



U.S. Department
of Transportation
**Federal Aviation
Administration**

Aviation Safety Inspector

South Florida Flight Standards District Office 19
2895SW 145th Avenue Suite 120
Miramar, FL 33027

Inspectors Statement – Accident Investigation

Personal	Records	Aircraft
FAA: ASI Amanda Quevedo FAA: ASI Ricardo Queiroz FAA: ASI Donald Casto NTSB: Millicent Hill A&P/IA: Patrick Kuhn	NTSB # ERA22LA378 ATQA No.: A-SO-19-22-065 SAS Activity ID: SO19202214337	Registration: N587FL Serial Number: 28-7125446 Model: PA-28-140 Make: 1971 PIPER

Date: August 19, 2022

Time: 5:00 PM EST (2100 UTC)

Overview:

On Friday, August 19, 2022, at approximately 5:15 PM (EST), the Federal Aviation Administration (FAA) received a call from the Regional Operations Center (ROC) of a reported airplane crash in Marathon, FL, at approximately 5:00 PM local time. U.S. Coast Guard (USCG) advised Miami Air Route Traffic Control Center (ZMA) watch desk that a good samaritan picked up two people from a down aircraft located north of the Florida Keys Marathon International Airport (KMTH). No injuries were reported. At 5:15 PM, Miami Air Route Traffic Control Center (ZMA) contacted Millionaire Florida Key fixed base operation (FBO), and they advised that the aircraft's call sign was N587FL, a Piper Cherokee (PA-28-140) operated by the Florida Keys Flight Academy. The FBO reported they heard the aircraft broadcast Mayday Mayday on UNICOM, so they contacted USCG. No ATC services were provided (uncontrolled airport), and the aircraft was squawking 1200.

Monroe County Sherriff deputies, the Florida Fish and Wildlife Conservation Commission (FWC), and U.S. Coast Guard (USCG) identified the pilot in command (PIC), and one passenger found the wreckage.

"MARATHON, FL: N587FL, P28A, LOST POWER AND CRASHED INTO WATER 2.5 MILES NE OF MTH. BOATERS PICKED SURVIVORS. POB: 2, INJURIES: NONE, DAMAGE: EXTENT UNKNOWN. 08/19/2022 2100Z"



N587LF - ERA22LA378 – ATQA: A-SO-19-22-065

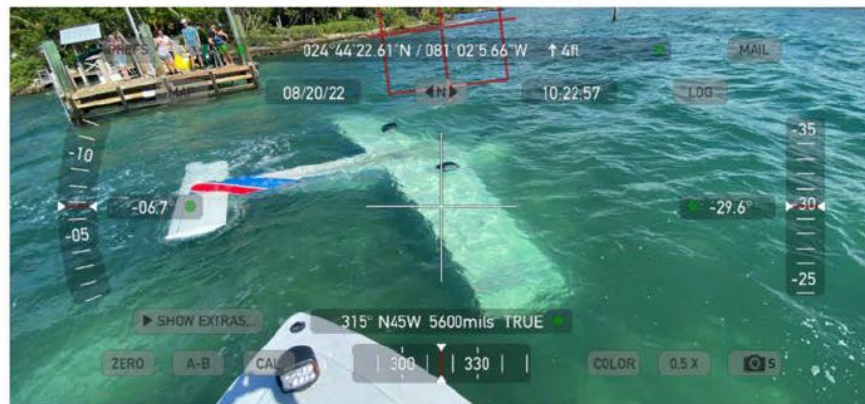
When:

August 19, 2022, at 2100 UTC (1700 Local Time)

Where:

The Florida Key Marathon International Airport (KMTH) is uncontrolled (with no control tower) one runway 07 and 25 (Dimensions: 5008 X 100 feet). Miami Air Route Traffic Control Center (ZMA) did not provide air traffic control (ATC) services to aircraft N587FL did not gain enough altitude to be detected on radar.

At or about .8 nautical miles (NM) (Latitude 24° 44' 22 N and Longitude 81° 02' 05" W), northwest of the end of the Florida Keys Marathon International Airport (KMTH) runway. The Aircraft N587FL had two souls on board, the pilot in command (PIC) LLORENTE, CARLOS MANUEL, and one passenger Gloria Lynn Cochran.



Who:

Pilot-in-Command (PIC)	Passenger
Airman: LLORENTE, CARLOS MANUEL Certificate Type: Private Pilot Certificate No.: [REDACTED] Medical Certificate Class: Third Medical Certificate Date: 10/12/2021 Address: [REDACTED] Total Time Airplane: 211 Hours (FAA Medical Form 8500-8 Dated 10/12/2021). <i>The pilot stated that his flight log books and iPad were on board N587FL and destroyed in the aircraft accident.</i>	Passenger: Gloria Lynn Cochran Certificate Type: None Ratings: None Certificate No.: None Medical Certificate Class: None Medical Certificate Date: N/A Address: [REDACTED]

What:

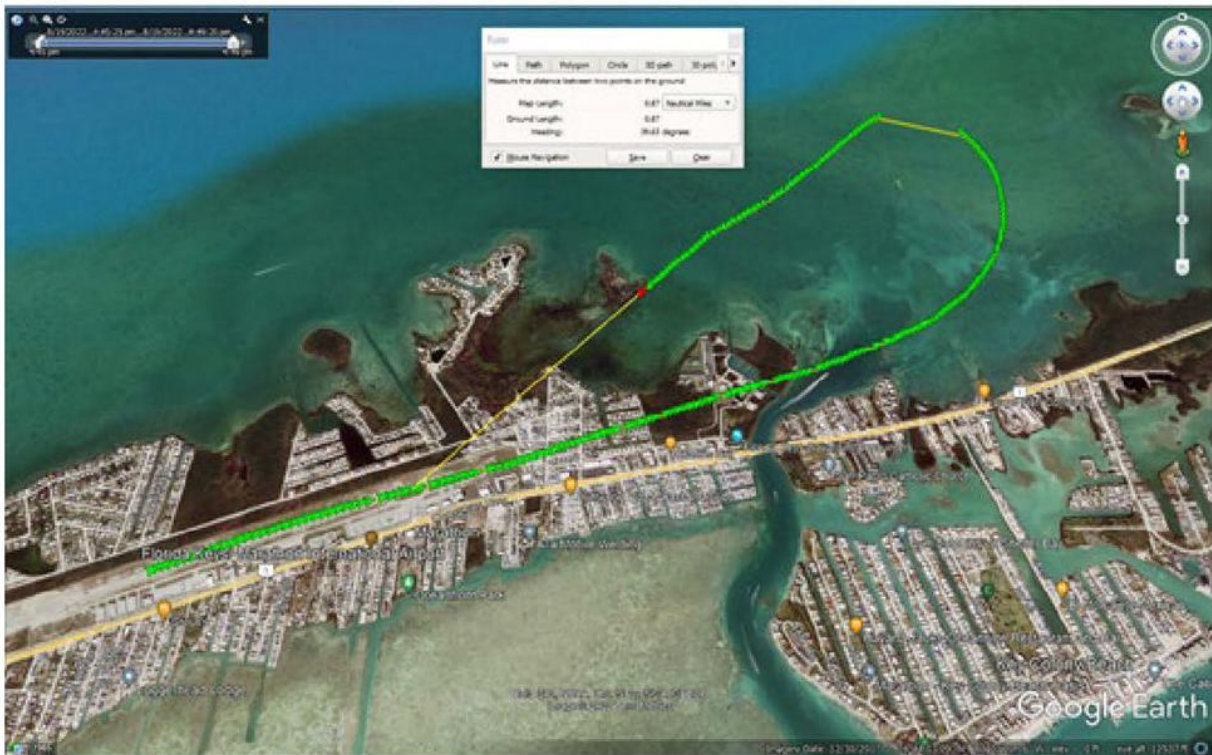
Information indicated that the aircraft was being operated under Title 14 Code of Federal Regulations (CFR) Part 91, doing a personal flight in daytime Visual Meteorological Conditions. Aircraft N587FL is a Piper Cherokee (PA-28-140) registered to Florida Keys Flight Academy at [REDACTED]



The weather condition at the time of the accident (provided by FAA form 8020-9 Aircraft Accident/Incident Preliminary Notice): **KMTH 192053Z AUTO 09009G17KT 10SM FEW027 34/25 A2999 RMK AO2 SLP153 T03390250 56013**

Examination of the aircraft and crash site:

The Federal Aviation Administration (FAA) South Florida FSDO assigned the Aviation Safety Inspector Inspectors, ASI Ricardo Queiroz and ASI Amanda Quevedo, to conduct the accident investigation of Aircraft N587FL on August 19, 2022. ASI Queiroz and ASI Quevedo arrived at the Coast Guard Station Key West on August 20, 2022, at approximately 10:30 AM local time and met with personnel from Florida Fish and Wildlife Conservation Commission (FWC) and U.S. Coast Guard (USCG). They interacted with the pilot in command and passenger on August 20, 2022. Florida Wildlife Commission personnel facilitated transport from the meeting area to the aircraft crash site, where N587FL was still submerged and surrounded by salt water. The aircraft was located at Latitude 024°44'22.68" N and Longitude 081°02'4.75" W, approximately 125 feet from the dock of Russel Key and about .8 miles from Florida Keys Marathon International Airport (MTH).



8/19/2022 4:45:25 pm - 8/19/2022 4:49:20 pm
4:45 pm 4:49 pm

Ruler

Line Path Polygon Circle 3D path 3D poly

Measure the distance between two points on the ground

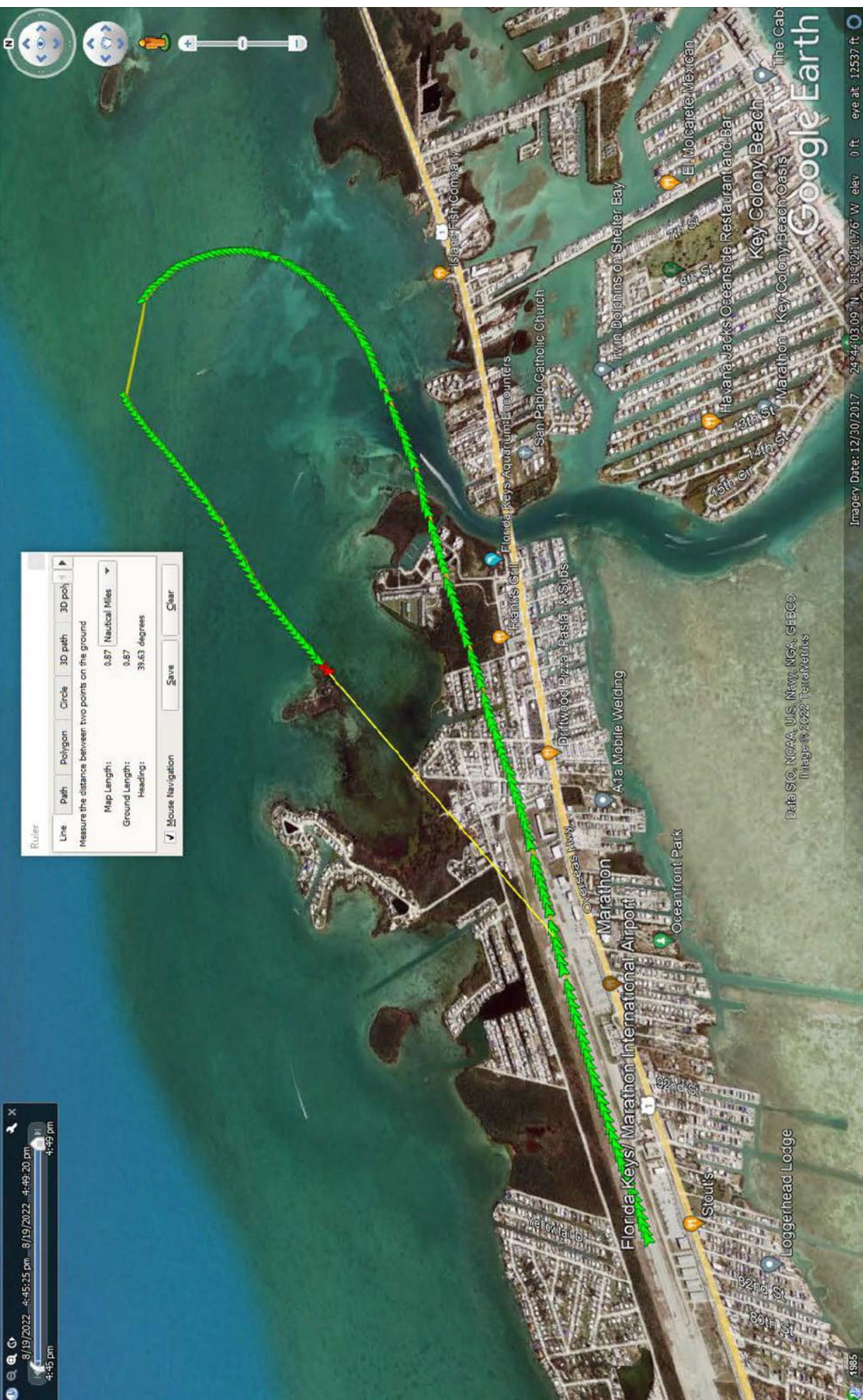
Map Length: 0.87 Nautical Miles

Ground Length: 0.87

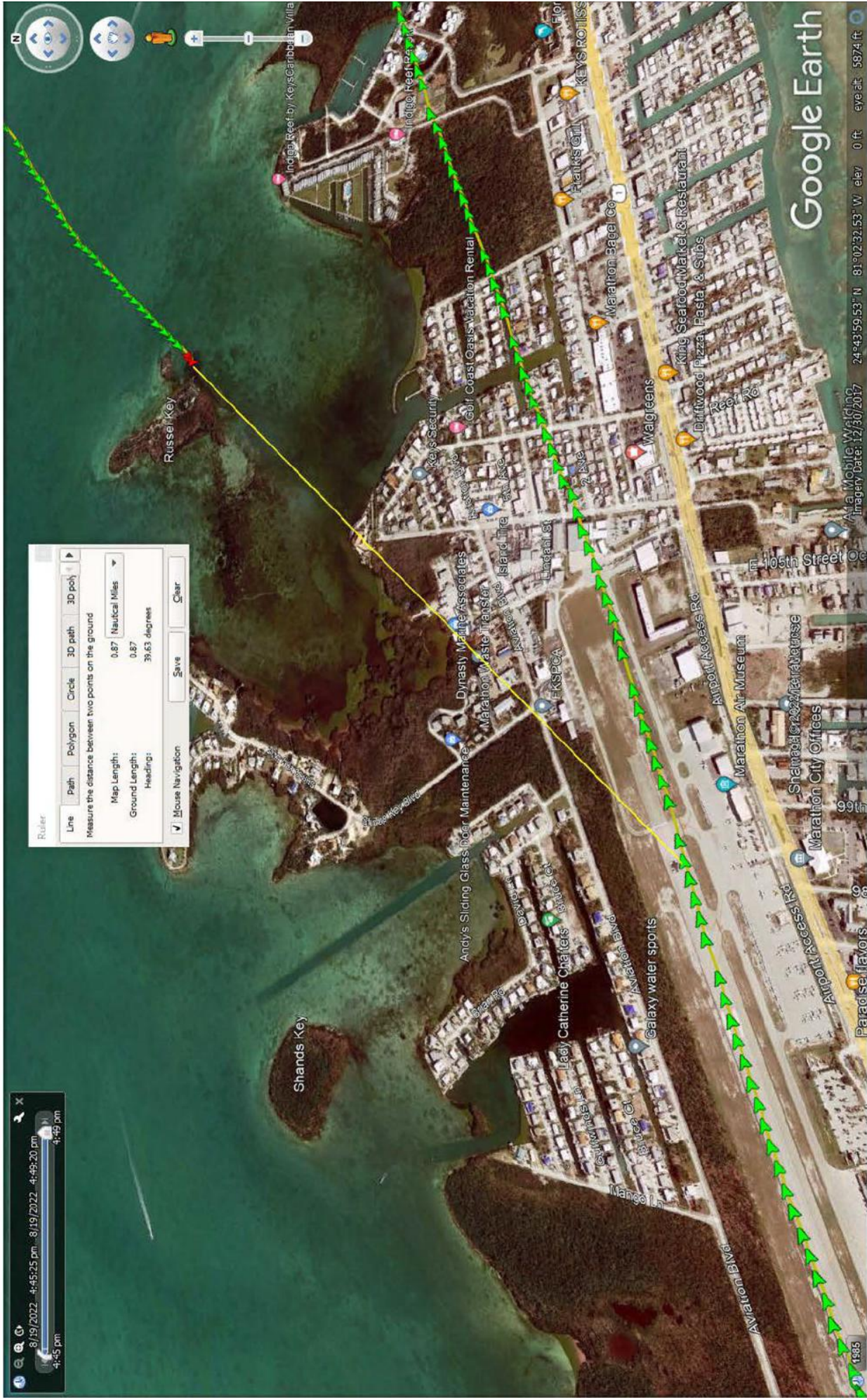
Heading: 35.63 degrees

☒ Mouse Navigation

Save Clear



Imagery Date: 12/30/2017 24°44'03.09" N 81°02'10.76" W elev 0 ft eye alt 12537 ft





6/19/2022 4:49:20 pm

Seabird Key

Ruler

Line Path Polygon Circle 3D path 3D poly

Measure the distance between two points on the ground

Map Length:	0.87	Nautical Miles
Ground Length:	0.87	
Heading:	39.63	degrees

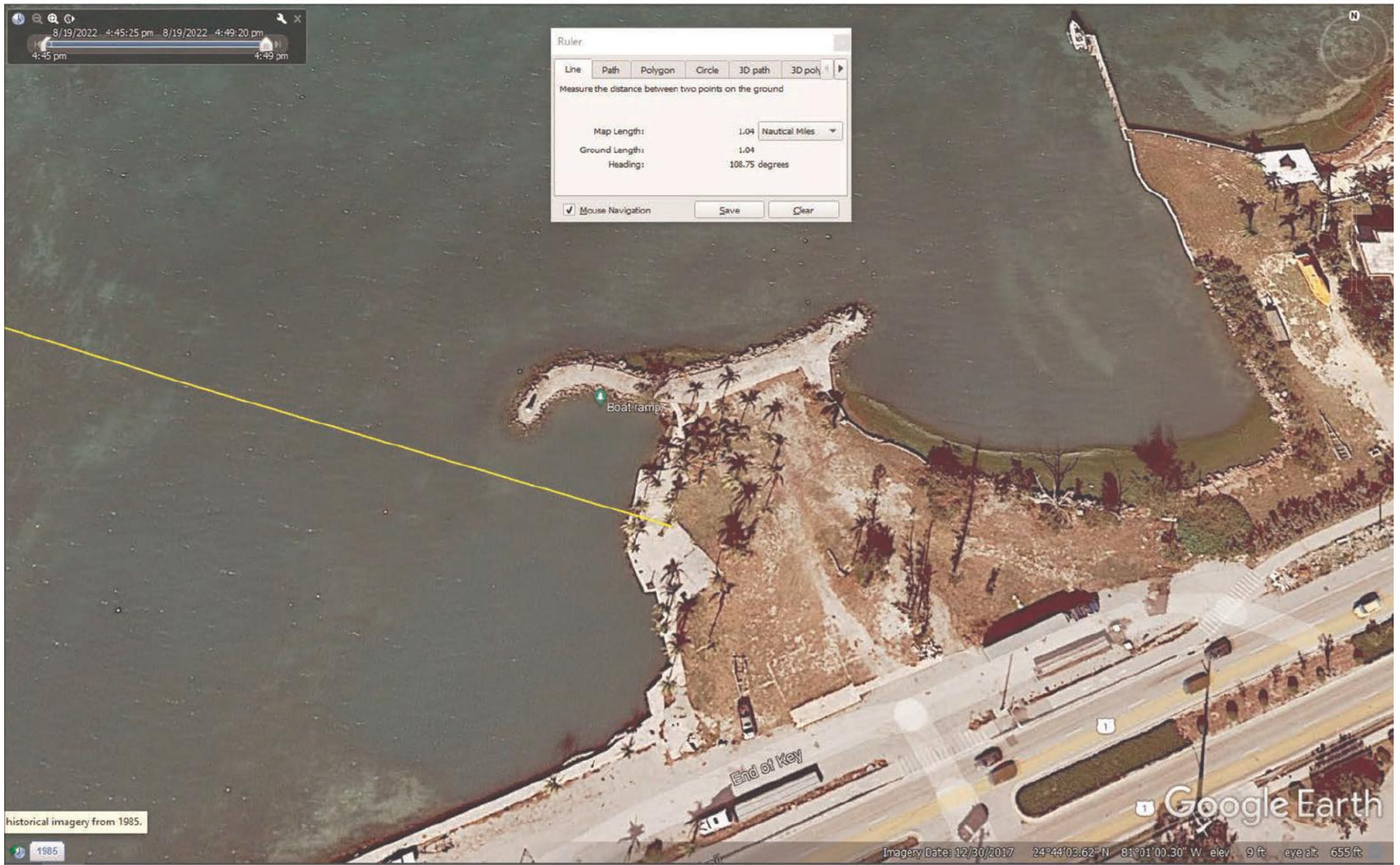
☒ Mouse Navigation

Google Earth

1985

Imagery Date: 12/30/2017 24°44'24.69" N 81°02'09.20" W elev 11 ft eye alt 564 ft





A large blue crane is lifting a white boat with a red and blue stripe from a concrete pier into the water. The boat is being hoisted by a yellow strap. In the background, there are palm trees and other boats in the water under a blue sky with white clouds.



N587LF - ERA22LA378 - ATQA: A-SO-19-22-065



8/19/2022 4:49:20 PM

Ruler

Line path Polygon Circle 3D poly

Measure the distance between two points on the ground

Map Length: 1.04 Nautical Miles

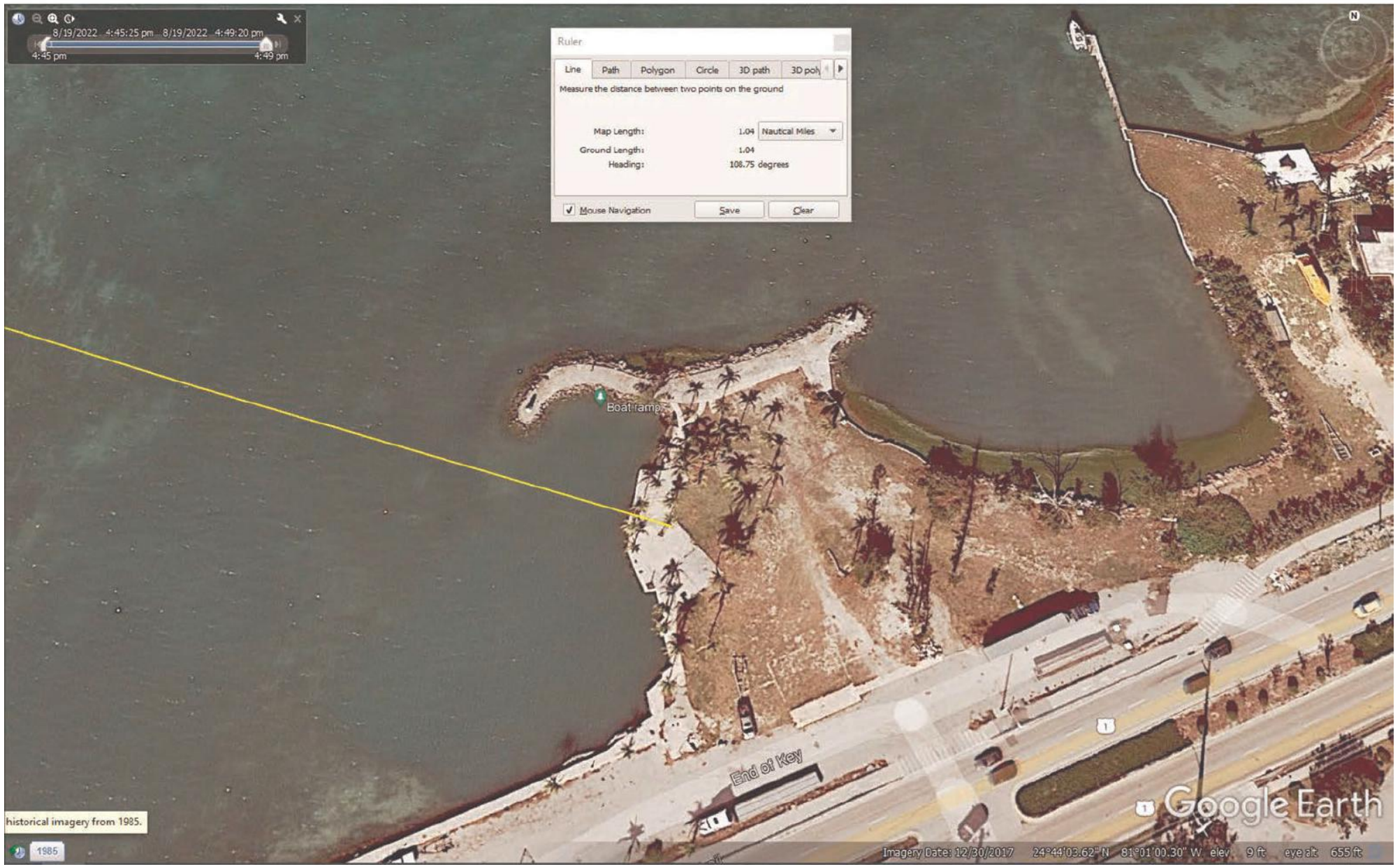
Ground Length: 1.04

Heading: 108.75 degrees

Mouse Navigation Save Clear

Google Earth

24°44'08.68"N 81°01'28.45"W elev -2 ft eye alt 5668 ft



The aircraft N587FL was then transported to a secured hangar at Antique Aircraft Restorations at 7500 Gulfstream Blvd, Marathon, FL 33050.



On August 30, 2022, National Transportation Safety Board (NTSB) demanded to conduct an examination 100-hour engine inspection. A certified aircraft mechanic, Patrick Kuhn ([REDACTED]) (Airframe & Powerplant with Inspector Authorization), conducted the inspection and was observed by two Federal Aviation Administration (FAA) Aviation Safety Inspectors (ASI), ASI Amanda Quevedo and ASI Donald Casto.

Examination: 100 Hour Inspection using the following piston engine inspection checklist provided by the National Transportation Safety Board (NTSB).

Aircraft: N587FL Serial Number: 28-7125446 Year: 1971	Make: Piper Model: PA28-140 Engine Data Plate Model: O-320-E2A
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Inspection Visual Documentation:

Overall Engine Damage (cylinder damage, crankcase damage, pre-impact fire, etc.)

- Cylinder Damage- None.
- Crank Case Damage- None.
- No obvious damage noted.



Engine Mount(s) Condition

- Engine mount top bracket slightly bent on both left and right side. Overall condition appears to be intact and secure.



Engine Accessories (what is separated, what is still attached, and are they 100% secure to their mount?)

- Engine accessories appear to be attached and secure to their mount.



Verify all fuel/oil lines are secure

- Fuel & oil lines were secured, and no obvious damage was observed.
- A fuel sample was retrieved from gascolator bowl and was displaced from its receptacle. Its filter was clear of debris, and the bowl contained sediment consistent with beach sand. The electric fuel pumps filter was clear of debris, and liquid consistent in odor to aviation-type gasoline was observed within the fuel pump.



Verify Throttle/Mixture/Carb heat/Propeller Governor control positions on the engine and obtain continuity to the cockpit controls (if able)

- Unable to verify continuity to the cockpit.
- Throttle & Mixture- cable seized.
- Carb- Everything appears to be connected.

Verify engine oil level (if the engine/oil supply tank is level)

- Engine oil level checks and reading on dipstick above 8 quarts; however, unable to accurately take a reading since unable to determine how much, if any, water is located in the case.
- After the water was drained, the oil was rechecked, and the dipstick reading was approximately 7 quarts.

Remove Items Prior to Rotating Crankshaft:

Disconnect all spark plug wire ignition leads (top and bottom)

- Spark plug wire ignition leads top and bottom removed. No apparent damage was observed. Removed, inspected, and tagged. No obvious damage was observed.



Remove and label all top spark plugs (label what cylinder they came from!)

- Spark plugs were removed and labeled.

Inspect spark plug electrode for mechanical damage. Damaged electrodes could be an indicator of foreign object ingestion or internal mechanical malfunction of the engine.

- The spark plug was inspected, and no external damage was observed.
- Tested 8 spark plugs on a test bench and determined that 2T, 3T, 4T & 4B were not functional.
- Three of the four faulty plugs were connected to the left magneto.

Remove the engine-driven fuel pump (Continental fuel injected engines) to document the drive coupling prior to crankshaft movement.

- Engine-driven fuel pump removed. The lines of the electric fuel pump were inspected, and it was dry.

Remove the vacuum pump (if equipped) and document the drive coupling prior to crankshaft movement.

- Removed mechanical fuel pump, and it functioned normally.
- The vacuum pump was not removed.
- Removed inspection plug from the back of vacuum pump and verified that the vacuum was rotating.

Remove propeller if needed to facilitate crankshaft rotation (Lycoming's are timed using the starter ring gear, so be mindful of this if you want to obtain engine to magneto timing. Mark flywheel/crankshaft flange orientation with a sharpie for reference)

- The propeller was not removed. It was able to rotate.

Disconnect the magneto primary "P" ignition leads

- Disconnected magneto primary "P" ignition leads. It tested both magnetos Action Air Parts Inc. synchronizer while mounted and only the right points opened and closed. However, the left magneto did not initially respond. After several attempts of propeller rotation, the left point intermittently responded, which implied that it might be stuck due to the salt water. Removed left magneto and tested. Rotated manually and verified that points were opening and closing due to the saltwater intrusion. Couldn't confirm if it was a malfunction before the saltwater immersion.

Remove all cylinder rocker box covers

- Cylinder rocker box covers removed. No damage was observed on the rocker box covers.

INTERNAL CONTINUITY:

Examine all cylinders with a borescope (if able). Look for...

- Borescope used; however, the date and time of the photographs downloaded from the photographs are incorrectly dated 5/24/2021 due to the setting on the borescope. Borescope inspection identified corrosion which appeared to be caused by the salt water.



Rotate the crankshaft in the direction of regular rotation by hand using the propeller or a hand tool attached to an accessory drive pad. If you cannot rotate the crankshaft successfully, remove all engine accessories attached to the engine and try again. If you can still not turn the crankshaft, you may need to remove the cylinders and the accessory case to examine the issue further. Ultimately this could result in you completely disassembling the engine. Be mindful of preserving any potential internal fractures surfaces. Continued attempts to rotate the crankshaft may obliterate or alter evidence.

- Removed upper and lower plugs, drained all liquid, and crankshaft successfully rotated

While rotating the crankshaft, verify that all pistons are moving within the cylinders and that each accessory gear are moving.

- Verified all pistons were moving with almost the same amount of travel which varied by 1mm (14mm or 15mm).

While rotating the crankshaft, observe the rocker arm movement on all cylinders for the intake and exhaust (should be equal movement up and down). Any asymmetrical action could indicate warning camshaft lobes requiring further examination.

- Measured each rocker's arm, and the measurement varied by 1 mm (14 or 15 mm).

Obtain "THUMB" compression and suction all cylinders by lightly placing the thumb over the top sparkplug hole and rotating the crankshaft by hand. Ensure your thumb is lightly over the spark plug holes and not sticking inside them. This could result in an injury!

- Conducted "Thumb" compression check and all cylinders had suction and compression.

You may need to stake the valve if you do not obtain thumb compression on a cylinder. Following visual inspection of the valve springs, rocker arms, etc., you'll need to use a dead blow hammer (large rubber hammer) and hit the portion of the rocker arm that is connected to the valve stem/springs. The reason for this is usually carbon and/or debris can get between the valve and the valve seat during the accident sequence, which would prevent it from closing all of the way..

- Rocker valves operational, no noticeable damage.

While rotating the engine crankshaft, verify spark on all ignition harness leads if magnetos are impulse coupler equipped. If there is damage to the leads, cut the harness at the damaged area, and obtain a spark to that point. Further examination of the magneto may be necessary if no spark is produced. Depending on the magneto or ignition system, removal and additional testing may be needed.

- Unable to get a spark, removed left magneto and tested. Tested corresponding spark plugs and 3 of 4 spark plugs were not functional.

If both magnetos remained attached to their mounts, verify engine to magneto timing if able....

- They tested both magnetos, which were installed on aircraft. Able to verify timing on the right side. However, we removed the left magneto and tested it manually. Points were touching when manually checked.

Induction/Exhaust System:

Document the air intake tubes/ air filter screen for overall condition, damage, blockages, and leaks. Air Intake Tubes- Intact and in good overall condition.

- Air Filter Screen- No inspection because not present at the time of check.

Document the exhaust system for overall condition, damage, and ductile bending. Also, inspect the exhaust gas path for possible oil film or soot. Attempt to inspect internal exhaust baffles to see if they are in place(they can separate and restrict air flow, thus reducing engine performance).

- No damage was observed to the exhaust system. Good overall condition.
- Exhaust baffles are in place and in good condition.

If equipped with a turbocharger, inspect the associated tubes/clamps to and from the waste gate to the turbo charger to the exhaust for security.

- Not applicable. No turbocharger.

Verify the rotation of the turbocharger.

- Not applicable.

Inspect turbocharger impellers (compressor/turbine) for damage.

- Not applicable.

Inspect the wastegate to document the condition and position of the valve and that al/linkages are intact.

- Not applicable.

Accessories:

Ignition System / Magnetos:

If you cannot obtain a spark on the ignition leads, remove the magnetos and ignition harness once the magneto to engine timing has been determined.

- Disconnected magneto primary "P" ignition leads. Tested both magnetos Action Air Parts Inc. synchronizer while mounted and only the right points opened and closed. However, the left magneto did not initially respond. After several attempts of propeller rotation, the left end intermittently responded, which implied that it might be stuck due to the salt water. Removed left magneto and tested. Rotated manually and verified that points were opening and closing due to the saltwater intrusion. Couldn't confirm if it was a malfunction before the saltwater immersion.
- They tested both magnetos, which were installed on the aircraft. Able to verify the timing on the right side attached to the aircraft. However, the left magneto was unable to verify the timing, which was removed and tested manually. The left magneto points are touched when manually checked.
- Tested the left magneto's corresponding spark plugs, and 3 of 4 were not functional.

Examine the magneto drive shaft and associated gears for security/damage/wear.

- No observed damage to the magneto drive shaft.

Rotate the magneto drive shaft in the direction of normal operation, and if equipped, note how the impulse coupling works if equipped. If the magneto is not equipped with an impulse coupling, you may need to use a hand drill to rotate the drive shaft. If the magnetos do not produce a spark, examine them further by removing the harness cap and partially disassembling the magneto to verify the internal component condition.

Note: You can also use a paperclip inserted into the magneto cap posts to get a spark from the paperclip to the cap housing or utilize 2 screwdrivers to do so. Also, most of the time, a local maintenance shop will have a magneto test bench and will test magnetos for less than \$50. You'll probably need to see a shop to test magnetos with a shower of spark, retard breakers, etc.

- Right Magneto coupling generated a spark, but the left was intermittent.

Document the ignition harness. Check for impact or any preexisting damage.

- No damage was observed to the harness.

Document all of the spark plugs(top and bottom). This includes coloration within the electrode area, electrode wear, and gap. Inspect for mechanical damage to the electrode.

- The spark plug was inspected, and no external damage was observed.
- Tested each spark plug on a test bench and determined that 2T, 3T, 4T & 4B were not functional.
- Three of the four faulty plugs were connected to the left magneto.

For those engines equipped with an electronic ignition system, the timing/ref sensor is typically located on the forward part of the engine at the crankshaft. It varies per system. In order to test this, you'll most likely need to remove the entire system after documenting the installation and send it to the manufacturer.

- Not applicable.

Carburetor Equipped Engines:

Verify fuel lines to the carburetor are secure.

- Verified all lines secured.

Remove the carburetor from the engine (if still attached)

- The carburetor was not removed from the engine.



Actuate the throttle arm from stop to stop and verify that the accelerator pump functions (if equipped).

- The throttle and mix cables were possibly seized due to the saltwater immersion. Disconnected both and moved the throttle arm and mixture arm from stop to stop on the carburetor with no discrepancies.

Verify the mixture arm moves stop to stop (if equipped). Also, it is fairly typical on Stromberg carburetors to either not have a mixture arm or it'll be safety-wired full rich.

- Not performed.

Remove the fuel inlet screen and verify it is free of debris.

- Disconnected fuel lines led to the carburetor and fuel in the lines.

Disassemble the carburetor.

- The carburetor is not disassembled.

Note the condition of the floats, needle valve, needle valve seat, and float bowl condition.

- Did not disassemble carburetor.

Inspect for visible contaminants and water within the float bowl. Utilize water-finding paste as needed.

- Did not disassemble carburetor.

Check the fuel primer system (lines/plunger) for leaks and general function.

- No leaks. Unable to perform a test for function because it is seized due to corrosion.

Verify that the fuel pump and fuel lines to and from it are secure (if equipped). The same engines have low-pressure fuel pumps to supply fuel to the carburetor. These usually work with an arm that rides on the camshaft.)

- The fuel pump and fuel lines were secure.

Fuel Injected Engines:

- Not Applicable. Not a fuel-injected engine.

Verify all fuel lines to the fuel pump, throttle body fuel control unit, fuel flow divider/manifold valve, and fuel injectors are intact and secure.

Remove the fuel screen /ram the throttle body fuel control unit(servo) and look for potential debris.

Verify throttle plate moves when the throttle arm is actuated from stop to stop and that all linkages are intact and secure.

Verify mixture arm movement from stop to stop.

When examining an engine with an engine-driven fuel pump (Continental's), pay attention to the fuel pump drive coupling. This coupling has a shear point; if it is not removed prior to the engine's rotation, it could shear when the crankshaft is rotated. This is specifically common with engines that are fire damaged or water submerged. It's also nice to know if it failed prior to you rotating the engine or not. Lycoming's area has a different setup.

Remove the fuel nozzles/ram the cylinders and inspect for blockages.

Remove the fuel flow divider or fuel manifold valve and disassemble as needed. Depending on the system, you could have an internal diaphragm and spring to inspect the condition of. Others may just feature internal cavities for fuel transfer.

Be mindful of potential water contamination within the fuel system components and lines.

Miscellaneous Accessories / Systems:

Remove the propeller governor (if equipped), rotate the drive shaft, actuate the lever, and document the oil screen for debris. A governor overhaul shop can run the propeller governor throughout all operation ranges on a test bench if needed.

- The propeller system was not a factor in this accident. However, there was minimum or no damage to the propeller.



If equipped, remove the oil filter and cut it open to examine the internal oil filter element. Note any metallic debris, etc. Also, note that Tempest oil filters have a built-in magnet to collect metallic debris.

- Removed the oil filter, cut it open, and examined the internal oil filter element. An insignificant amount of small metal shavings was observed.

If the engine is not equipped with an oil filter, it should have an oil screen located within the system. Remove the screen and inspect for metallic debris.

- Not Applicable.

If oil pressure issues have been part of the engine's operational history, check the air pressure relief spring assembly and the vernatherm. The engine manufacturer can assist with providing additional details.

Document the propeller assembly (hub, blades, spinner).

- No discrepancies. All maintenance is current.

Examine the vacuum pump and disassemble it if needed.

- Removed mechanical fuel pump, and it functioned normally. The vacuum pump was not removed.
- Removed inspection plug from the back of vacuum pump and verified that the vacuum was rotating.

The fuselage was intact, and the aircraft exhibited damage consistent with saltwater immersion. There was damage to the vertical stabilizer.

Accident/Incident History of N587FL

- None reported.

Airframe and Engine Logbooks

- Received, reviewed, and provided to NTSB. All required inspections were completed on August 15, 2022.

Aircraft N587FL: Annual / 100 Hours Condition Inspection:

- Airframe Total Time 5662.29 as per logbook entry dated 08/15/2022
- Engine Total Time 2781.85 as per logbook entry dated 08/15/2022
 - Since major overhaul 862.55 as per logbook entry dated 08/15/2022

****All the inspections signed by A&P/IA Anthony F. Daiuto on 08/15/2022***

- Current Hobbs 2143.6 and Tach 2635.43 (On the date of accident)



Airman Statement:

When I realized the plane was not climbing at its normal rate I told my passenger so, and said we are turning back. I got on the CT frequency and stated my intention and move for a left turn to join the left downwind pattern for rwy 7. At that point the engine was running and I was still climbing at what seemed like 50 feet per minute.

My intent was to climb to pattern altitude and join the downwind for 7 and do a normal landing on 7.

As I got to 500 feet that's when the engine just died. I had a shallow climb rate at that time so as not to stress the underperforming engine and my left turn bank was likewise at a minimal angle of attack.

When the engine died I felt a stall coming on, I pitched the nose down and established a good glide rate aimed at rwy 25 from about a 45 degree angle.

Again I announced on the CT an intent to land, this time on rwy 25 which was straight ahead in what seemed to me at 45 degree angle

It soon became apparent that I was too far out and too low to make 25 especially at my glide rate. Had I tried, I knew I would end up crashing in the residential neighborhood on the approach to 25.

I picked a water landing site I knew to be shallow and right next to an island.

I got on CT stated I was not going to make 25 and announced my intention to make a water landing north of 25.

The rest was an easy glide to my water landing site a very level and controlled landing until, of course the fixed gear sunk into the water causing the plane to roll over, which I expected and my passenger had been briefed pre-flight would happen in the event of an emergency water landing.

On the glide down I told my passenger to open the door as I had instructed during the pre-flight and I felt the rush of air during the glide she jammed the door with the life preserver, also as instructed pre-flight.

Unfortunately, on the roll the door shut again and we were trapped upside down as the plane was taking on water and sinking. We unlatched our seat belts and I switched sides with my passenger to look for the door handle. By the time I found it, most of my head was underwater. I found the handle pulled it and the door opened. My passenger saved us both by opening that door during the glide because it would have been near impossible to reach the top latch on those PA-28 doors or I could have assumed the water pressure kept the door closed, which was my only concern at the time

Final Summary:

Per the Airman's statement, Airman was operating a Piper (PA-28) registration N587FL departure from Florida Key Marathon International Airport (KMTH) (uncontrolled airport). Right after take-off Airman decided to return to the airport because the airplane was not climbing at the normal rate, and the engine died and landed at the water (northwest of the airport).

Upon recovery completed (initial inspection at mile marker 54 boat ramp), notice the following:

- Fuel Select Valve – Left
- Magnetos - Both
- Master Switch - ON
- Electrical Fuel Pump – OFF
- Fuel Mixture – Full Rich
- Throttle – Idle
- Flaps - Up

After an inspection of the aircraft's airframe, propeller, and engine. The engine's total time since the last major overhaul was **862.55 hours**.

The Airman holds a private pilot certificate and stated that his flight logbook and iPad were both onboard and lost during the accident. The only FAA-documented flight experience is a Total Time of 211 hours (FAA Medical Form 8500-8 Dated 10/12/2021).

Per Multi-System Access Tool – Airman (MSAT-A), the Airman was involved in another aircraft accident at North Perry Airport (KHWO) on January 15, 2021, while operating an ultralight aircraft, stating that he experienced engine power loss.

During an inspection of N587FL, the inspecting A&P/IA could not conclusively state that there was a mechanical engine malfunction.

RICARDO
PERAZZO DE
MELO QUEIROZ

Digitally signed by RICARDO
PERAZZO DE MELO QUEIROZ
Date: 2022.09.22 10:57:44 -04'00'

Ricardo Queiroz
Aviation Safety Inspector

AMANDA K
QUEVEDO

Digitally signed by AMANDA
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Date: 2022.09.22 11:08:33
-04'00'

Amanda Quevedo
Aviation Safety Inspector

