

RECORD OF ☒ VISIT ☐ CONFERENCE OR ☐ TELEPHONE CALL		TIME 12:30	DATE 12/19/2024	
NAME (S) OF PERSON (S) CONTACTED OR IN CONFERENCE AND LOCATION			ROUTING	
			SYMBOL	INITIALS
Inspectors Corey Meinzer (ASI), Michelle Griffin (ASI), John Schlabach (ASI),				
and pilot of aircraft N8516V, Mr. Matias Gurmandi, at the Seminole Indian				
Reservation near West Boundary Rd.				
SUBJECT ERA25LA079 Accident Investigation - N8516V				
DIGEST				
Inspector Griffin conducted an interview with the pilot, Mr. Matias Gurmandi, in the presence of ASI Meinzer and ASI Schlabach. When asked to recount the events that led up to the accident, Mr. Gurmandi stated that he had been conducting a solo ferry flight from Texas to Florida with a final destination of Chile. He said that he departed the Bourland Municipal Airport at 14:30 Zulu time after taking on 300 gallons of fuel, and a scheduled flight duration of 6 hours and 20 minutes. Mr. Gurmandi informed the inspectors that the aircraft had been configured with auxiliary fuel via the hopper tank for the ferry flight to increase the range and the duration of flight from 6 hours to 9 hours. He said he was already in contact with the controllers at MIA and on initial decent to land at FXE for the night. At an altitude of approximately 9000 feet, he said he felt a "violent yaw" to the left but stated he never heard any associated noises with the event. He proceeded to push the right yaw pedal full forward with no affect and the airplane continued in a left turn, circling and slightly nose down. He then stated that he applied right aileron in an attempt to counter the left turn which helped but did not stop the left turn. He then attempted to retard the engine throttle to idle, which he said made the spinning worse, so he advanced it back to mid throttle. He stated that the combination of the right aileron position and engine power setting gave him a "best case situation" but was still unable to regain control of the airplane and it continued to descend in a left turn, slightly nose down. Once the pilot realized he was going to crash, he dumped all the fuel from the auxiliary fuel hopper. As the airplane descended, the left wing struck a tree which caused a sharp spin, approximately 180 degrees to the left, before finally coming to rest at the crash site at approximately 20:20 Zulu time. Nothing follows.				
CONCLUSION, ACTION TAKEN, OR REQUIRED				
DATE 12/20/2024	TITLE Aviation Safety Inspector	SIGNATURE MICHELLE CHRISTINE GRIFFIN		
		Digitally signed by MICHELLE CHRISTINE GRIFFIN Date: 2024.12.21 12:55:57 -05'00'		

