



Memorandum for Record

Fabian Salazar
Air Safety Investigator
National Transportation Safety Board
Investigator in Charge

NTSB Accident Number: WPR21LA117
Aircraft Registration & Make/Model: N125MG / Piper PA44-180
Accident Location: Redmond, OR.
Accident Date: 2/7/2021

In an email dated February 19, 2021, Mr. Hagele reported the accident airplane had a total time of 11769.5 hours.

In a follow up email dated February 22, 2021, Mr. Hagele wrote:

"We did review Piper Service Letter 1263. We have decided to do the 6500 hr inspection at the next scheduled maintenance event (100hr) on all aircraft in the fleet, regardless of time in service. Then we will start a 700-hour reoccurring inspection.

Upon investigation we discovered the email address Piper had on file for sending service information updates were going to a former chief inspectors email. They are now going to Jacob (current Chief Inspector) and we are setting up a quality department email account that distributes notifications to everyone in the department and myself. We are doing this for all manufacturers who we normally receive information from. Hopefully we will not miss any future communications that could prevent an accident."

In an email dated March 17, 2022, Mr. Hagele stated that the Hillsboro Aero Academy did have a Part 141 certificate. He stated that service letters are not mandatory under the part 141 certificate. He stated that they did strive to be aware of all service information provided by the manufacturers and they do comply most of the time. He stated that in the case of the landing gear strut, the information from the manufacturer was new and they had not incorporated it yet [prior to the accident]. Following the event, they did incorporate the repetitive inspection called out for in the service letter.

In an email dated March 29, 2022, Mr. Hagele stated that the CFI was not longer with the company and had returned to his home country of Korea. A fellow employee who remained in

contact with the flight instructor reported that the flight instructor did take the controls after the student pilot landed the airplane and was unable to maintain directional control.