



MEMORANDUM FOR RECORD

Todd Gunther
Air Safety Investigator
Eastern Region

Date: 05/30/2024
Subject: Information Provided by Shawn Mack
NTSB Case Number: ERA24LA227

According to Mr. Mack, he was friends with Mr. Clementi (the pilot of N446KW), their hangars were near each other, and he had known Mr. Clementi for about 2-years.

Mr. Clementi would store all the paperwork for the airplane on a bookshelf in his hangar. Mr. Clementi was excellent at doing “glasswork” (Fiberglass work) and had just added winglets to the airplane as he was always trying to make the airplane faster. Mr. Clementi test flew the airplane with the new configuration on May 23, 2024, before taking the airplane on the flight two days later.

Mr. Mack advised that he had never mentioned having any problems with the engine and that he had upgraded to a Truetrac autopilot within the last year but was having some problems with it. He had also been doing panel upgrades to make the airplane IFR capable and was going to work on getting his instrument rating as he was not an instrument pilot.