

August 19, 2024, telephone conversation between Mr. Lawrence Trow and John O'Keefe of Plattsburgh, NY and Mr. Alex McAninch and Ken Shauman of Cleveland Flight Standards 1000 to 1040 EDT.

The conversation was pre-arranged. Purpose was to visit and learn more of N23533 BE60 and owner/pilot Mr. Jawdat (Joe) Khawam involved in the July 19, 2024, fatal aircraft accident at Youngstown-Warren Regional Airport (YNG). NTSB report number ERA24FA308.

Mr. Trow and Mr. O'Keefe had provided some maintenance on the accident aircraft.

Mr. Trow shared he'd known Joe for 4-5 years. He understood some years ago Joe was a co-owner of a TCCA commercial operation, similar to our Part 135. Joe had owned different multi-engine aircraft. A Piper PA31 and he believed still owned two Cessna 310's. While Joe had most the maintenance on them done in Canada, he did have an occasion for maintenance at Plattsburgh, that is how they became acquainted. He understood Joe was a successful business person. He had heard that Joe would fly in IFR conditions without an instrument pilot rating.

Mr. Trow explained Joe basically just showed up one day with the BE60. Far as he knew Joe did not have any kind of pre-buy inspection before he acquired the BE60 in Fall of 2023, nor did he have Mr. Trow or Mr. O'Keefe do any kind of look over.

Mr. Trow believed Joe did get a minimal check out and flew a little bit with a local Certified Flight Instructor. He believes this was Mr. Tedesco.

There was concern about the airplane setting outside in the elements over the winter. This spring, April, Mr. Trow drained approximately five gallons of fuel from each side of the airplane. No water or contaminants were observed.

Mr. Trow explained another BE60 owner suggested Joe frequently clean the fuel injector nozzles and replace the fine-wire electrode spark plugs with massive electrode spark plugs. That was done at Joe's request.

Yes, Joe did have a hard landing at Plattsburgh right after he acquired the airplane. Unsure if nose tire failed upon landing or if landed with it deflated. Mr. O'Keefe replaced the nose tire and tube, did landing gear retract/extension check, serviced the tires and struts. Shortly after another tire/tube was replaced. The most recent maintenance record entry was for servicing the tires and struts and applying edge sealer to the de-ice boots trailing edge near the fuel filler caps. There was evidence of previous fuel filler cap leakage that damage the boot trailing edge sealant.

Mr. Trow explained they changed both engine oil and filters. The existing filters had been installed for over two years. He was concerned about the condition of the oil. It was black and nasty. He saved a sample of the oil and the filter pleats, no metal observed just lots of carbon, to show Joe. After a brief engine run up and leak check, the oil was

still black. He changed it again, same results, and again like the day before the final flight. Third time the oil color/condition was better. The right engine oil condition was not as bad as the left. Yes, he placed the nine quarts or so of oil in the nose baggage compartment for Joe prior this departure. Joe shared they were going to Houston area to visit his brother then onto California for a vacation. He wanted extra oil. However, Mr. Trow does not know either engine oil consumption rate.