

ZOË KELIHER
Sr. Air Safety Investigator
Office of Aviation Safety – Western Pacific Region

All persons listed were interviewed by NTSB personnel:

The following is a summary of conversation:

GREGORY MATUSKY

Mr. Matusky, who was both a close friend of the pilot and the mechanic who signed off on recent work on the airplane, stated that the pilot had originally planned to depart the day after the accident. However, he changed this plan the previous day, deciding to leave early in the morning to take advantage of more favorable headwinds. Mr. Matusky recorded a video of the airplane's departure and communicated with the pilot by radio as he took off. After the pilot said goodbye, Mr. Matusky went into his house, located adjacent to the runway.

He added that the last 100-hour inspection had been documented as completed on April 5, 2023—six days prior to the accident. Although Mr. Matusky signed the inspection entry, he noted that he was not fully familiar with the engine and that the pilot had performed all of the maintenance. His role was to look for leaks and evaluate the airplane's general condition. Maintenance records showed that, in late March, the pilot had installed new fuel injectors and replaced the manifold, temperature, and oxygen sensors.