



## RECORD OF CONVERSATION

**Robert Gretz**  
**Senior Air Safety Investigator**  
**Eastern Region Aviation**

---

**Date: July 16, 2021**

**Person Contacted: Darrin Rimvey, Flywyld (HEF),** [REDACTED]

**NTSB Accident Number: ERA21LA250**

---

### **Narrative:**

Mr. Rimvey was interviewed via telephone. He stated the he endorsed the engine logbook for the most recent 100-hr inspection. Mr. Rimvey added that for the make and model airplane, he download's a 100-hr maintenance checklist from the manufacturer's website. To reinstall the oil sump drain plug, a new copper crush gasket is required and the plug is torqued to the value in the maintenance manual, and then safety wired.

Mr. Rimvey further stated that he did not perform the work of the 100-hr inspection himself. Another mechanic, Roman Kozhevnikov, was employed part time. Mr. Kozhevnikov has full time employment with an airline and needed more time with his family, so he has since stopped working part time for Flywyld. Mr. Rimvey does not recall any pauses or distractions while Mr. Kozhevnikov was performing the 100-hr inspection.



## RECORD OF CONVERSATION

**Robert Gretz**  
**Senior Air Safety Investigator**  
**Eastern Region Aviation**

---

**Date: July 16, 2021**

**Person Contacted: Roman Kozhevnikov, Herndon, VA, [REDACTED]**

**NTSB Accident Number: ERA21LA250**

---

### **Narrative:**

Mr. Kozhevnikov was interviewed via telephone. He stated that he recalled performing the 100-hr inspection. He remembered draining the old oil, reinstalling the drain plug with a new gasket, torquing it per the maintenance manual, and safety wiring it. He does not remember anything abnormal or any interruptions during this work. Mr. Rimvey then reviewed his work and endorsed the logbooks.