



Final report on aircraft accident

Case no.: **25-024F003**

Date: **May 26th, 2025**

Location: **Suðurlandsvegur, Route 1, near Heiðmörk**

Description: **Engine failure and emergency landing on a road**

Investigation per Icelandic Law on Transportation Accident Investigation, No. 18/2013 shall solely be used to determine the cause(s) and contributing factor(s) for transportation accidents and incidents, but not determine or divide blame or responsibility, to prevent further occurrences of similar cause(s). This report shall not be used as evidence in court.

1. FACTUAL INFORMATION

Location and time	
Location:	Suðurlandsvegur, on Route 1, near Heiðmörk in Iceland at 64°05'6.71"N and 021°41'2.38"W
Date:	May 26 th , 2025
Time ¹ :	23:09

Aircraft	
Type:	Piper PA-24 Comanche
Register:	N5611P
Year of manufacture:	1959
Serial number:	24-679
CoA:	Valid
Engine:	180 hp Lycoming Model O-360-A1D, S/N L-6522-36

Other information	
Type of flight:	Ferry flight
Persons on board:	One pilot and one dog
Injury:	None
Damage:	Catastrophic engine failure during flight. Right wing and right flaps were severely damaged during the emergency landing, as well as a road sign and minor damage to a road guardrail. During transport from site, right horizontal stabilizer and left flap were damaged.
Short description:	Engine failure and emergency landing on a road

Pilot		
Certificate:	Commercial Pilot license issued by the FAA	
Ratings:	Single Engine Land Instrument Airplane	
Medical Certificate:	Class 2, valid	
Experience:	Total flight hours:	770 hours
	Total flight hours on type:	162.5 hours
	Last 90 days on type:	43.2 hours
	Last 24 hours on type:	7.4 hours

¹ All times in the report are UTC, unless otherwise stated.

The aircraft was being ferry flown from the United States to the United Kingdom, with multiple stops for rest and refueling on the way. On board was the pilot along with his dog.

At 22:54 in the evening of May 26th, aircraft N5611P took off from Reykjavik Airport (BIRK) after fully refueling to 56 USG of Avgas 100LL, for a flight to Wick (EGPC) in the United Kingdom. The weather was good, late in the evening but in daylight conditions due to the time of year, good visibility, with VMC conditions.

During climb out the propeller was turning at 2700 RPM, with 28 inch engine manifold pressure, and all the parameters were in the green. According to the pilot there was no unusual sound or vibration coming from the aircraft nor the engine during the climb, but the pilot was wearing a noise cancellation headset.

At 23:05, located about 1.6 NM southwest of RWY 13 at Sandskeið airfield (BISS), while climbing through 5300 feet altitude, the engine failed, the propeller stopped and the windshield became hard to see through, due to oil spillage. The pilot contacted ATC (Reykjavik Approach), advised of the engine failure and declared an emergency (MAYDAY-MAYDAY-MAYDAY). The pilot advised that he was turning northbound in VMC towards a



road (Route 1) with 52.9 USG of fuel. The pilot set the aircraft for optimal glide speed (white arc for flaps), which was 105 mph. See Figure 1.

Figure 1: Aircraft location when pilot contacted ATC at 23:05

At 23:06, the pilot did not notice the RWY of Sandskeið (BISS) airfield² as he passed over it at an altitude of 4100 feet gliding towards the west and concentrated on finding a

² Located at an altitude of 600 feet above MSL.

landing spot on the road (Route 1). ATC did not inform the pilot of Sandskeið airfield, which was the closest airfield to the airplane when the engine failure occurred.

At 23:07, when the aircraft was gliding at 3800 feet altitude, towards the west along Route 1, ATC contacted the pilot and advised that he had the airport (Reykjavik Airport, BIRK) at his 12 o'clock 8 miles out and inquired if he could glide in. The pilot advised he would not make it back to the airport (BIRK) and that he was planning to land on the road (Route 1) as he was unsure of the ground under a field next to the road and there seemed to be little traffic on the road.

At 23:08 the pilot glided the aircraft towards the west along a straight section of Route 1, while losing altitude (1500-2500 feet) to maintain speed. The pilot made a final decision to land on this straight section of the road towards the east (against the wind) to limit the landing speed.

At 23:09 the pilot turned the aircraft 180°, lowered the landing gear and the flaps in 2-3 stages, keeping in mind the traffic on the road where there were cars with their headlights



on about 2 miles apart, and landed on the road towards the east. During the landing roll the right wing hit a traffic sign and then scraped on top of a road guardrail. The aircraft came to a stop after passing the guardrail next to a large yellow road sign (Figure 2).

Figure 2: Aircraft on Route 1 after the landing when SIA-Iceland arrived

The pilot put the parking brake on and then exited the aircraft along with his dog before the next set of cars came towards the airplane.

A few cars stopped next to the airplane and assisted the pilot in moving the aircraft, so it no longer fully blocked the road, after which the pilot re-applied the parking brake and waited for emergency services.

Inspection of the aircraft on site revealed that the engine had incurred a catastrophic failure (Figure 3) and the right wing was severely damaged (Figure 4).

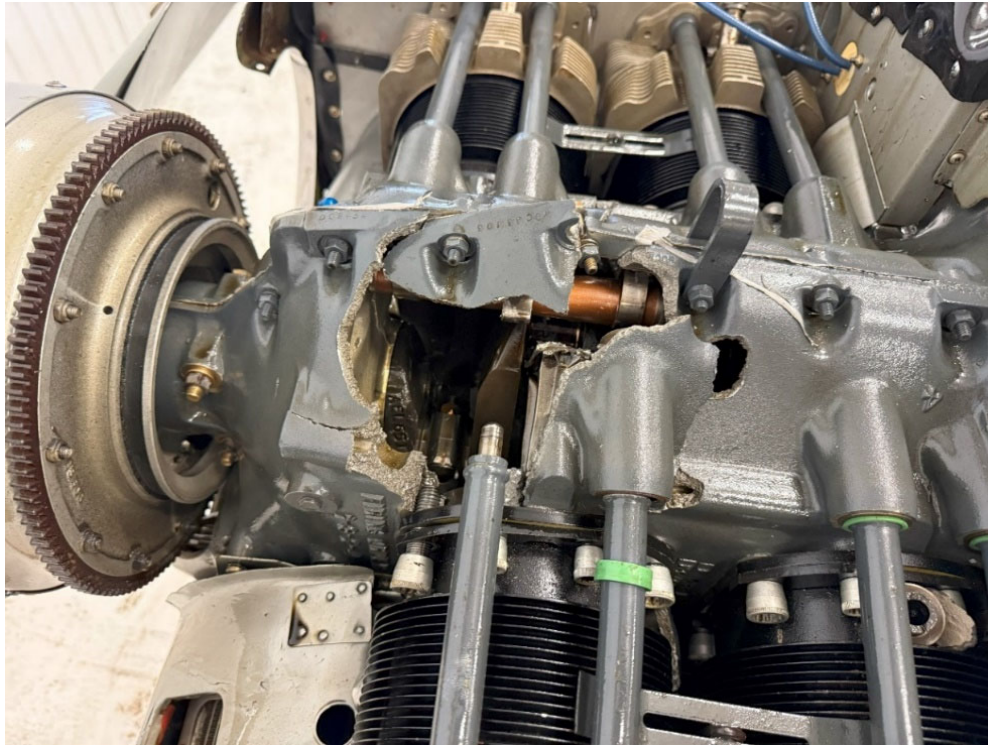


Figure 3: Engine damage

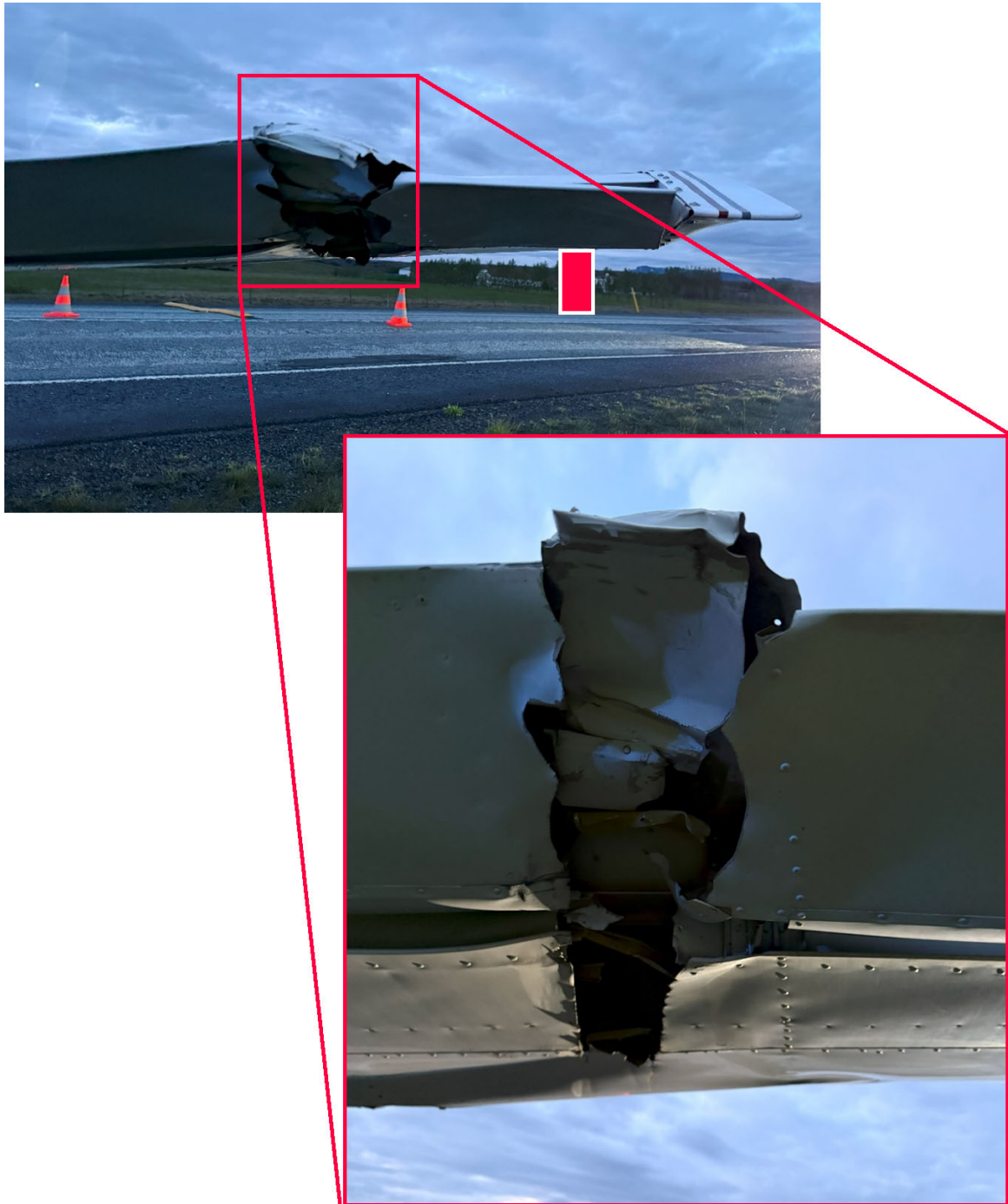


Figure 4: Part of the right wing damage

Neither the pilot nor his dog suffered any injuries. However, the extent of damage to the aircraft caused the event to be classified as aircraft accident.

2. ANALYSIS AND CONCLUSION

The cause of the emergency landing was the catastrophic engine failure. Due to this SIA-Iceland investigated the aircraft maintenance and engine history.

The TACH time at the time of the accident was 4799.9 hours. The last aircraft, engine and propeller maintenance was an annual inspection in accordance with FAR 43 Appendix D and the Piper Maintenance Manual, conducted at TACH hours 4761.5, on May 1st 2025, during which an extensive engine rebuild had been conducted (see Figure 5 - Figure 7). Therefore, the aircraft engine had been operated³ 38.4 hours since the last engine overhaul and the last annual inspection, which were completed together.

DATE: 1 May 2025 TACFT: 4761.5	REG: N5611P TACH: 4761.5	ACFT S/N: 24-679 HOBBS: 4846.8
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Completed an Annual Inspection in accordance with FAR 43 Appendix (D) and the Piper Maintenance Manual (p/n 761 679). All AD's checked biweekly through Veryon May 2025. For historical list of ADs see AD compliance sheet dated 5/21/2025.

- Main gear wheel bearings cleaned, inspected, and repacked.
- Found landing gear wheel hubs corroded – removed nose and main wheels and replaced hubs with owner supplied parts.
- Nose wheel bearings and races replaced due to brinelling – races: (p/n 13836-20629) & bearings (p/n 13889-20629).
- Replaced left main outer race (p/n 13889-20629) & bearing (p/n 13836-20629).
- Calipers frozen to brake linings – Sanded, treated, and lubricated corrosion.
- Replaced main landing gear axle tube with new from Boeing (p/n 86062-086).
- Right main oleo strut removed and replaced with owner supplied part due to pitting – Serviced strut with Phillips X/C 5606 hydraulic fluid and nitrogen to 3.25 INCHES & 2.5 INCHES on the nose strut.
- Placed aircraft on jacks and adjusted nose microswitch due gear safe light not coming on with gears down – ops check good.
- Left and right shock cord bungees on main landing gear replaced (p/n U31322-007).
- Landing gear greased and serviced – Performed multiple fault free gear retracts. Ops check good.
- Drained fuel and removed fuel selector valve – overhauled due to assembly leaking.
- Removed floor under pilot seat due to wiring bundle broken in multiple places due to a hungry varmint – traced wiring bundle and spliced missing sections on wiring.
- Drilled out and reattached cabin door catch with new hardware – ops check good.
- Added washers to baggage door interior wall panel due to holes wallowed out.
- Repainted wing walk.
- Added placard on right fuel tank due to missing capacity.
- Replaced gascolator screen and gaskets with kit (p/n 05-01019).
- Fuel strainer retaining bowl nut frozen and bent – replaced wire bail assembly (p/n 60765-02).
- Cleaned screen and replaced fuel bowl strainer (2) gaskets (p/n SSC8325433).
- Cleaned corrosion on fuel bowl and painted with Zinc Chromate.
- Replaced inop. Red Cube Fuel Flow transducer with new Electronics International owner supplied part (p/n FT-60) & (s/n 237604).
- Installed new ASA Carbon Monoxide detector in cabin (p/n ASA-CO-D).
- ELT Battery expired and replaced with new MERL Inc. Battery Pack (p/n BP-1010).
- ELT tested per FAR 91.207(d) - New ELT Battery expires: **September 2025**
- Corrosion X sprayed through out wings and airframe.
- Bracket Air filter replaced with new Aero element (p/n BA-7305).
- Aircraft ran up and leak checked as per 43.15 (c) (2) – No leaks found.

I certify that this Piper Comanche 180 Airframe has been inspected in accordance with FAR 43 Appendix (D) Annual Inspection and is found in airworthy condition.



A&P/I.A 3495648

Figure 5: Last airframe maintenance release

³ Above 1300 RPM.

DATE: 1 May 2025 TSMOH: 0.0	REG: N5611P TACH: 4761.5	Engine S/N: L-6522-36 Lycoming O-360-A1A
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- Engine internal metal parts replaced or inspected and returned to service by Aircraft Specialties Services; FAA Certified Repair Station No. DD2R764K (Work Order No. 276023).
- Engine assembled per the Lycoming Overhaul Direct Drive Engine manual, 6th printing 1974, w/ revisions up to June 1999.
- Assembled engine with Lycoming O-360 crankcase casting No: 72672 (s/n 3353). Crankcase repaired & RTS from DIVCO (DB24672K); (FTN: WDC# 133142) & (Invoice #137739).
- Replaced Crankshaft with new from factory, Superior Crankshaft (p/n AEL36002-1 & s/n S276023-1).
- Replaced Camshaft with new from Aircraft Spruce Lycoming camshaft (p/n SL18840).
- Installed (4EA) inspected, overhauled, and RTS Lycoming Connecting Rods from Aircraft Specialties Services (WO: 276023). Used new rod bolts (p/n SL75061) & new rod bearings (p/n SL13521A).
- Replaced front main bearings (p/n SL13884A) & crankcase bearings (p/n SL11020) with new from Aircraft Spruce.
- Installed repaired 75072 Lycoming gear (s/n S276023-5). Gear repaired by Aircraft Specialties (WO: 276023) & replaced with new drive gear (p/n SL13S19646). Torqued to 125 IN LBS.
- Installed all (4) new crankcase thru bolts (p/n SL76220).
- Installed new from Aircraft Spruce, Lycoming Body oil pump (p/n LW-10342).
- Installed overhauled Tempest Fuel Pump (p/n 15472).
- Replaced Lycoming oil pump body (p/n LW-10342) & Oil pump impeller kit (p/n SL18109A-S).
- Replaced with new, hydraulic lifter bodies (p/n SL72877) & plunders (p/n SL78290).
- Installed new Millennium Cylinders (p/n SL36006N-A20P) – Torqued 7/16 nuts to 300 inch-lbs & ½ nuts to 600 inch-lbs.
 - No. 1 cylinder (s/n 36N000002443) – Exhaust clearance 0.032" & Intake clearance 0.028".
 - No. 2 cylinder (s/n 36N000002451) – Exhaust clearance 0.030" & Intake clearance 0.029".
 - No. 3 cylinder (s/n 36N000002447) – Exhaust clearance 0.029" & Intake clearance 0.028".
 - No. 4 cylinder (s/n 36N000002439) – Exhaust clearance 0.054" & Intake clearance 0.072".
- Installed all new Lycoming piston pins (p/n LW-14078) & piston pin plugs (p/n 60828).
- Replaced all four engine mounts with Lord Mounts (p/n J7402-5=2W).
- Installed (left) overhauled S4LSC-21 Bendix Magneto (p/n BL-500514-1) & (s/n D13BAo41R) – Timed to 25 degrees.
- Installed (right) new EA-3000 ElectroAir magneto – Timed to zero degrees.
- Replaced all oil transfer tubes, induction tubes, SCAT ducting, and all oil lines and fire sleeves.
- Installed overhauled by Aerotech alternator (p/n 015-01237) & (s/n A-1276). Installed with new alternator belt – ops check good.
- Installed overhauled MA-4-5 Carburetor (p/n 103878) & (s/n G5110134).
- Inspected and reinstalled exhaust system.
- Installed new Hartzell 122-12PM Starter (s/n H-Y111343) (WO: M369830).
- Found oil cooler leaking – replaced with serviceable one from stock, Drake Air (p/n 10877A) & (s/n 1333).
- Replaced wire from the starter to the starter solenoid, due to corrosion using 8-gauge wire & new end ring connectors.
- Installed new Electronics International P-101 CHT Probe with adapter A-101.
- Replaced Lycoming oil suction screen (p/n 70484).
- Repaired and painted engine baffling. Replaced rubber around engine baffling – secured with new hardware.
- Replaced bottom spark plugs with new Tempest UREM37BY plugs & top spark plugs with new Tempest UREM38E plugs – Torqued to 35 FT-LBS.
- Serviced engine with 9 qts. Phillips 66 Type M Aviation Oil.
- Installed Tempest oil filter (p/n AA48110-2).
- Performed ground runs and test flight IAW Lycoming Service Instruction No. 1427C.
- Aircraft ran up and leak checked as per 43.15 (c) (2) – No leaks found.
- All AD's checked through May 2025 using Veyron Bi-weekly. For historical list of ADs see AD compliance sheet dated 5/21/2025.

I certify that this engine has been inspected in accordance with an Annual Inspection and was determined to be in airworthy condition.



CAREER FLIGHT TRAINING & AIRCRAFT RENTAL, INC.
239.398.0260 CFTAR.ORG

A&P/I.A.3495648

Figure 6: Last engine maintenance release

DATE: 1 May 2025 Prop TSMOH: 0.0	REG: N5611P Prop TSN: 1796.0 TACH: 4761.5	Prop S/N: CH37872B Prop MODEL: HC-C2YR-1BF/F7666A-4
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- Propeller removed and send out for overhaul to Aviation Propellers INC. (FTN: 081598) (WO: 48338A)
- Installed prop. assembly using new prop seal (p/n C-3317-228).
- Torqued prop mounting bolts to 60 FTLBS and safetied using 0.040" lockwire.
- Flight test revealed prop had oil build up coming from blades to hub.
- Propeller removed and sent out for Overhaul to Aviation Propellers INC. (FTN: 083257) (WO: 48879A)
- Aviation propeller reports mounting O-ring damaged – no other damaged noted.
- Further evaluation eventually found propeller oil line fitting damaged, replaced fitting (p/n LYC-STD700).
- Reinstalled prop assembly – torqued mounting bolts to 60 FTLBS and safetied using 0.040" lockwire.
- Reattached spinner & performed an Annual inspection IAW FAR 43 Appendix (D).
- Leak check good.
- All AD's checked through May 2025 using Veyron Bi-weekly. For historical list of ADs see AD compliance sheet dated 5/21/2025.

I certify that this propeller has been inspected in accordance with the FAR 43 Appendix (D) Annual Inspection and was determined to be in airworthy condition and is approved for return to service.



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Figure 7: Last propeller maintenance release

Prior to that, the second last aircraft, engine and propeller maintenance was an annual inspection in accordance with FAR 43 Appendix D and the PA24 Service Manual that had been conducted on August 7th 2021 at TACH hours 4720.60, or 40.9 hours earlier.

Investigation into why no annual inspections had been conducted during the years 2022-2024, revealed that the engine had been removed from the aircraft and sent for inspection and rebuild, which required multiple parts to be replaced and others to be reworked (see Figure 6), which was not finished until the engine rebuild in 2025. This included repair work to the crankcase between November 2022 and March 2023.

SIA-Iceland removed the engine from the aircraft and sent it to the engine manufacturer, where a teardown inspection of the engine was performed. The engine teardown inspection was attended by the SIA-Iceland Investigator-In-Charge.

A complete engine teardown was performed.

Engine external examination

- The R/H crankcase was fractured in the center from the perimeter bolts to the cylinders #1 and #3 hold down studs
- Hand pressure was applied to the crankshaft flange, the crankshaft could not be rotated
- The #1 and #2 cylinders were removed, and hand pressure was reapplied to the crankshaft flange
- The crankshaft could then be rotated to a full 360 degrees multiple times
- Thumb compression and suction and normal valve train movement were observed on cylinders #3 and #4
- Cylinders #3 and #4 were subsequently removed from the engine

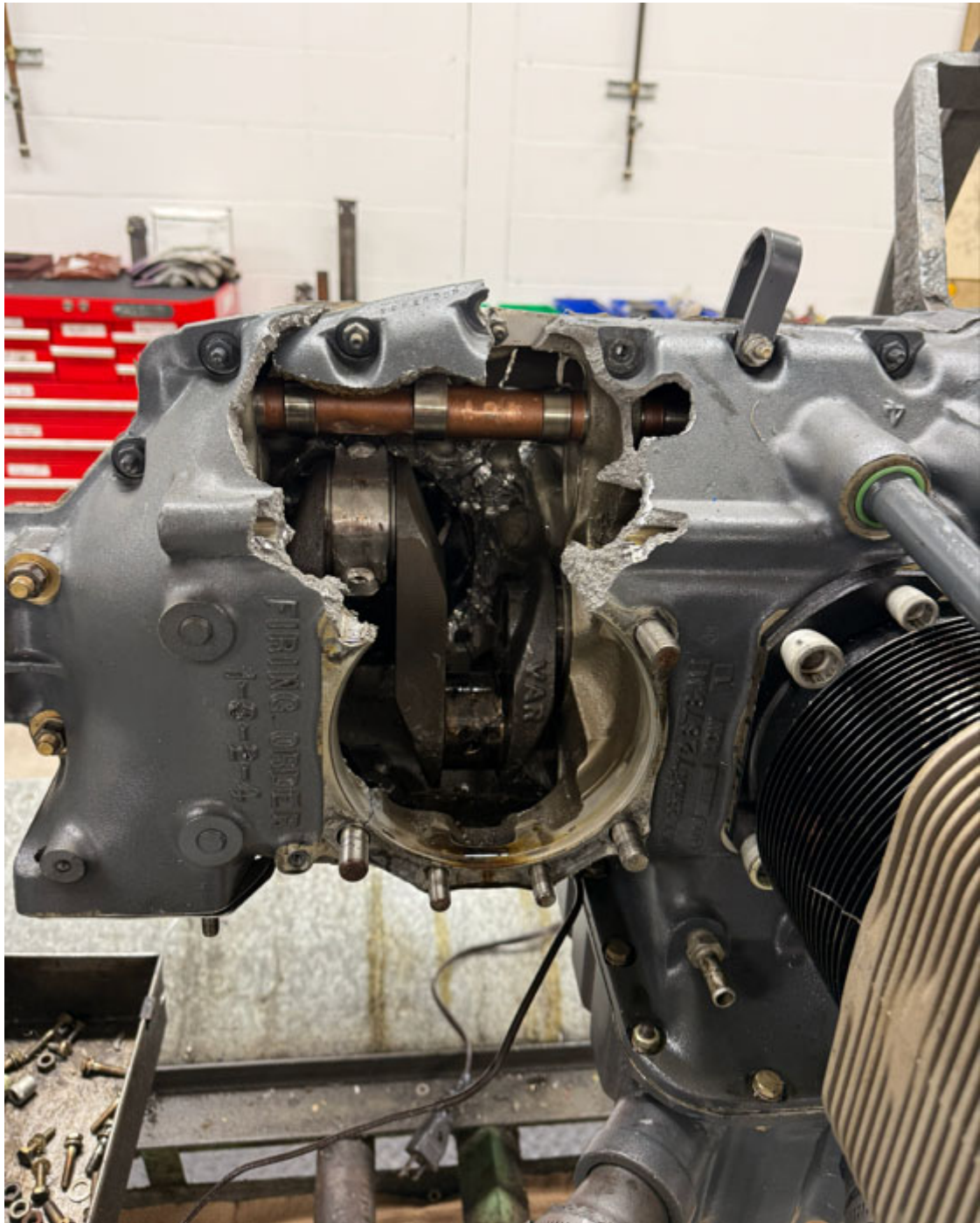


Figure 8: Crankcase had incurred a catastrophic failure

Connecting rods

Break-away torque checks were performed on the connecting rod attaching hardware.

Position	Torque in ft lbs
#1 Top	15
#1 Bottom	23
#2 Top	Unknown, fractured
#2 Bottom	Unknown, fractured
#3 Top	35
#3 Bottom	33
#4 Top	36
#4 Bottom	34

- The #1 connecting rod was bent forward along the I-beam adjacent to the small end and had gouges and abrasions across the connecting rod
- The #2 connecting rod was fractured at the big end, separating it from the crankshaft
- The #2 connecting rod cap was fragmented and the two connecting rod bolts were fractured in half



Figure 9: Connecting rods

Accessory housing and oil sump

- The accessory housing and the oil sump were removed from the engine
- Oil was present in the sump; a significant amount of metal debris was observed in the oil sump
- The oil pump remained attached to the accessory housing, it was safety-wired, and the drive rotated with finger force
- The oil pump was removed; metal particles were in the oil pump body and on the oil pump impellers and circular scoring was present on the oil pump body

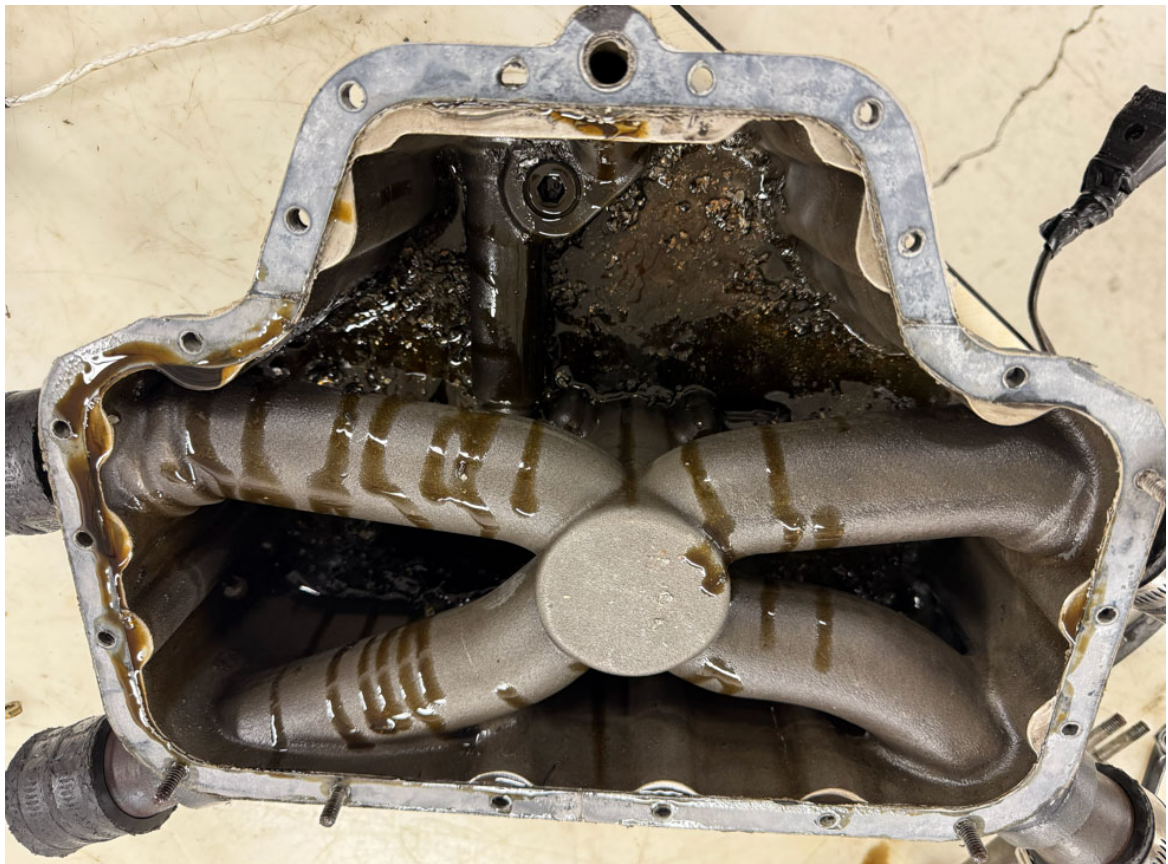


Figure 10: Oil sump

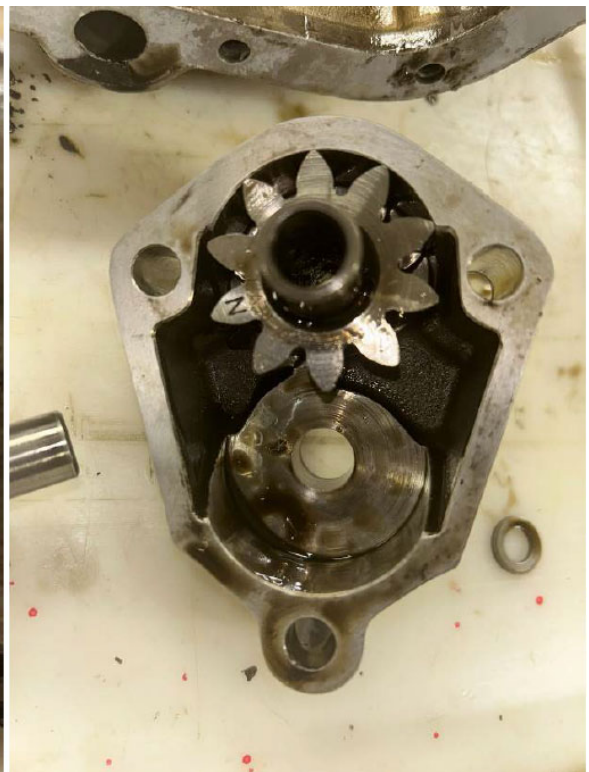
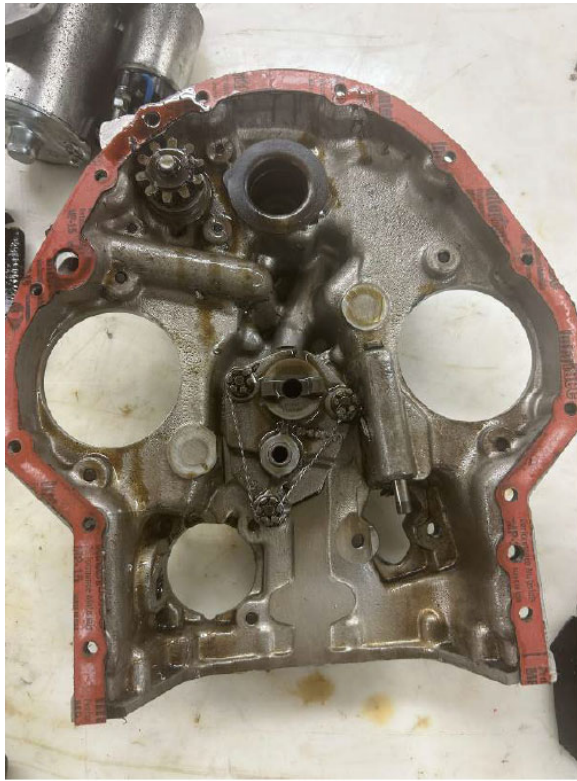


Figure 11: Accessory case and oil pump

Cylinders

- The four cylinders were laid out on the inspection table
- The #1 piston remained lodged in the cylinder and was not removed
- The #1 piston skirt and piston pin bore were fragmented and gouged
- Pistons #2, #3, and #4 were removed, had normal combustion deposits and a visible fuel air charge swirl pattern on the face
- No broken compression or oil control rings were observed, the skirts all had vertical scoring, and the #2 piston skirt was partially fragmented
- The faces of the intake and exhaust valves appeared normal for cylinders #2, #3, and #4
- Cylinder #1's combustion dome and valve faces were not observed due to the piston being lodged at the top of the cylinder barrel
- Cylinder #1's barrel was gouged and scored, the cylinder skirt was dented and gouged
- Cylinder #2's barrel had vertical scoring in it, the cylinder skirt had gouges and dents, and on the lower center portion of the skirt, there was a dent equal in width to the width of the connecting rod I-beam
- Vertical scratches were visible on the cylinder bores of cylinders #3 and #4 but they were otherwise unremarkable



Figure 12: Cylinders

Crankshaft

- The crankshaft and camshaft were removed from the crankcase
- The crankshaft's #2 connecting rod journal was darkened and black consistent with a high heat and insufficient lubrication event, the journal also had gouges, scoring and scratches on it
- The #2 connecting rod bearing was destroyed
- All four main crankshaft journals, the #1, #3, and #4 connecting rod journals, and their respective main and connecting rod bearings had scoring consistent with metal contamination
- The crankshaft gear was secure, and the alignment dowel pin was not sheared

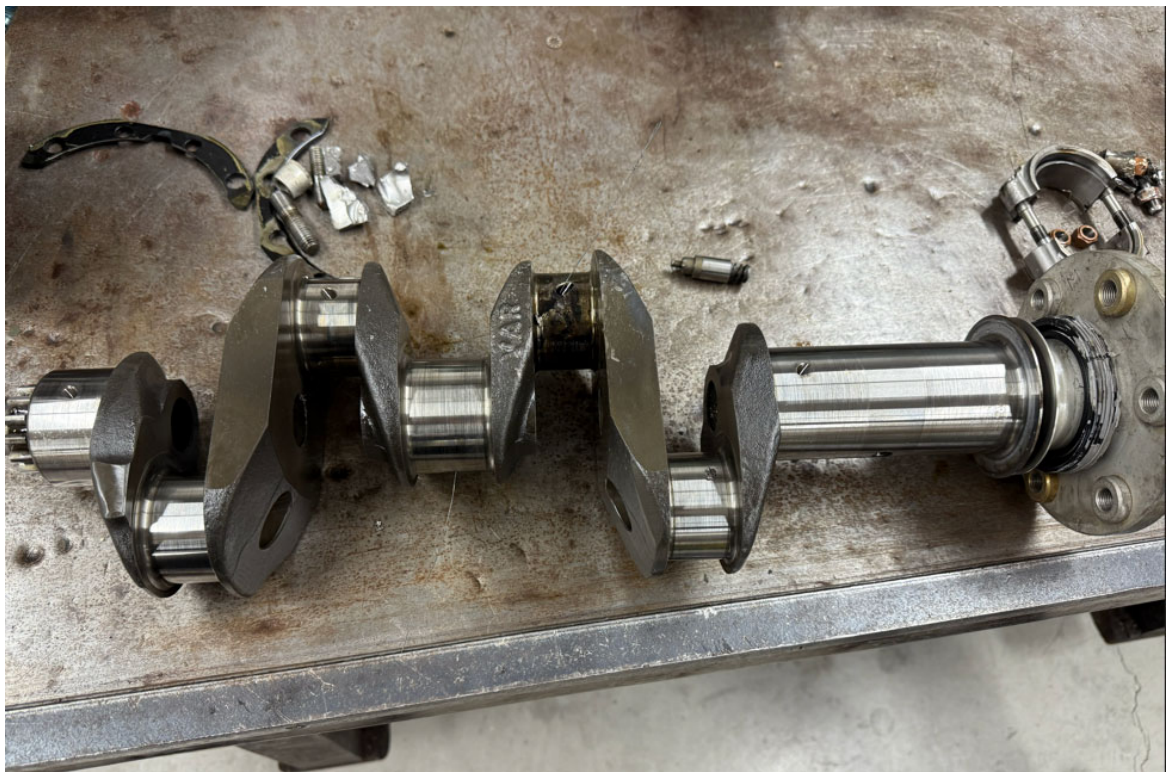


Figure 13: Crankshaft

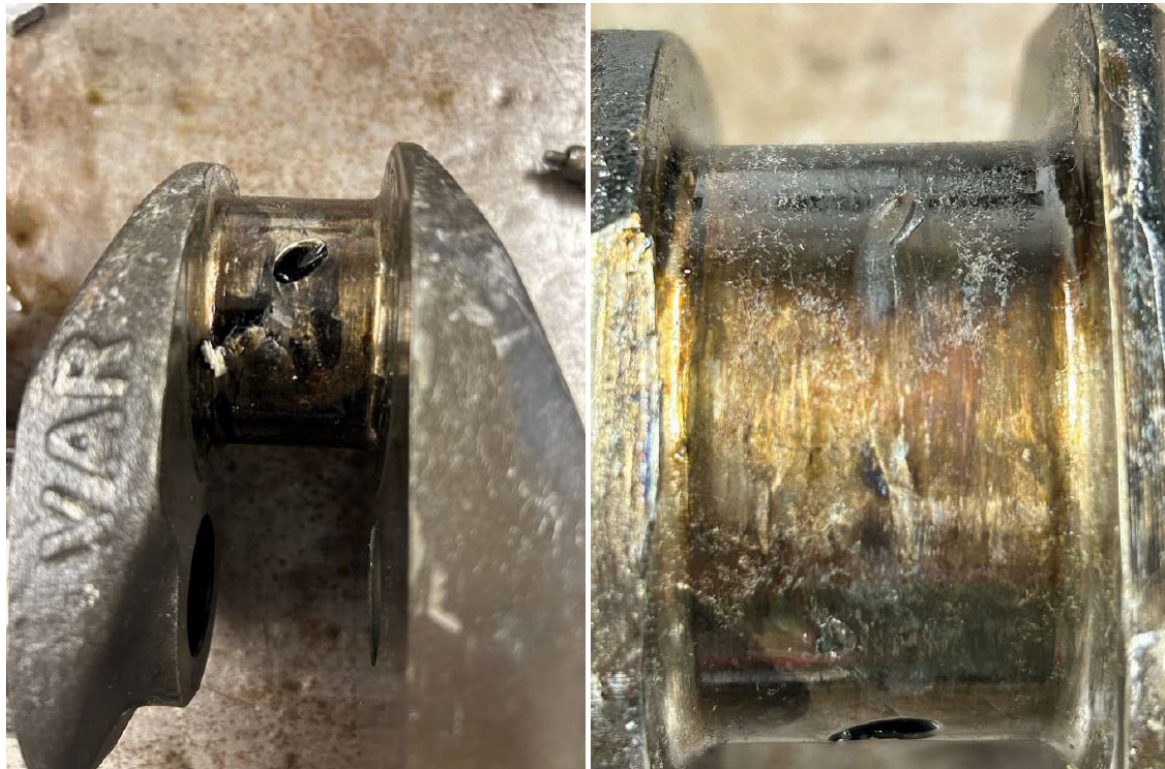


Figure 14: Crankshaft's #2 connecting rod journal had indication of heat damage

Camshaft

- The camshaft remained in one piece but was bent, there were several strike marks and gouges along the length of the shaft, no pitted, worn, or spalled lobes were observed
- The camshaft gear was in one piece, and the tach drive adapter remained installed



Figure 15: Camshaft

Crankcase

- The crankcase was fragmented
- The oil passages in the crankcase were inspected, using a wire to see if they were clear
- The #3 main journal oil passage was found filled in with material, underneath the bearing
- There was additional material build-up around the #3 main oil passage as well as two distinct grinding wheel marks adjacent to the weld location

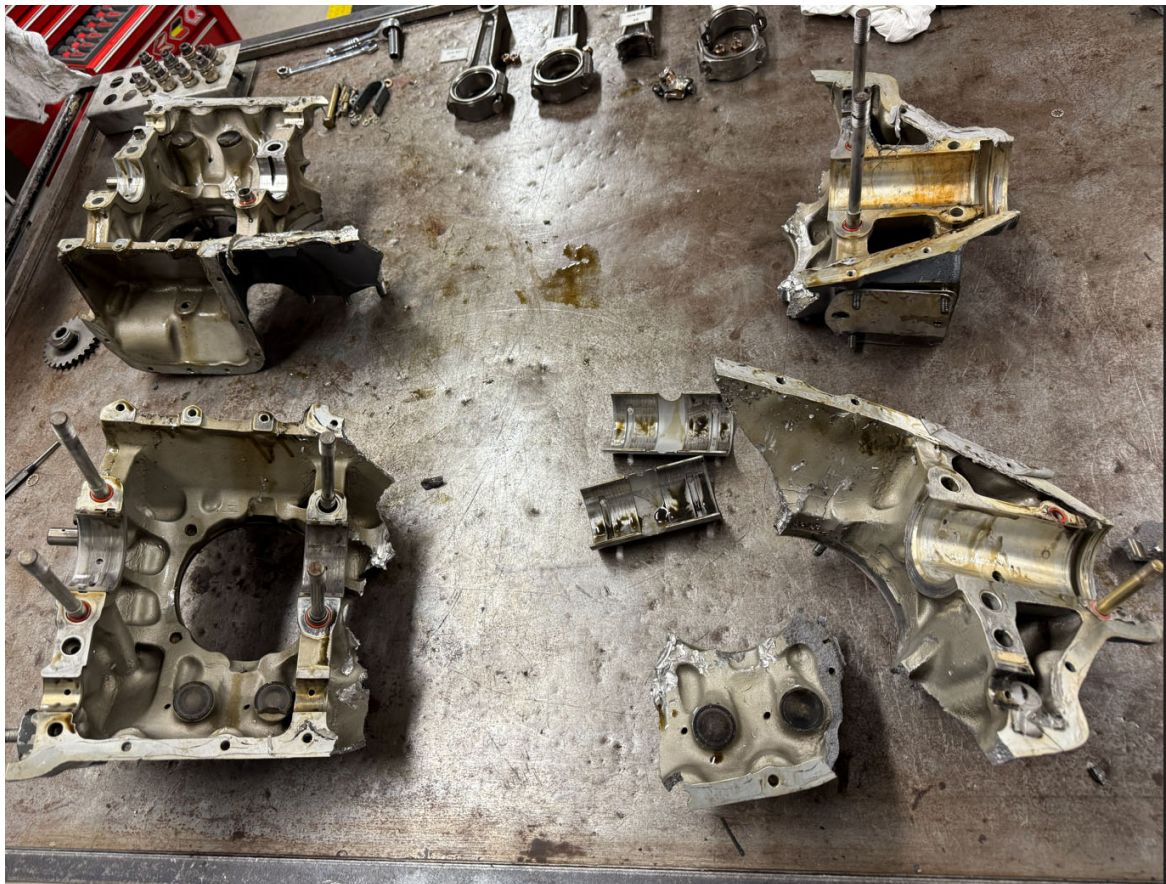


Figure 16: Crankcase was fragmented



Figure 17: Oil passage found blocked

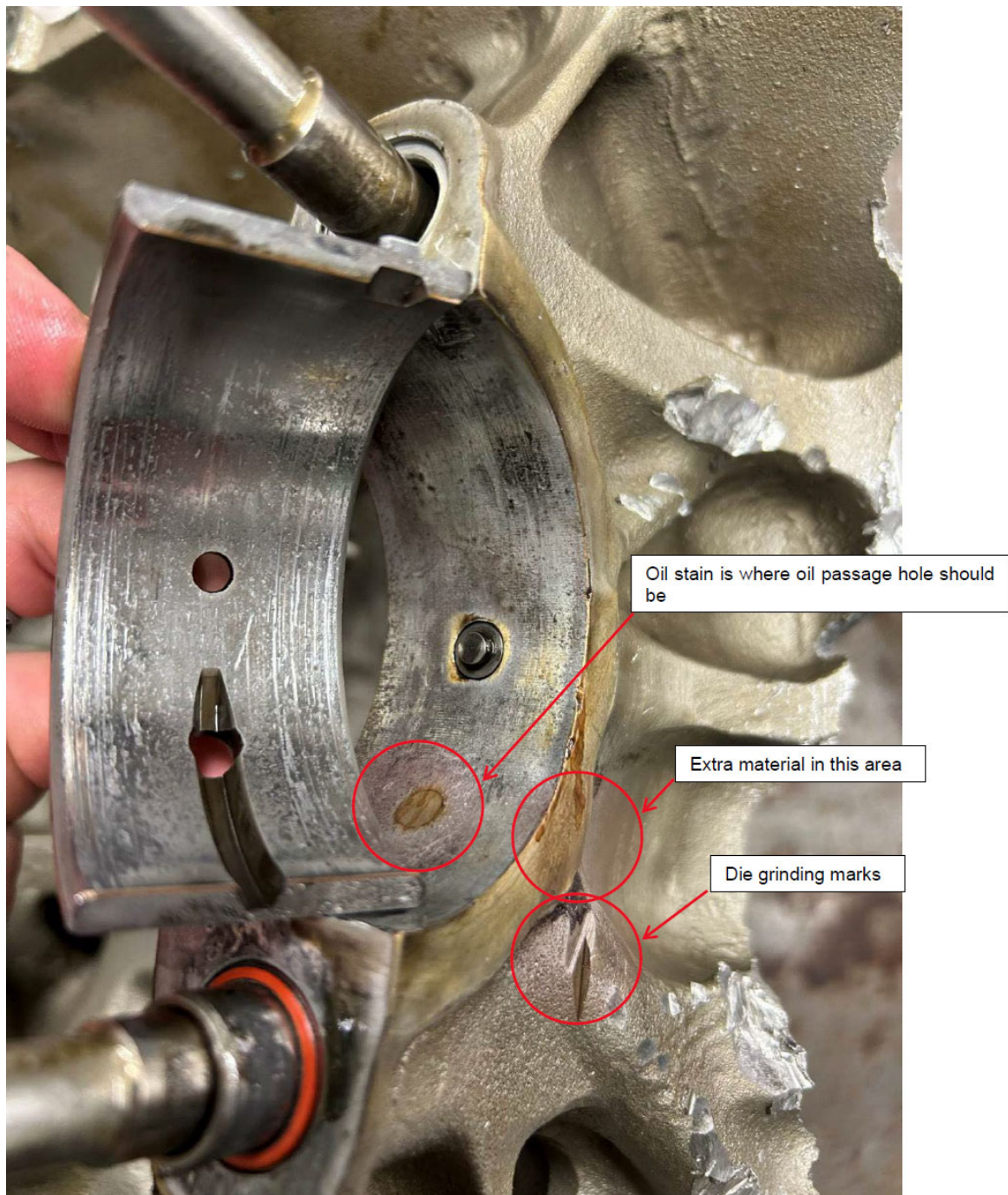


Figure 18: Oil passage blocked under #3 main (center) crankshaft bearing

A borescope was used to examine the other side of the #3 main bearing oil passage, which was opened due to the crankcase being fragmented. This revealed puddled aluminum on the backside of the #3 bearing saddle, consistent with left over material from a weld repair.

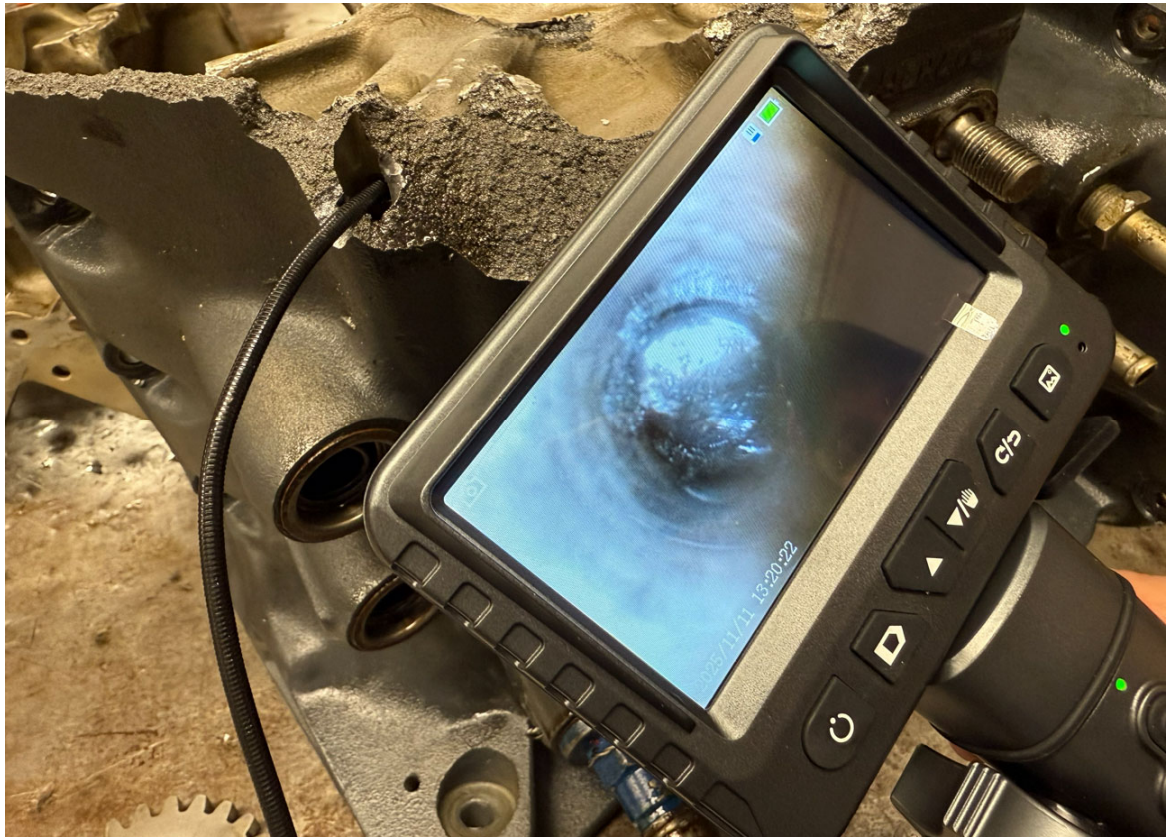


Figure 19: Blockage verified by a borescope

Oil travels from the main oil passage that runs down the top of the crankcase, down through the main bearing passage, and then through the crankshaft oil passage to the connecting rod journal.

Review of the manufacturer's drawing for the engine crankcase⁴, clearly identifies a drilled oil passage at the #3 main (center) crankshaft bearing. When the crankcase is originally manufactured, the oil passage is drilled from the bearing saddle side, as it's the only available location for the drilling process.

Review of the engine crankcase repair history revealed that it had been repaired prior to assembly of the engine during its most recent overhaul.

⁴ Lycoming crankcase – right drawing 72672.

1. Approving Civil Aviation Authority/Country: FAA/United States		2. AUTHORIZED RELEASE CERTIFICATE FAA Form 8130-3, AIRWORTHINESS APPROVAL TAG			3. Form Tracking Number: WDC # 133142	
4. Organization Name and Address: DIVCO, INC., 2806 N. SHERIDAN ROAD, TULSA, OK 74115 (DB2R762K)					5. Work Order/Contract/Invoice Number: INVOICE #137739	
6. Item:	7. Description:	8. Part Number:	9. Quantity:	10. Serial Number:	11. Status/Work:	
1	LYC O-360 CRANKCASE	CASTING # 72672	1	MATCH # 3353	REPAIRED	
12. Remarks: REPAIRED FRONT THRUST AND #2 MAIN CRANKCASE REPAIRED IN ACCORDANCE PER DIVCO APPROVED PROCESS SPECS 77-002 REV 6. 18 JULY 2017 DATE COMPLETED: 15/MAR/2023 WDC # 133142 WORK SPECIFIED IN BLOCKS 11/12 WAS CARRIED OUT IN ACCORDANCE WITH EASA PART 145 AND WITH RESPECT TO THAT WORK THE COMPONENT IS CONSIDERED READY FOR RELEASE TO SERVICE UNDER EASA PART 145 APPROVAL NUMBER EASA 145-5286						
13a. Certifies the items identified above were manufactured in conformity to: ☒ Approved design data and are in a condition for safe operation. ☐ Non-approved design data specified in Block 12.			14a. ☒ 14 CFR 43.9 Return to Service ☐ Other regulation specified in Block 12 Certifies that unless otherwise specified in Block 12, the work identified in Block 11 and described in Block 12 was accomplished in accordance with Title 14, Code of Federal Regulations, part 43 and in respect to that work, the items are approved for return to service.			
13b. Authorized Signature:		13c. Approval/Authorization No.:		14b. Authorized Signature:		14c. Approval/Certificate No.:
						DB2R762K
13d. Name (Typed or Printed):		13e. Date (dd/mm/yyyy):		14d. Name (Typed or Printed):		14e. Date (dd/mm/yyyy):
						15/MAR/2023
User/Installer Responsibilities						
It is important to understand that the existence of this document alone does not automatically constitute authority to install the aircraft engine/propeller/article. Where the user/installer performs work in accordance with the national regulations of an airworthiness authority different than the airworthiness authority of the country specified in Block 1, it is essential that the user/installer ensures that his/her airworthiness authority accepts aircraft engine(s)/propeller(s)/article(s) from the airworthiness authority of the country specified in Block 1. Statements in Blocks 13a and 14a do not constitute installation certification. In all cases, aircraft maintenance records must contain an installation certification issued in accordance with the national regulations by the user/installer before the aircraft may be flown.						
FAA Form 8130-3 (02-14)				NSN: 0052-00-012-9005		

Figure 20: FAA form 8110-3 for the release of the crankcase from the weld repair

SIA-Iceland concluded that the weld repair done in that area, blocking the oil passage hole, was the cause for the engine failure, as it prevented oil from traveling to the main bearing, through the crankshaft oil passage and to the connecting rod bearing.

3. SAFETY RECOMMENDATIONS

SIA-Iceland issues the following safety recommendation to Divco:

25-024F003 T01

SIA- Iceland recommends to Divco to review this investigation report and to incorporate the necessary safety related changes to prevent oil passage blocking from re-occurring during welding operation.

SIA-Iceland issues the following safety recommendation to the FAA and EASA⁵:

25-024F003 T02

SIA- Iceland recommends to the FAA and EASA to issue an Advisory Circular (AC), or similar lessons learned guidance, highlighting the importance that welding repair operation do not do adverse damage to engine oil passages or other parts of its lubrication system.

⁵ The weld repair was performed to fulfill both FAA and EASA repair standards.



The following board members approved the report:

- Guðmundur Freyr Úlfarsson
- Bryndís Lára Torfadóttir
- Gestur Gunnarsson
- Hörður Arilíusson

Reykjavík, October 22nd 2026

On behalf of SIA-Iceland

Ragnar Guðmundsson
Investigator-In-Charge