

Timothy W. Monville
Sr. Air Safety Investigator
OAS-Eastern Region Aviation

Date: March 13, 2023

Subject: ERA23FA138, Record of Conversation/Interview

Contact: Aamro Aviation Personnel

Messrs. Justin Hein (Manager), Vincenzo Billisi (Agent for Service) and Barry Loomis (Director of Operations and Chief Instructor) of Aamro Aviation were interviewed on March 6, 2023 at 1054 Eastern Standard Time. Also present were Federal Aviation Administration inspectors Juan Garcia (inspector-in-charge), Benedict Ross (trainee), and José Ortiz (trainee). The interview took place at Aamro Aviation, [REDACTED] Lantana, Florida [REDACTED]

At the beginning of the interview they were 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. They were also informed that the purpose of an NTSB investigation is for safety only, and any person NTSB talks with has the right to representation; they agreed to the interview without representation.

They were advised by e-mail when sending this document for review that it will not be released to the public until the investigation is finished and when published, any personal identifiable information (PII) such as cell phone number, e-mail address, address, pilot certificate number, etc., will be redacted and not viewable in the released document.

The group was asked the following questions by NTSB –

What was the purpose of the flight?

They currently own 2 Diamond Aircraft DA-40's but one of them is down for maintenance due to an issue with the throttle cable which might not be available for 40 weeks. They were looking for a Diamond DA-40 to add to their fleet to replace the airplane that was down for the part. The owner of Aamro Aviation (Murali Nair) and CEO of Aamro Aviation (Lakshay Garg) found the accident airplane on-line. They reported that Embry-Riddle Aeronautical University (ERAU) were the first owner of that airplane. They leased the airplane from Jon Becker of Diamond Aircraft Sales located in Kentucky. His contact is [REDACTED] and [REDACTED]

NTSB Questions Continued –

What type of lease was it?

Dry

When did the trip begin?

March 5, 2023 from Henderson, Kentucky

Did anyone from Aamro Aviation speak with either occupant before the flight initiated?

Yes, Mr. Loomis did. Mr. Loomis indicated that Mr. Marshall texted him the starting tachometer and hour meter reading when they took possession of the airplane (Figures 1 and 2).

Explain the relationship between Mr. Holland, IV and Aamro Aviation?

He is a flight instructor and he began with them in August 2022.

Is there a training file for both occupants?

Yes. It may be at North Palm Beach County General Aviation Airport (F45), West Palm Beach, Florida. NTSB asked to inspect and for complete copies which were complied with.

Explain the relationship between Mr. Marshall, Jr., and Aamro Aviation?

He was the office supervisor at Palm Beach County Park Airport (LNA), West Palm Beach, Florida. He holds a private pilot certificate and was working with Mr. Loomis on getting his instrument rating. Mr. Marshall flew with Mr. Loomis several weeks before March 3, 2023 to Kansas to pick up a Cessna, and his last flight with him was on March 3, 2023, "...out of F45 in the new Cessna and was an instrument training flight conducted under part 61."

Who is the Operator of the airplane and how many aircraft do they operate at LNA?

Aamro Aviation and they operate under Part 61. They currently operate 2 DA-20-A1's.

Was the witness who took the video at LNA associated with Aamro Aviation?

Yes. Both witnesses were students of Aamro. One person (Daniel West) holds a private pilot certificate and is working on an instrument rating and the other (Samuel S. Reiter), who is a minor is a student pilot.

FAA Questions –

How many people were at Aamro Aviation at the time of the accident?

Two. Messrs. West and Reiter. Mr. Loomis had someone track the flight progress of the airplane that night. Mr. Loomis was also tracking the flight progress of the airplane that day (Figures 3 and 4). Mr. Loomis received a call from Mr. Reiter telling him about the crash.

FAA Questions Continued –

Did the airplane get fuel at its last stop at Williston Municipal Airport (X60), Williston, Florida? Mr. Hein indicated that the fuel tanks were topped off at Harris County Airport (PIM), Pine Mountain, Georgia. The fuel was paid for by Aamro Aviation.

NTSB Questions Continued –

Is there 1 fuel filler port per wing?
Yes.

Is the Stratus owned by Mr. Holland?

Yes. LiveATC.net showed radio calls being made for 7, 5, and 1 or 5, 3, and 1 miles. All three calls were made by Mr. Holland, IV. He reported final straight in runway 10 for a full-stop landing¹.

Were any of you at LNA when the accident occurred?
No.

How many hours did Mr. Holland, IV have?

They would need to refer to the training file for him that was not at LNA when the interview took place. He flew as second-in-command in a Cessna 208 (Caravan) out of Boca Raton Airport (BCT), Boca Raton, Florida. He is also a veteran.

Describe the flap system?

They have another DA 40 they can provide for NTSB inspection.

Who maintains their airplanes?

Advanced Aircraft, owned by Steve Jackowski.

FAA Questions Continued –

Why the go-around?

Mr. Loomis said he was not sure why.

Why the right turn when it is published to be left traffic pattern?

Mr. Loomis indicated he was not sure why a right turn was made. Mr. Loomis indicated he hired Mr. Holland, IV because he liked to have a balance of mature veteran with younger instructors. Mr. Holland, IV was very mature.

NTSB Questions Continued –

¹ Refer to NTSB Prepared Partial Transcription of Communications contained in the NTSB Public Docket for this investigation.

How did they get to Kentucky?

Commerical flight on March 4, 2023 from Fort Lauderdale/Hollywood International Airport (FLL), Fort Lauderdale, Florida, to Nashville International Airport (BNA), Nashville, Tennessee. They then rented a car and drove to Henderson City-County Airport (EHR), Henderson, Kentucky. On March 5, 2023, at 1130 they flew N804ER a couple of times around the airport traffic pattern before beginning their flight to LNA.

FAA Questions Continued –

As part of the lease agreement was the airplane physically inspected by Aamro Aviation personnel? No, other than by Mr. Holland, IV as part of his preflight inspection. The owner did provide to them a dropbox where they provided copies of the maintenance records for their inspection.

Are either occupant an airframe or powerplant mechanic?

No.

Was the airplane in annual inspection?

Yes. The engine logbook did have a 100-Hour inspection. Mr. Loomis did look at the airframe, engine, and propeller logbooks. “He sent them all to Stephen Jackowski, our DOM for his review. He was only able to open the engine logs on his computer and indicated to me that these logs looked ok. He did not see the airframe and propeller logs due to a computer issue.” Mr. Loomis mentioned this to their CEO, Lakshay Garg, and he told me that the owner; Murali Nair, a private pilot had reviewed the logs and was satisfied with what he saw and he planned to move forward with the lease agreement.

Who from Aamro Aviation checked the airplane was in Annual and 100-Hour inspection compliance?

Mr. Holland, IV did. Mr. Loomis told Mr. Holland, IV to do a thorough walk around, check the maintenance records to make sure they were complete, and check for proper paperwork. He also told Mr. Holland, IV to, “expect to be ramp checked at LNA².”

What instructions was/were Mr. Holland, IV given if the annual inspection was not in compliance? Don’t fly the airplane and come home.

NTSB Questions Continued –

Do you have any questions for NTSB?

Yes, how long would it take for toxicology and autopsy reports?

NTSB discussed the regulations and timelines for those reports.

FAA Questions Continued –

Do you have any questions for FAA?

² Mr. Loomis was referring to a surveillance inspection by FAA in light or recent surveillance by FAA inspector Garcia.

None.

The interview concluded at 1153 EST.

The digest was e-mailed to the Aamro Aviation Director of Operations/Chief Pilot for review on March 15, 2023. Mr. Barry B. Loomis replied on March 16, 2023, at 1329 EDT with comments that were incorporated into the narrative. The FINAL digest was e-mailed to him/them on October 11, 2023.



Figure 1: Digital Photograph Provided by Mr. Loomis of Aamro Aviation. View of the Tachometer time of 3126.4, When Aamro Aviation took possession of N804ER.

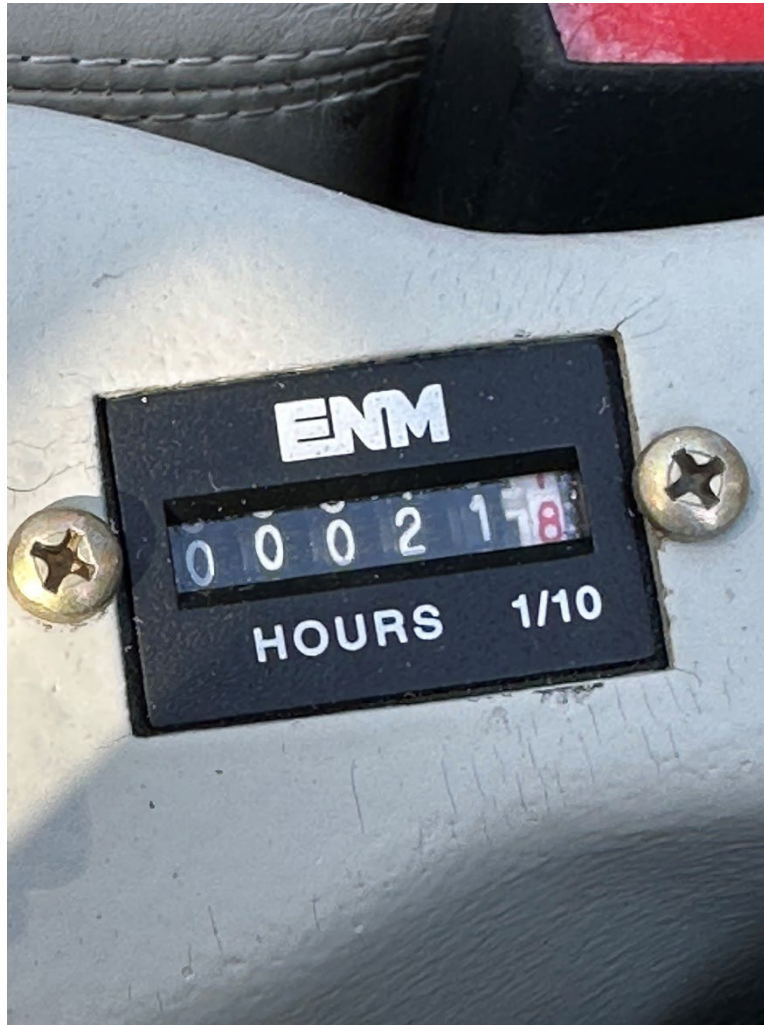


Figure 2: Digital Photograph Provided by Mr. Loomis of Aamro Aviation. View of the Hour Meter Reading 00021.8 When Aamro Aviation took possession of N804ER.



Figure 3: Screenshot of Text messages To and From Mr. Loomis and Mr. Marshall, Jr.

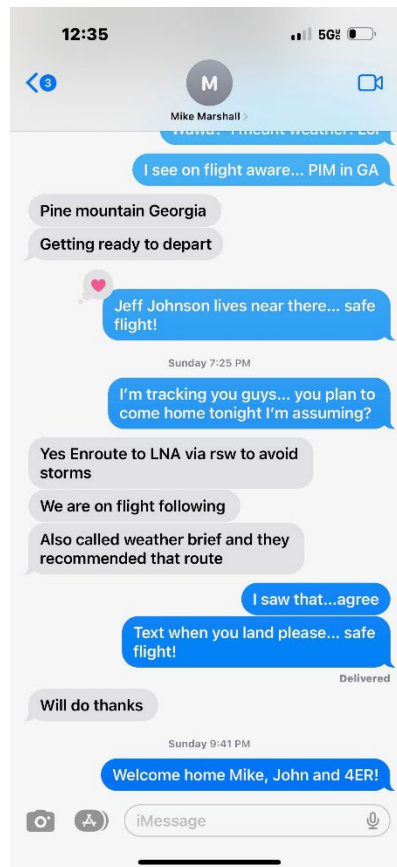


Figure 4: Screenshot of Text messages To and From Mr. Loomis and Mr. Marshall, Jr.

Timothy W. Monville
Sr. Air Safety Investigator
OAS-Eastern Region Aviation

Date: March 16, 2023

Subject: ERA23FA138, Record of Conversation/Interview

Contact: Witness Daniel West

Mr. Daniel West was interviewed on March 6, 2023, at 1306 Eastern Standard Time. Also present were Federal Aviation Administration inspectors Juan Garcia (inspector-in-charge), Benedict Ross (trainee), and José Ortiz (trainee). The interview took place at Aamro Aviation, [REDACTED] Lantana, Florida [REDACTED] Mr. West provided an e-mail address of [REDACTED] He provided a cellular phone 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 with Mr. Barry Loomis of Aamro Aviation as his representative.

Mr. West was advised by e-mail when sending this document for review that it will not be released to the public until the investigation is finished and when published, any personal identifiable information (PII) such as cell phone number, e-mail address, address, pilot certificate number, etc., will be redacted and not viewable in the released document.

He was asked by NTSB the following –

Explain your pilot experience¹ –

He holds a private pilot certificate and is working on his instrument rating. He has about 60 hours total flight time. He is currently a student with Embry-Riddle Aeronautical University but on a break with plans to resume Spring 2024.

¹ According to Mr. West, his private pilot certificate, certificate number [REDACTED] was issued on August 20, 2022.

NTSB Questions Continued –

Do you know either occupant?

He did not know Mr. Holland, IV, but did know Mr. Marshall, Jr.

Explain the videos and which one(s) he took?

He took 4 videos² on his iPhone 12 Pro³. The 1st and 2nd video segments sequentially are as he called them the go-around, the third sequentially depicted the accident sequence, and the final sequentially was the postcrash fire. He also had a video taken by Mr. Reiter and that video is IMG_2078⁴.

Did you have a portable VHR transceiver with you?

No.

Did you communicate with either occupant in-flight?

Yes, earlier he texted Mr. Marshall twice (Figure 1). The first text was at “1:57 pm” and the second text was at “9:22 pm” but he did not respond to either text message. Mr. Reiter did text one of the occupants⁵.

Do you have any hearing or vision issues?

No.

Explain what you saw and heard?

He saw on Instagram that Mr. Marshall, Jr. was flying the airplane and he was tracking the flight and Mr. Reiter was texting one of the occupants during the flight. They had tracked the previous landings and planned to meet at Palm Beach County Park Airport (LNA), West Palm Beach, Florida to witness the arrival of the airplane. They arrived at the airport about 15 minutes before the airplane arrived and they first saw it when the flight was on 10 miles final for runway 10. The flight continued to LNA and when the flight was on short final when he was about to begin video recording the landing the airplane performed a go-around. The flight proceeded over and along the runway to the departure end of runway 10, when the airplane began a right turn. At that moment the flight was no more than between 200 and 250 ft above ground level (agl). He noted 2 continuous banks or 1 long 180° turn and when over Lantana road facing them with the wings not level, the airplane stalled and rolled inverted to ground contact. He did not record the 1st steep bank, but did start the recording during the 2nd half of the steep bank and then stopped recording.

² The video file names he took are IMG_4101; IMG_4102; IMG_4103; and IMG_4106.

³ When taking the video he was located at 26.589712°N latitude and -080.083888°W longitude.

⁴ Video IMG_2078 was texted by Mr. West to NTSB on March 16, 2023 at 1152 EDT.

⁵ Refer to NTSB Record of Conversation with Samuel S. Reiter contained in the NTSB Public Docket for the Investigation.

He was on-scene within 15 seconds and noted the front of the engine was on fire. He could not get close to the airplane. The fire department arrived and extinguished the fire.

NTSB Questions Continued –

From your vantage point could you tell if the airplane touched down?

No, they did not make contact with the runway. The airplane descended no lower than 20 to 30 ft agl when the go-around was initiated. He did not see any errors with the approach, and reported everything was fine until the go-around occurred.

Did you see the flaps?

He was not looking for them during the approach or go-around.

Who was with you?

Samual S. Reiter were on the ramp close to the taxiway.

Explain the engine sound you heard?

He has a lot of hours in a similar make and model airplane and to him the engine sounded normal. He did report that the altitude did not change during the go-around. Immediately before the crash he could hear the engine sound.

Did you hear any unusual engine sounds?

The engine was, “constantly smooth during the flight” except during the steep right bank⁶.

Where was the wind from?

The wind was calm and favored runway 10. After the crash it favored runway 28.

Where there any aircraft in the traffic pattern at the time of the accident?

No, none at the time of the final go-around or crash. There was an airplane taxiing to the ramp but that was a long time before the accident airplane was on short final.

What was the highest altitude attained during the go-around?

300 ft.

Had you flown that airplane?

No, but he was hoping to.

⁶ He was sent a text message on March 16, 2023, asking to describe the engine sound during the steep right bank. He replied the same day at 1327 EDT with, “I did not hear much engine sound during the bank, you can sort of tell by the video as well. Could be due to distance away.”

FAA Questions –

On approach did it look like the airplane was going to land or go-around?
It looked like a normal landing.

Did it look like the airplane might land long?
It was a standard landing, near the intersection of runways 10 and 4⁷.

Any information on who may have been flying the airplane?
The flight instructor (Mr. Holland, IV) was making the radio calls.

Where was the airplane located along the runway when it began the go-around?
Over the intersection of runway 10 and 4. He heard the engine increase, and the airplane gain altitude but, “not a whole lot.” When the flight was midfield along the runway, the airplane stopped gaining altitude and maintained the same altitude. He did not see the wings rocking or the airplane sinking during the go-around portion.

Did the airplane appear to be accelerating during the go-around?
Not by a great amount.

Did the engine rev up during the go-around?
It was constant sound after power was applied.

NTSB Questions Continued –

Where was the airplane located when the right bank occurred?
It was at the departure end of runway 10 or approach end of runway 28, or maybe just past the departure end of runway 10.

How long did you hear the airplane for?
He could hear it during the final approach when it was over the approach end of the runway. About 15 seconds later it began to climb and flew to the end of the runway. He estimated there might be about 5 seconds of missing flight time not video recorded.

FAA Questions Continued –

Have you flown with Mr. Marshall, Jr. before?
I have not.

⁷ Using Google Earth, the intersection of runway 10 and 4 is located about 800 ft from the approach end of runway 10.

FAA Questions Continued –

How many hours do you have flying at LNA Airport?
Over 100 landings

How many on runway 10?
50.

What is the approach pattern for runway 10?
Left pattern.

Have you ever seen right traffic flown for runway 10?
Helicopters only.

NTSB Questions Continued –

Why do you think they went around?
I can't imagine why they would need to go-around. They were in an "optimal" position to land, or maybe for training purposes. The approach was stable.

FAA Questions Continued –

Why the right turn?
I can't image unless there was an emergency or failure. Any other reason would require a left turn for left traffic.

Aamro Questions –

Did you see any birds?
No it was clear. The aircraft lights were bright.

Did you see any animals or birds at the time?
No.

What was the lowest altitude the airplane descended to?
20 to 30 ft agl. The airplane had not yet flared.

NTSB Questions Continued –

Do you have any questions for us?
No.

The interview ended at 1340 EST.

The digest was e-mailed to Daniel West and his representative Mr. Loomis for review on March 16, 2023. No reply was received from either Mr. West or Mr. Loomis. The FINAL digest was e-mailed to them on October 11, 2023.

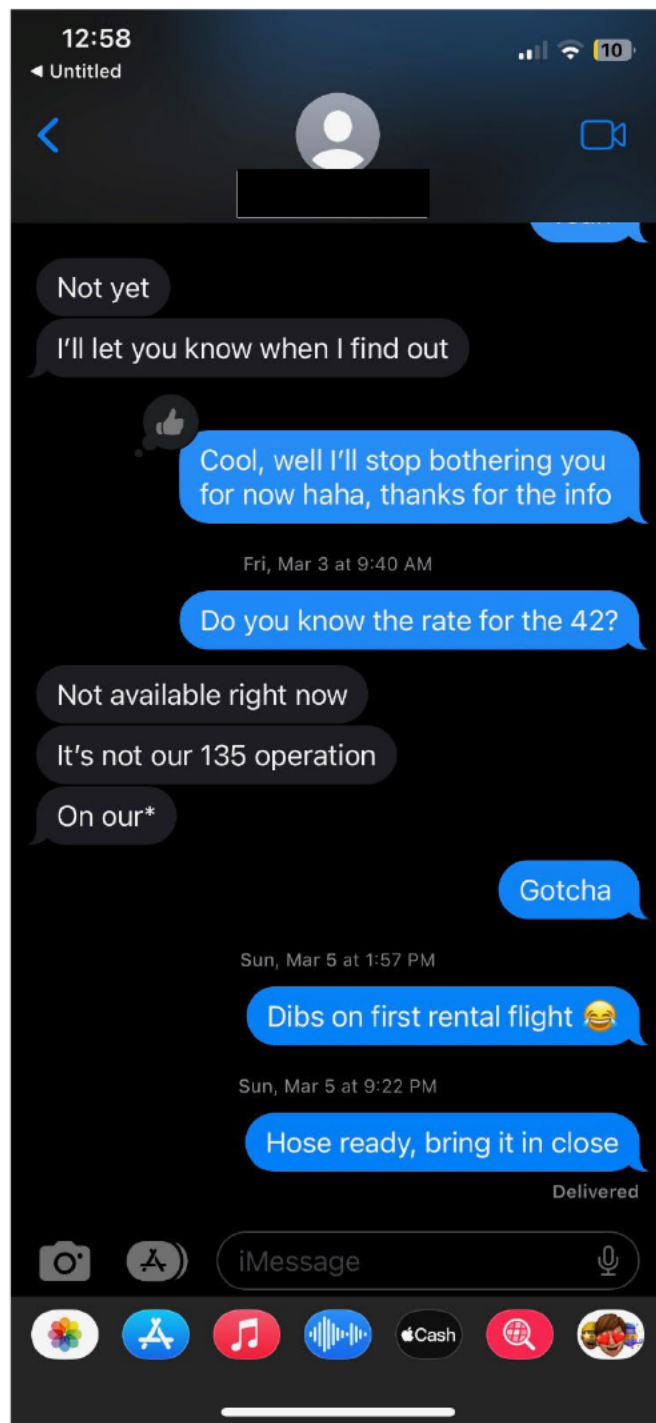
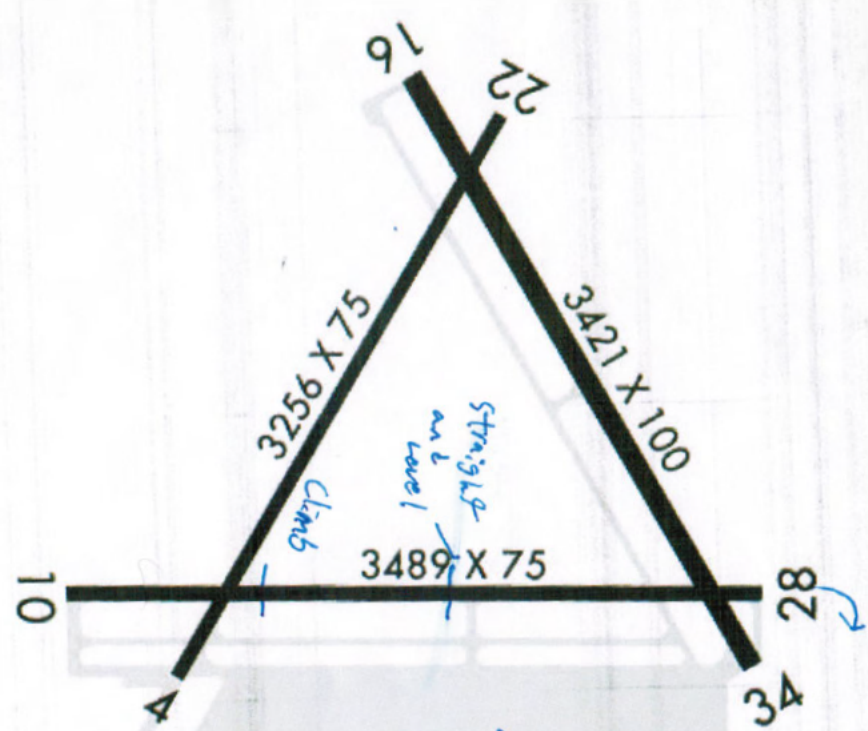


Figure 1: Screenshot of Text Messages On Mr. West's Phone to and From Mr. Marshall, Jr.

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Timothy W. Monville
Sr. Air Safety Investigator
OAS-Eastern Region Aviation

Date: March 13, 2023

Subject: ERA23FA138, Record of Conversation/Interview

Contact: Witness Samuel S. Reiter (Minor) and his Mother Susan C. Reiter

Mr. Samuel S. Reiter who was a minor and his mother Susan C. Reiter were interviewed on March 6, 2023, at 1358 Eastern Standard Time. Also present were Federal Aviation Administration inspectors Juan Garcia (inspector-in-charge), Benedict Ross (trainee), and José Ortiz (trainee). The interview took place at Aamro Aviation, [REDACTED] Lantana, Florida [REDACTED]. Mrs. Reiter provided an e-mail address of [REDACTED] and a cellular phone of [REDACTED] or a cellular phone for her husband (Russell) of [REDACTED].

At the beginning of the interview Samuel Reiter (minor) and his mother Susan C. Reiter were 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. They were also informed that the purpose of an NTSB investigation is for safety only, and any person NTSB talks with has the right to representation; Samuel S. Reiter agreed to the interview with his mother and Mr. Loomis as his representatives.

Mrs. Reiter was advised by e-mail when sending this document for review that it will not be released to the public until the investigation is finished and when published, any personal identifiable information (PII) such as cell phone number, e-mail address, address, pilot certificate number, etc., will be redacted and not viewable in the released document.

He was asked by NTSB the following –

Explain your pilot experience¹ –

He began flight training in August 2022 at Aamro Aviation and has accrued 39.8 hours total flight time. Of the hours accrued, 1 flight was in a Cessna 172, one flight was in a DA20, and all other

¹ According to the Federal Aviation Administration Multi-System Access Tool – Airman (MSAT -A), Mr. Reiter was issued a student pilot certificate on September 11, 2022.

flights were in a Diamond DA 40. He was also in an Embry-Riddle Aeronautical University program at Boynton Beach Community High School.

NTSB Questions Continued –

Explain what you saw and heard²?

He saw that Mr. Marshall, Jr., who was one of the occupants of the airplane had posted on Instagram a photograph of the airplane in Kentucky, and he knew they were flying the airplane to Palm Beach County Park Airport (LNA), West Palm Beach, Florida. He and the other witness who was with him (Daniel West) were tracking the flight progress of the airplane. He reported that there were 2 stops made for fuel. He texted with Mr. Marshall, Jr.³ He told Mr. Marshall, Jr., that he would be watching the landing. He discussed with Mr. West about doing a water canon salute, and obtained a water gun, water hose, and a bucket. He received a text message from Mr. Marshall, Jr., indicating, “We are [probably] [going] to stop 2 [hours] from here fuel up and go to LNA”, adding that stop was north of Gainesville, Florida. He was also informed by text message that they would be flying direct to Southwest Florida International Airport (RSW), Fort Myers, Florida to avoid storms near Orlando, Florida and Okeechobee, Florida, then would proceed direct to LNA. As a result of the text message, he looked at the weather and agreed with the comment. He noted on the tracking that before RSW airspace, then flight proceeded direct to LNA. He and Daniel West arrived at LNA and turned on the hose for the water salute stating that the airplane was about 20 minutes away. While on the ramp waiting, he noted a couple of aircraft flew past and he saws lights in the distance approaching the airport and checked the radar. He texted Mr. Marshall, Jr., asking him to flash the lights but that message was not read by him. He saw the strobe and white lights of the airplane which continued on to the crash. He texted Mr. Marshall, Jr., and advised that they had the flight in sight. He then turned the water hose on and were positioned where the Cessna was parked. He informed the other witness (Daniel West) to start video recording, which he zoomed to see the airplane. He (Mr. Reiter) noted the airplane was descending and readied the hose to spray the airplane while it was taxiing in. The airplane descended to 20 ft above the runway, then started a slow climb. Mr. West questioned out loud why the low pass and he stopped video recording. The airplane attained between 150 and 200 ft above ground level at the departure end of runway 10, then made a “sudden 45° right bank” which was not expected. Then during the first turn, he and Mr. West began recording. The airplane banked right, the nose leveled off, then entered a right bank steep turn of 60°. When the nose of the airplane was pointed towards them, the right wing stalled, and he (Mr. Reiter) screamed and stopped recording. The airplane became inverted when it went below the hangar. He reported the engine “appeared fine” the whole time, adding that the engine sounded “ok” during the turn to behind the hangars, then it went silent. They got into a car and called 911 to report the accident. He drove to the gate and saw that the airplane was on fire. He got out of the car, ran towards the airplane and could see a small fire over the cabin, and maybe over the engine. Mr. West went next to the airplane to help but the smoke was intense. The fire then increased. While Samuel was on the phone with the 911 operator, Daniel came back close

² He asked before answering how much detail NTSB needed and he was advised as much detail as possible.

³ A copy of the text messages are attached at the end of this document.

to him. Mr. Reiter reported the fire department response time was “unbelievably slow.” After pulling up on Lantana Road, the fire personnel went back to the truck and it pulled forward 30 or 40 ft. They were slow to spray, but did put out the fire. He then called his instructor from Aamro Aviation (Daniela “Nia” Sorgente), and the police arrived and began asking him questions.

Explain the lowest the airplane descended to before going around?

He was with Daniel West and was focused on the water cannon. Mr. West told him the airplane descended to 20 ft. It never looked like they executed a go-around, adding that the airplane climbed not much more than 200 feet-per-minute.

Can you provide NTSB the text messages?

With Mike, yes.

Where was the airplane when the go-around was started?

About 800 ft from the “...start of runway 10.” He never heard power applied. To him, it never sounded like full power. During the turn he did not hear any bang sound. To him the engine sound was constant. From the point of landing, he never heard a huge change in engine sound.

Could you see the flaps?

It was too dark. The flight was stable, wings were straight and level until it entered the right turn.

How would you describe the engine sound?

It was smooth and constant. The engine sound did not change as the airplane flew past their position.

Do you fly the Diamond DA 40?

Yes. He has flown N544DS and N409FP. All of his flight time except 30 minutes were in the Diamond DA 40. He has also flown a Diamond DA 20.

Did the engine sound normal based on your experience?

Yes. He could not tell the power setting, but it sounded closer to full power.

How many videos did you take?

One. It was 14 seconds in length. It was taken using an Apple iPhone 11. He did not zoom in while taking the video.

What were the weather conditions?

Calm and clear.

Did you see any other aircraft at the time?

There was a Cessna that was landing or departing prior to the arrival of N804ER.

Was that airplane an issue due to proximity?

No.

Aamro Aviation Questions –

When did Mike post pictures to Instagram?

Last night. “The morning and night of the crash (March 5th)”

Did you see any birds or wildlife at the time?

I didn’t. He never noticed any birds adding that it was “too dark outside to tell.”

At what point did you say to yourself, this isn’t right?

When making the right turn at 200 ft above ground level. It was in a shallow climb. Both he and Mr. West acknowledged it was a steep right bank turn at 45°, the airplane spun, and he saw the lights depict a descent.

Federal Aviation Administration Questions –

No questions.

NTSB Questions Continued –

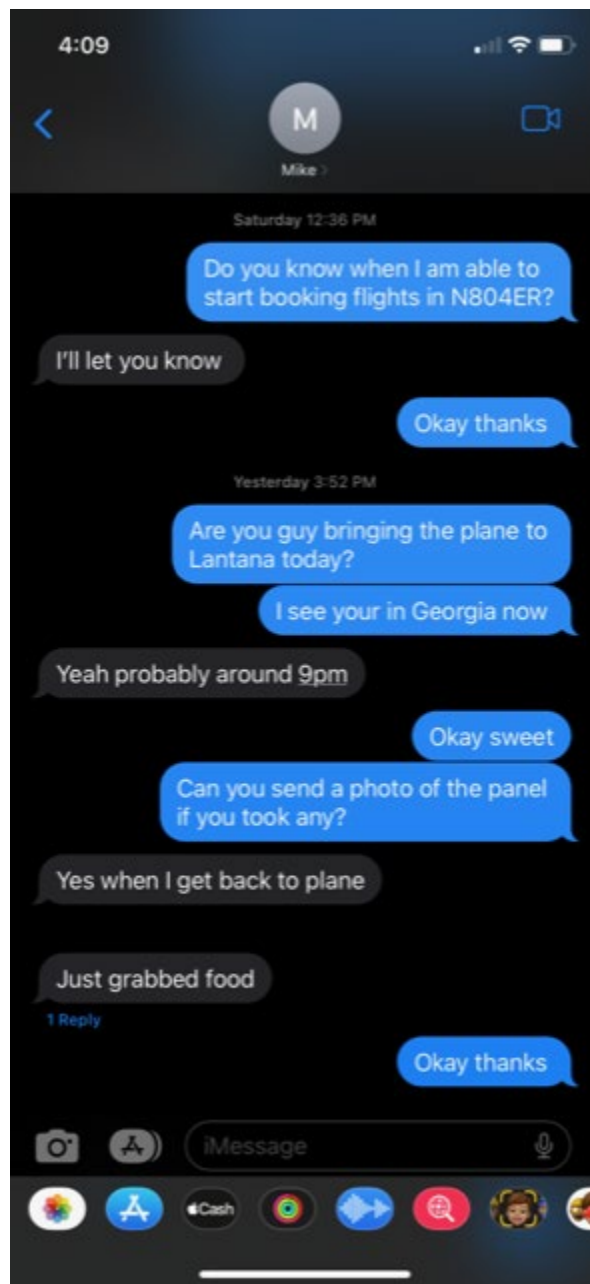
Do you have any questions for NTSB?

Did the airplane go inverted?

It did when it went behind the hangar.

The interview ended at 1450 EST.

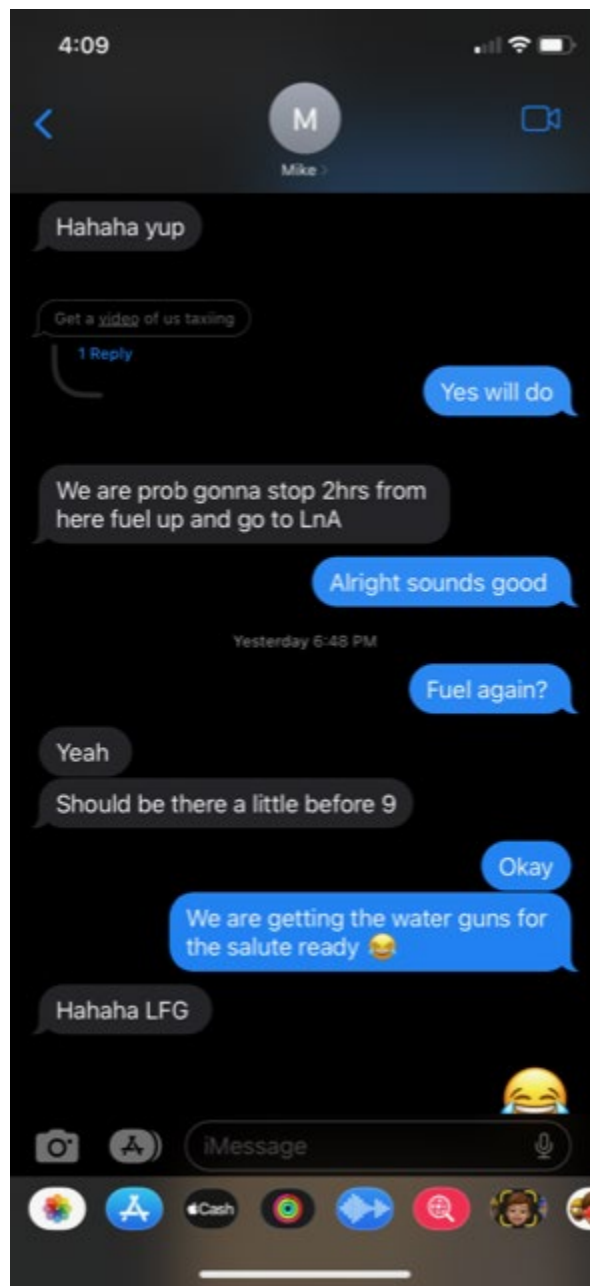
The digest was e-mailed to Susan C. Reiter for review on March 15, 2023. She replied on March 20, 2023, at 2211 EDT with comments that were incorporated into the narrative. The FINAL digest was e-mailed to her on October 11, 2023.



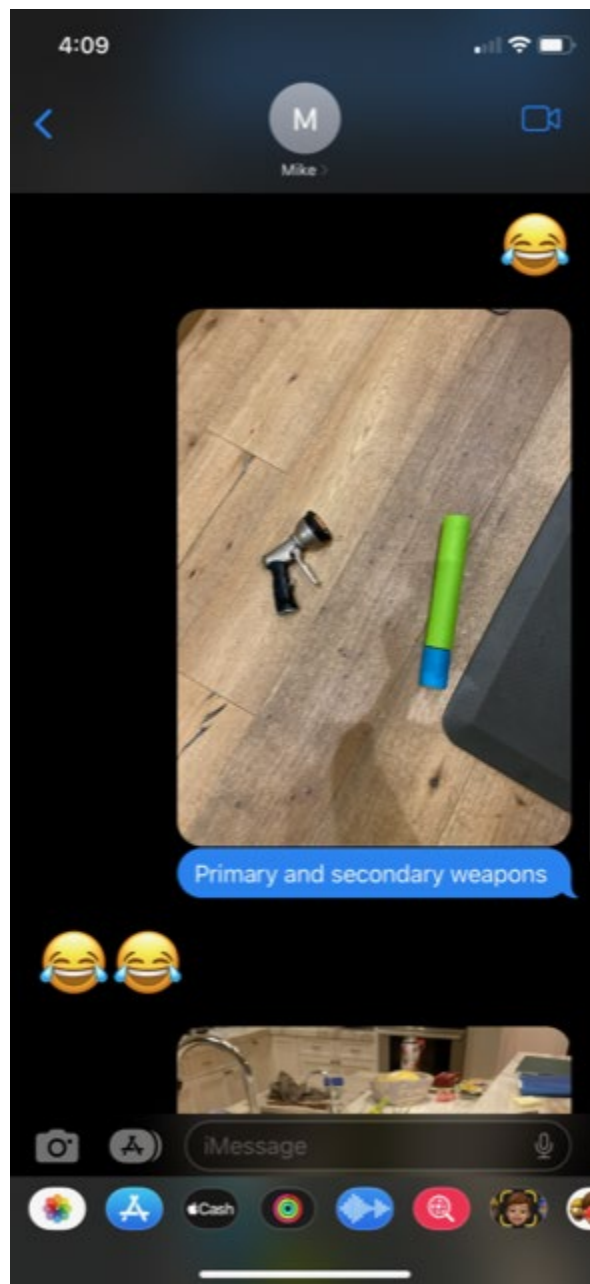
Text 1: Text messages To and From Mr. Reiter and Mr. Marshall, Jr.



Text 2: Text messages To and From Mr. Reiter and Mr. Marshall, Jr.



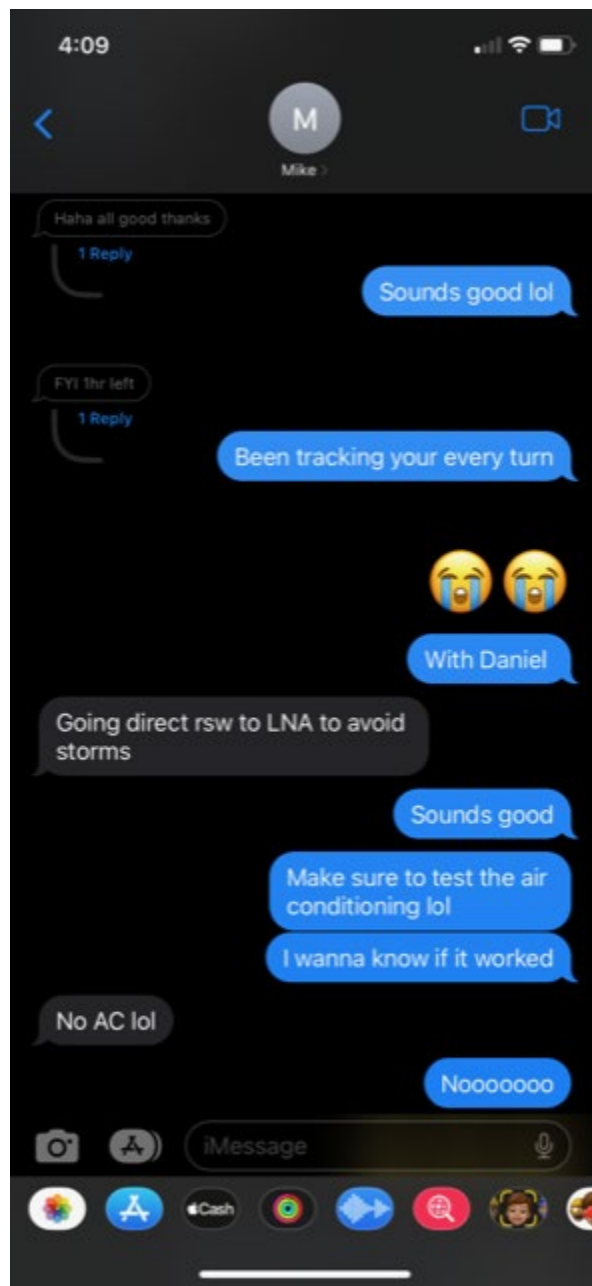
Text 3: Text messages To and From Mr. Reiter and Mr. Marshall, Jr.



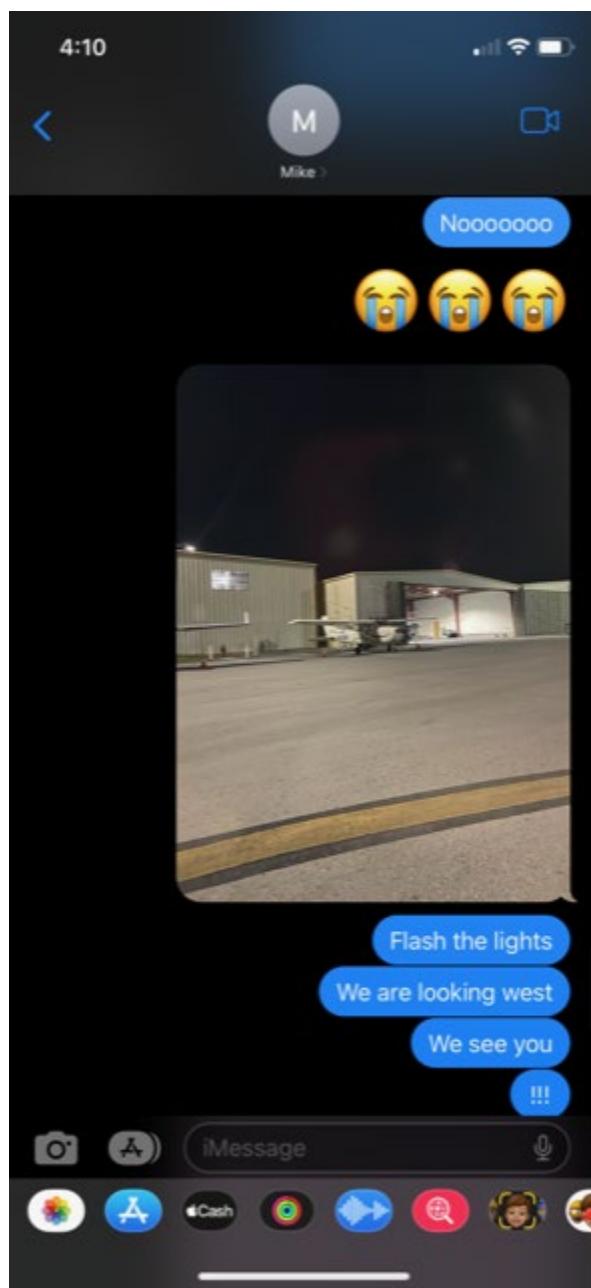
Text 4: Text messages To and From Mr. Reiter and Mr. Marshall, Jr.



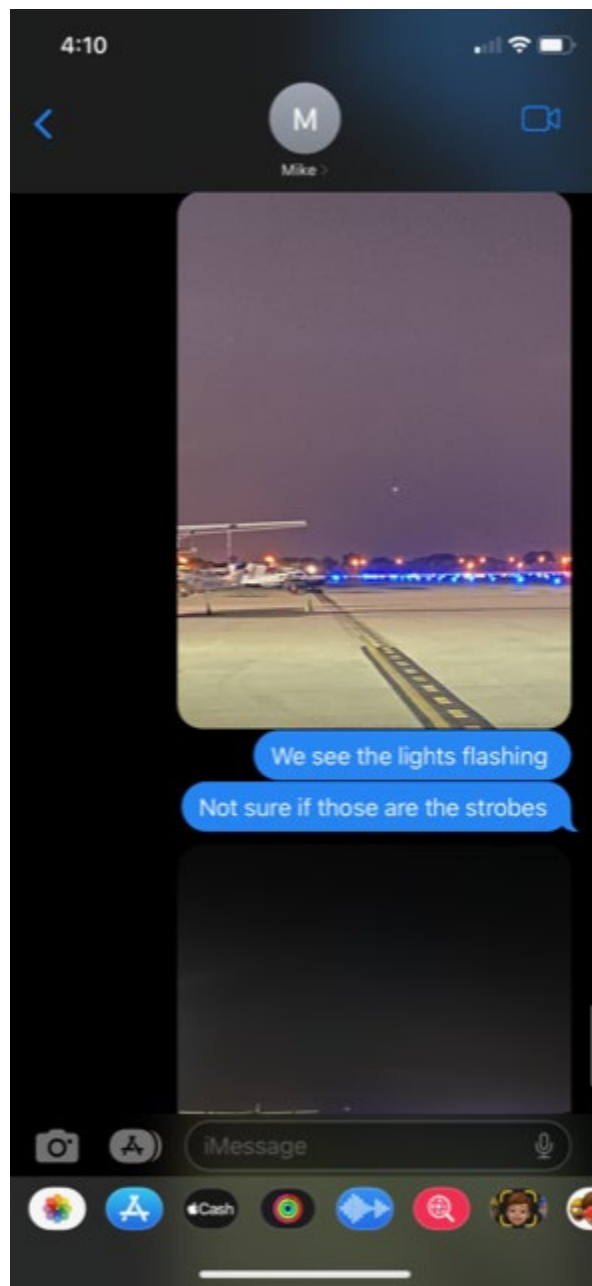
Text 5: Text messages To and From Mr. Reiter and Mr. Marshall, Jr.



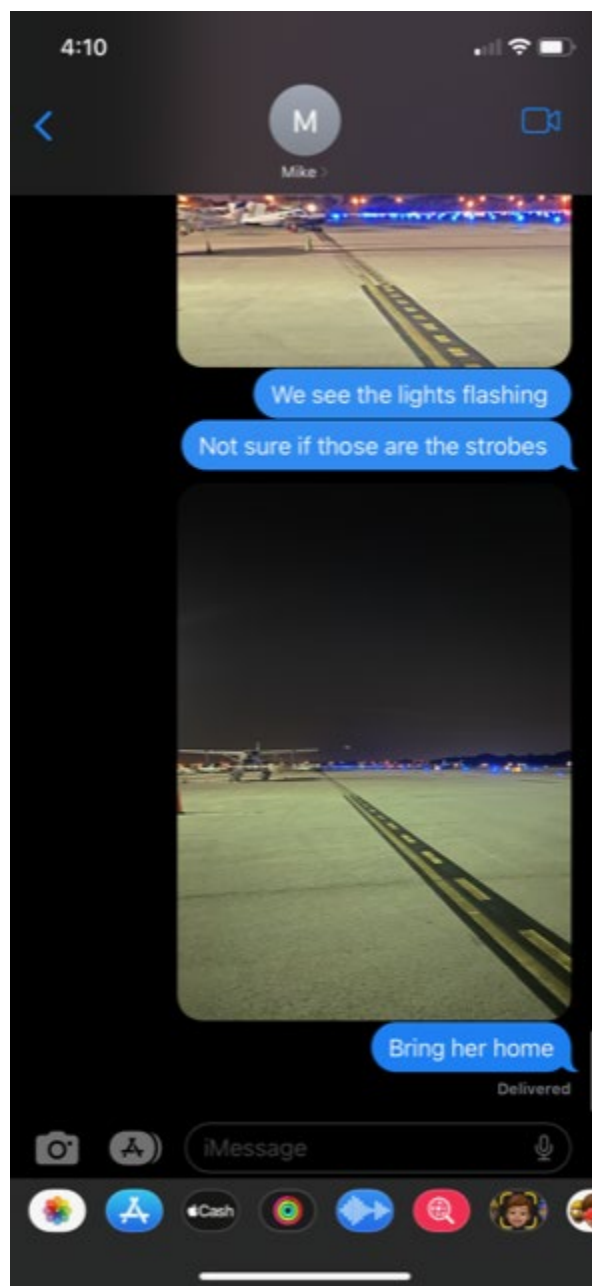
Text 6: Text messages To and From Mr. Reiter and Mr. Marshall, Jr.



Text 7: Text messages To and From Mr. Reiter and Mr. Marshall, Jr.

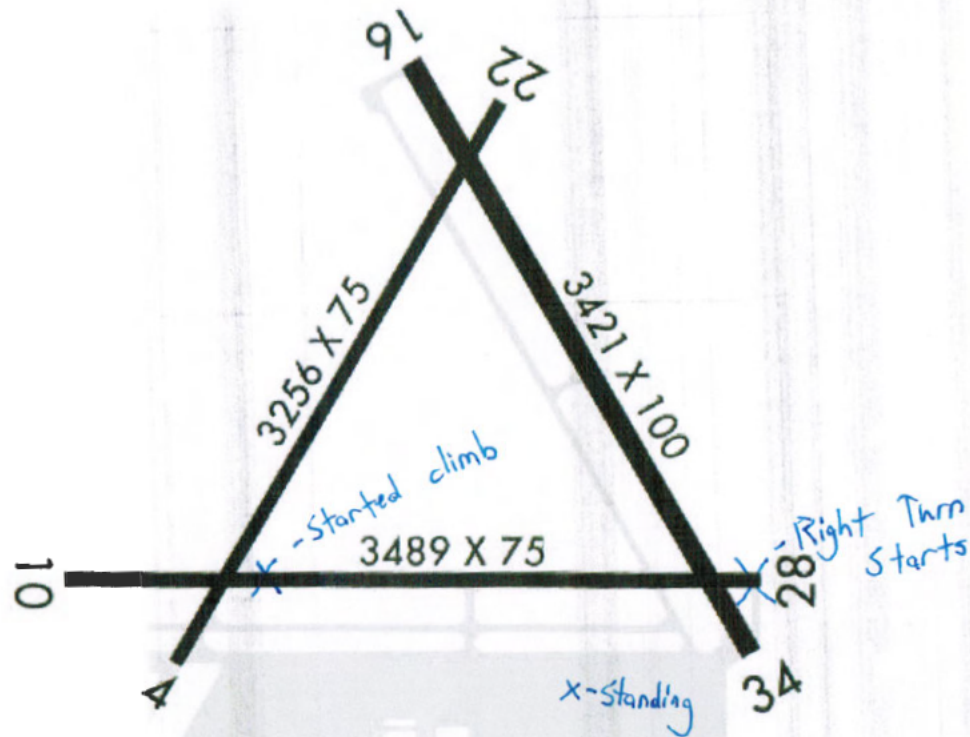


Text 8: Text messages To and From Mr. Reiter and Mr. Marshall, Jr.



Text 9: Text messages To and From Mr. Reiter and Mr. Marshall, Jr.

Samuel Stephen Reiter



Timothy W. Monville
Sr. Air Safety Investigator
OAS-Eastern Region Aviation

Date: April 17, 2023

Subject: ERA23FA138, Record of Conversation/Interview

Contact: Mr. Barry Loomis

Mr. Barry Loomis, Director of Operations/Chief Flight Instructor on Aamro Aviation contacted NTSB by phone on March 16, 2023 at 1600 EST. He called from his cell which was not recorded.

He was advised by e-mail when sending this document for review that it will not be released to the public until the investigation is finished and when published, any personal identifiable information (PII) such as cell phone number, e-mail address, address, pilot certificate number, etc., will be redacted and not viewable in the released document.

During the conversation which was centered on pilot-in-command and the left seat pilot logbook information concerning night currency, Mr. Loomis confirmed the left seat pilot was not night current but he could not confirm or deny whether the right seat pilot had a current medical certificate¹.

The interview end time was not recorded.

The digest was e-mailed to him for review on April 17, 2023. He replied on April 18, 2023, at 1027 EDT with comments that were incorporated into the digest. The FINAL digest was e-mailed to him on October 11, 2023.

¹ Because of protocols, the NTSB investigator-in-charge would not be allowed access to the pilot-in-commands FAA medical file.