

MEMORANDUM FOR RECORD

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

Date: March 17, 2026

Subject: ERA24LA208

Contact: Heinz Gustav Peier, Pilot of N848HP

As part of the investigation, Mr. Heinz Gustav Peier was interviewed while hospitalized by Federal Aviation Administration (FAA) airworthiness inspector Joseph W. Gramzinski of the FAA Orlando, FL Flight Standards District Office on May 22, 2024, at 1010 EDT. Prior to the interview, based on the pilot's injuries a basic list of questions was compiled by NTSB and FAA for presentation to Mr. Peier.

FAA inspector Gramzinski began the recording by stating his name, agency, date and time. Mr. Peier was asking while the recording was on, Mr. Peier do you have any objection with us recording this conversation and interview to which he replied, "no" with the rest of the comment unintelligible.

He was asked the following questions -

Mr. Heinz do you know what medications you might be on at this time?
Pain killer, and uh stool softener, and uh whatever they need you know to make me feel comfortable.

Do you feel that you are of sound mind of understanding and comprehension for questions I have for you?
Yes.

FAA Questions Continued -

And regards to the accident, was there any malfunctions of the flight controls that you recall?

No.

Was there any malfunction of either engine?

No.

Was there any problem with either of the propellers?

"The recall I have is I am flying from Spruce Creek to DeLand and being in cruise mode with propellers and reducing power one of the propeller went into reverse."

Do you recall which propeller went into reverse?

"Well, I ran out of left rudder to counteract which means it has to be the right engine. The next thing you know I am looking at the ground and was just out of uh airspeed basically running out of options."

Can you explain what happened at the end of the flight?

The last thing I remember running out of left rudder, full left rudder deflection, and looking at the ground. And then it was still for a moment, I guess I passed out.

Explain everything of the flight that day, everything that you can recall as a pilot operating that aircraft?

I took off from Spruce Creek normal uh cruise pitch mode, normal cruise mode, the airplane the way it is set up it has 2 switches safety guarded which is a mode where you can go into reverse. And then when you go into reverse you have in that mode first I have 2 lights on the panel left and right, secondly just flipping those switches doesn't do anything you still have to actuate the pitch mode with 2 separate switches behind those guarded switches. And I never touched those things I took off from Spruce Creek normal 5,700 rpm uh flew over to DeLand which is about 15 minutes I guess, and the last thing I remember I think I entered a wide left downwind for base kind of a extended base for runway 12. And reduced power then when something happened. That's all I remember really.

Has this aircraft ever operated that way before?

Uh no.

Have you ever had this situation happen in prior flights?

No.

So this was the 1st time it acted like this?

Yeah.

FAA Questions Continued -

When did you install the propeller system?

Uh, I flew the airplane first of all I think 60 hours or something on wheels, then I put these uh floats on, and also propeller *¹ considered the major changes which should all be in the logbooks. The dates I think the propellers maybe a week before the accident I don't know. I'll have to look at the dates in the logbooks.

The FAA inspector replied that he did not see any logbook entries for the propellers or that system, but he did see a logbook entry for the floats. He replied, well it should be there maybe in the propeller logs, or maybe in the main logs. Installed DUC propellers with reverse pitch props.

Were you able to test fly the aircraft after you changed the propeller system out?
Yeah.

And you had no discrepancies or problems?
No.

Is there anything else you can think of that will help us with the investigation?
Well, what I like to find out why it happened. And I think that is a question of looking into that actuator system which actuates the reverse, in combination with the FlyBox's which are the controllers for the propellers. I don't know where the failure occurred if it was coming from the FlyBox's, the wrong input or if it's on the actuator. I do know that we had problems with the setup, very * on the 2 microswitches and the factory for the propellers they offered to change that with the more convenient system instead of having 2 screws like a set screw where you can set up the uh the fine pitch. The reason for was the uh synchronization between left and right.

Did you install that system or did the factory, a mechanic?
The factory originally installed it, but they didn't work right.

And where was that at?
In Sebring. By the propeller factory. But the reason for is that uh the range of the actuator pitch uh the microswitches were not set right. So, they told us what we have to do, to take the actuator apart, where the microswitches are, and set the range of those microswitches.

¹ Indicates unintelligible.

FAA Questions Continued -

And that was done?

Yeah.

And you had no problems flying it from Sebring to Spruce Creek and then from Spruce Creek until it acted up in DeLand?

Yeah. And a little prior flights in Sebring, around Sebring, I flew actually to I think to Venice, and some other places.

The interview concluded and the recording ended at 8 minutes 2 seconds elapsed time.