

FAA ASI interview statement with A&P/IA mechanic Mr. Dennis Trevino subject - N222AT

On January 18, 2018, I FAA ASI Timothy C. Hughes (along with ASI Michael Baudoux) from the Riverside FSDO interviewed Mr. Dennis Trevino at his work location at the Chino airport in reference to the Maintenance, inspection and any correspondence he had with the aircraft owner of N222AT.

I had contacted Mr. Trevino before heading to his office informed the reason for my contacting him, he stated he was expecting my call and stated he would make a written statement to the best of his knowledge and have it ready for us on our arrival. Mr. Trevino printed out his written statement and signed it in our presence once we arrived and handed it me. After reading it, I then started interviewing Mr. Trevino about what took place after he agreed to perform the annual inspection for N222AT.

Mr. Trevino stated he had the aircraft at his facility for approximately two days during the last week of December 2017 and was almost complete with the annual accept for inspecting the landing gear and fixing some hydraulic system leaks. Mr. Trevino stated he had found some hydraulic leaks within the landing gear area and after getting the owner's permission to order new seals for the door actuator, he placed the annual on hold until the squawks found during the annual inspection could be addressed. Mr. Trevino stated the aircraft remained on jacks and the access panels were left off awaiting the arrival of the ordered parts. Mr. Trevino stated couple days latter on the 30th of December the owner of N222AT showed up at Mr. Trevino's place of business stating something had come up and he had to have his aircraft and could not wait for the parts to arrive that he had to have the aircraft that day. Mr. Trevino stated he informed the owner that the squawks were not corrected and due to the landing gear hydraulic leak the annual inspection was placed on hold and was not finished, therefore he would not be signing a logbook statement returning the aircraft back to an airworthy condition if he took it that day.

Mr. Trevino stated the owner informed him that he would just have the aircraft for one day and would bring it back so the annual could be finished and the squawks could be corrected. Mr. Trevino stated this conversation took place right at lunch time, so he informed the owner that they could talk about how to handle the situation after lunch because he had a previous lunch engagement and the aircraft was still on jacks and access panels still removed.

Mr. Trevino stated that after he returned from his lunch engagement he found that the owner had re-installed all the removed panels, down-jacked the aircraft and had pulled it outside the hanger and was attempting to start the engine. Mr. Trevino stated he went out to talk to the owner who then meet him and said the battery was low and he needed to charge the battery. Mr. Trevino said he informed the owner that if he was insistent on taking the aircraft that he needed to let him and his mechanic at the least perform engine runs and check for any leaks, but the owner insisted that he would check the aircraft out himself. Mr. Trevino said he went back and asked one of his employees to assist the owner to get the aircraft started. Mr. Trevino stated that he was in his office and heard the engine start up and went out to see if the owner found any leaks but that before he could get to the aircraft the owner taxied away and soon after he could see the aircraft flying away from the airport.

Mr. Trevino stated that on the 3rd of January the owner of N222AT came to Mr. Trevino's business stating that he was trying to bring back the aircraft on Monday January 1st. However, as he was pulling his aircraft out of its storage unit at the San Bernardino airport, employees at the airport stopped him and would not allow him to move the aircraft until he had a log book entry stating the annual was completed. Mr. Trevino stated that he argued with the owner at first but that the owner insured him that as soon as he had a log book entry he could show the airport and he could then fly the aircraft right back to him so he could finish everything. Mr. Trevino stated that the pilot insured him that he had performed multiple engine runs, landings and also inspected the landing gear and found no issues. Mr. Trevino stated he gave the owner a logbook statement with a date of January 3rd 2018 because that was the day the owner stated he was bringing the aircraft back and that he had performed landings and checks and found the aircraft safe to fly back to his business that day.

Mr. Trevino stated that later in the week a person called his office stating he was a journalist and was inquiring if any employee at Mr. Trevino's business performed maintenance on aircraft N222AT that had an emergency landing at the San Bernardino airport on the 30th of December. Mr. Trevino stated that before he could answer or ask any questions the line went dead. Mr. Trevino stated that he immediately contacted the

owner of N222AT and questioned him on the status of the aircraft and informed him about the call he had by the journalist. Mr. Trevino stated that the owner denied that anything was wrong with the aircraft and that he still had plans to bring the aircraft back to him as soon as the airport personnel reviewed his logbook.

Mr. Trevino stated that after he finished his phone call with the owner of N222AT he went online and researched recent aircraft emergency landing at the San Bernardino airport. He found a news blog about N222AT performing an emergency landing on December 30, 2018.

After my interview, I returned to the Riverside FSDO and started EIR processes on both Mr. Trevino the mechanic and the owner of N222AT.

Timothy C. Hughes 1/19/2018