



RECORD OF CONVERSATION

Michael Hicks
Air Safety Investigator
Western Pacific Region

NTSB Accident/Keys Number: WPR21LA037/102241

Date of Accident: 04NOV2020@1220mst

Person Contacted: David Holland – Fly Eagle Sport – Glendale, AZ (LSRM)

Date Contacted: 20SEP2021@1517pdt / 16JUN2022@0953pdt

Summary:

During an interview between the Light Sport Repair Maintainer (LSRM) and the NTSB Investigator-in-charge, the LSRM reported that:

As of 16JUN2022, there were a total of six Remos aircraft in the fleet when he departed the company in May 2022, but there were only three aircraft in the fleet when he signed on to the company in 2018. He started with the company as a Certificated Flight Instructor and took on the role of the LSRM in October 2020, which is when he signed off N87GX as completing the 100-hr and SB-002. He recalled that he had been shown by other maintainers how to accomplish the inspection of the carry through. He noted that he performed a visual and physical inspection of the carry through which was still under the 800-hr mark addressed in SB-002. At the time of the inspection, he did not notice any cracks or deformation to the carry through after removing the left and right belly fairings and physically running his hand over the carry through from the pilot side to that of the passenger side, which completed his inspection.

Upon taking on the role of the operator's LSRM, he looked up the list of Manufacturer SB's and applied them to each of the 100-hr inspections that he subsequently performed. N87GX had accumulated about 437 landings when the carry through failed. He documented the number of landings on the 100-hr Manufacturer Checklist, which are maintained by the operator. Dave attended the LSRM course from September to October of 2020. The 100-hr on N87GX was completed 29OCT2020. N87GX was purchased a few months before the accident and there should be one or two 100-hr inspections since purchasing the airplane, and prior to 29OCT2020. The IIC requested the previous inspections from the operator. The paper logbook for N87GX will have the initial inspection entries (either JUL, AUG, SEP). There is a digital squawk sheet for all aircraft in the fleet. Tyler is managing the operation at Fly Eagle Sport, and he is still trying to find a maintainer since Dave has moved on from the organization.