

RECORD OF ☒ VISIT ☐ CONFERENCE OR ☐ TELEPHONE CALL		TIME 9:45 AM	DATE 12/14/2020
NAME (S) OF PERSON (S) CONTACTED OR IN CONFERENCE AND LOCATION Fred Sorbi		ROUTING 	
		SYMBOL	INITIALS
Spiders Aircraft (MYF)			
3873 Kearny Villa Road, San Diego, CA 92123			
SUBJECT Post Accident Photos and Records on N5098E			
DIGEST			
On Monday 12/14/2020 at approximately 9:45am I went to Spiders Aircraft at KMYF to take post-accident photos of N5098E and its latest maintenance entries. After taking photos of the airplane I ask one of the mechanics if Fred Sorbi, the facility owner was there and he was not. I asked the mechanic if I can see the logbooks and he gave me access to them. I took pictures of the last annual and maintenance items. I then ask if they would have Mr. Sorbi contact me when he got in and I left the facility.			
Later that afternoon around 1pm I was asked to go back to retrieve the logbooks. When I got there, I did notice that N5098E's cowling had been removed and the airplane was repositioned. I also noticed the fuel strainer bowl was sitting on the ground. I then proceeded to Fred Sorbi's office and met with him. I asked him for the logbooks and he handed them to me. He then told me he already knew what was wrong with N5098E and that it was a stuck valve on #3 cylinder. He showed me the bent pushrod housing on #3 cylinder. I took a picture and then left.			
CONCLUSION, ACTION TAKEN, OR REQUIRED Statement given to Inspector Patrick Reid for processing.			
DATE 12/18/2020	TITLE Aviation Safety Inspector	SIGNATURE 	

RECORD OF ☐ VISIT ☐ CONFERENCE OR ☒ TELEPHONE CALL		TIME 10:39 AM	DATE 12/14/2020
NAME (S) OF PERSON (S) CONTACTED OR IN CONFERENCE AND LOCATION Spiders Aircraft Maintenance Owner Fred Sorbi		ROUT NG	
		SYMBOL	INITIALS
SUBJECT Question on N5098E a Cessna 172 that crashed			
DIGEST			
I received a call from Spiders Aircraft Maintenance Owner Fred Sorbi at 10:39 am on			
December 14, 2020 regarding N5098E, which had crashed thru the perimeter fence at KMYF on			
December 13, 2020.			
Mr Sorbi called me and stated the aircraft was parked at Spiders, I told him that the NTSB			
would probably want to inspect and possibly run the aircraft if safe and possible, he said			
he could do it, I told him not to do anything, and that I would have to get NTSB approval			
for anything on the aircraft I also told him to leave the aircraft alone, he said ok and we			
hung up.			
At 1:02 pm on the same day Mr. Sorbi called me back and stated he had found my problem that			
it was a bent #3 valve, I told him that the NTSB had decided to move the aircraft to Chino,			
Ca. and to not touch the aircraft, the NTSB was going to move the aircraft, he said ok !			
and we hung up.			
CONCLUSION, ACTION TAKEN, OR REQUIRED			
Statement given to Inspector Patrick Reid for processing, besides those two phone calls			
from Mr. Sorbi I have had no further communication from Mr Sorbi.			
DATE 12/18/2020	TITLE Thomas C. Marquez FLM A/W Unit	SIGNATURE 	



RECORD OF PHONE CONVERSATION

Eric M. Gutierrez
Air Safety Investigator
Western Pacific Region

Date: December 17, 2020
Person Contacted: Fred Sorbi (Maintenance Facility Owner)
NTSB Accident Number: WPR21LA069

Narrative:

The following is a synopsis of the information provided by Mr. Sorbi in a telephone conversation.

On the evening of December 17, 2020, I contacted Mr. Sorbi after being informed by the recovery company that several items had been removed from N5098E, a Cessna 172N that was involved in an accident at the Montgomery-Gibbs Executive Airport in San Diego, California. Numerous items were given to the recovery company in a box, but it appeared that the airplane sets had been removed. After introducing myself as the IIC for the accident, I asked if he was the maintenance manager for the Plus One Flying Club. Mr. Sorbie, stated he was.

Q: I asked Mr. Sorbi if he removed any items from the accident airplane?

A: He had not touched the airplane, he only looked at it with the FAA inspector.

Q: Had he removed the gascolator or perform any maintenance to the airplane?

A: No, the first responders had done that, and he was only observing.

Q: Did he remove any of the seats from the airplane?

A: He did, but only at the direction of the flying club's operations officer, Mr. Dave Evby after the airplane had been released.

I explained that the airplane had never been released by myself or the FAA, as it was pending further examination.

Q: Did he remove any of the avionics?

A: He did, but again explained that it was at the direction of the direction of the

flying clubs operations officer, Mr. Dave Evby after the airplane had been released. Mr. Sorbi's demeanor had changed and was now becoming irritable.

Q: Did he attempt to run the airplane?

A: He did, and it started.

I explained, that due to his actions, I was going to need a written statement of any work he may have performed on the accident airplane.

Mr. Sorbi stated that, he knew how the FAA and NTSB operated and was not going to provide any statement. To please leave him out of the investigation.

I explained, that because he had performed maintenance on the airplane after the accident, without oversight from the FAA or the NTSB, he had now become a part of the investigation. Again, I requested a statement of any actions or maintenance he performed after that accident.

Mr. Sorbi refused, any further contact was to be conducted through his attorney.



RECORD OF E-MAIL CORRESPONDENCE

**Eric M. Gutierrez
Air Safety Investigator
Western Pacific Region**

**Date: February 14, 2021
Person Contacted: Jack Vanderman (Aircraft Recovery)
NTSB Accident Number: WPR21LA069**

Narrative:

The following is a synopsis of the information provided by Mr. Vanderman in an e-mail correspondence.

Regarding the Cessna 172, N5098E recovered from Montgomery airport, San Diego, CA. on December 15, 2020. He received a call from AIG Ins. Conrad Alberto to recover Cessna 172, N5098E at Spider's from Fred Srob [REDACTED]. The aircraft was already moved from wreck site and move to Spider's. When he drove up to aircraft, it was setting on a dolly and the wings were removed and lying on the left side of fuselage under the left horizontal. The right wing was on the right side of fuselage next to the right horizontal and the wing struts were alongside the left side of the fuselage next to the noise. The cowlings and noise gear were to the left of struts. Both doors were removed and the hinges and were in the back of the cabin on top of back seat. The left main wheel had been removed, he asked where it was. They went back behind the aircraft to the hanger and bought one to him. The seats had been removed and lying in the floor of cabin with a box of miscellaneous parts. He asked where the radios were and Fred went to the back of hanger and returned with box, in it were two G5's and a Garmin 340, Garmin 430W, one Garmin Radio and one Garmin 345 transponder. The Airworthiness and Registration cards were in the box with radios. The Engine compartment looked in intact, except for the fuel filter was disassembled. We removed the vertical and horizontal for transportation to Chino, CA.