO was routine. I was cleared for a straight in approach to 10R. Flaps were used for the landing without issue.

After landing, I taxied back to Hollywood Aviation and used the self serve pump to refuel the aircraft. I put 31.07 gallons of 100LL into the aircraft. After fueling, the aircraft was restarted and taxied to parking.

Fuel pressure was always in the green during the flight.

Constantine G. Cois

PPL #: [REDACTED]
[REDACTED]
[REDACTED]

January 6, 2021

Ryan McHale

Air Pilot # [REDACTED]

C: [REDACTED]
[REDACTED]

On the evening of December 14, 2020, I conducted a solo night VFR pleasure flight in aircraft N5547Y as PIC. The plan was to depart HWO to the west for sightseeing and then return to HWO for night touch and go landing practice.

I arrived HWO Aviation at 1815L and met the previous pilot at the self serve fuel pumps where he was refueling and completing his post flight of N5547Y. We briefly discussed the details of his trip, weather, and aircraft, in which there were no squawks. After he completed his post flight inspection and topped off the aircraft with 100LL, I completed my preflight inspection in accordance to the POH. During my preflight I took fuel samples from below each wing and from the engine fuel filter drain and found no water or sediment, and confirmed the blue 100LL color. The engine oil level was checked and was exactly in between the 6 and 8 quart lines on the dipstick. I found the aircraft all flight controls and surfaces to be free and correct and found the aircraft to be airworthy.

I started the aircraft using the Engine Starting/Normal procedure from the POH. Once the engine started I observed oil pressure indicating within the green sector. I continued with the After Starting Engine Checklist in which I found no abnormalities and observed full flap movement from Down/Landing to Up/Retracted.

At approximately 1845L I copied the ATIS and received taxi instructions from HWO Aviation to runway 28L. I positioned the aircraft at the eastern most point taxiway L and performed the engine run up checklist. During that run up check I found the oil pressures, oil temperatures, and fuel pressure to remain in the green sector. During the magneto check I observed approximately 125 RPM drop for the left mag and initially did not see a drop from the right mag, however I thought I may not have given the engine enough time to "recover" from selecting the L mag to both then selecting the R mag to see a change, so I completed a R mag check once again and notice approximately 100 rpm drop from both to R, which was satisfactory. I then completed the Before Take off check list, and verified Flaps were set in the take off position, magnetos were selected both, mixture and propeller controls were set full forward, fuel pump was verified on and engine temperatures and pressures were all indicating in the green sector. The fuel selector was positioned in the left tank indent.

At around 1855L, HWO tower cleared me for take off from 28L with a Westbound departure. I applied full power and accelerated as expected down the runway. I do not recall engine RPM during the take off roll but there was no indication or sensation that it was out of the ordinary. I rotated at around 63 knots, and climbed normally at 70 knots. I recall seeing the tower cab at around the same height as the aircraft off my left wing after rotation. After passing 400 feet, flaps were retracted and accelerated to 80 knots for the climb out. Passing 1000 ft I reduced rpm to 2500 rpm and climbed to 2500 feet westbound staying below the Bravo airspace en route to the west practice area.

After reaching the practice area I completed a few turns, a climb and descent, but ultimately decided to head back to HWO and complete touch and go practice due to the lack of horizon over the Everglades on the moonless night which created a "black hole" effect. I descended to 1500 feet and called HWO tower with my position 10 miles west of the airport. I was instructed to enter left traffic for 28L and report 3 miles west of the field. I was then cleared for the option on 28L. I completed the Approach Landing checklist and continued with a normal approach and touch and go landing using full flaps. On the runway flaps were selected and verified in the T/O position and full power was applied and normal acceleration down the runway was observed. The climb out was normal and on the upwind leg tower instructed me to continue in right closed traffic for 28L. During the downwind I switched fuel tanks from the left tank to the right, and noticed no change in engine performance. I then

completed two more touch and go's on 28L followed by a full stop landing for a total 4 take offs and landings. All takeoffs were made with flaps in the T/O position, and retracted on upwind leg, and all landings were made with full flaps. After my final landing let the aircraft roll and I exited the runway at taxiway D at around 1735L. I then performed the after landing checklist and was instructed to taxi to HWO Aviation via D. I taxied up to the self serve fuel pump and shutdown per the POH.

At the self serve pumps I topped off the aircraft per club policy with 8.51 gallons of 100LL. I then taxied the aircraft to its assigned tie down. I completed a post flight inspection and found no discrepancies. I checked the oil after shutdown and there was no significant change in its level from pre flight. I left the fuel selector in the right tank position, and flaps fully extended per club policy. All covers were attached and inserted and the aircraft was locked. The keys were then placed in the aircraft lockbox.

During the entirety of the flight I noticed no abnormalities with the flight controls, engine controls, or engine performance. The aircraft performed as expected and the result was a routine flight. Total Hobbs time was 1.0. There were no squawks to write up post flight.