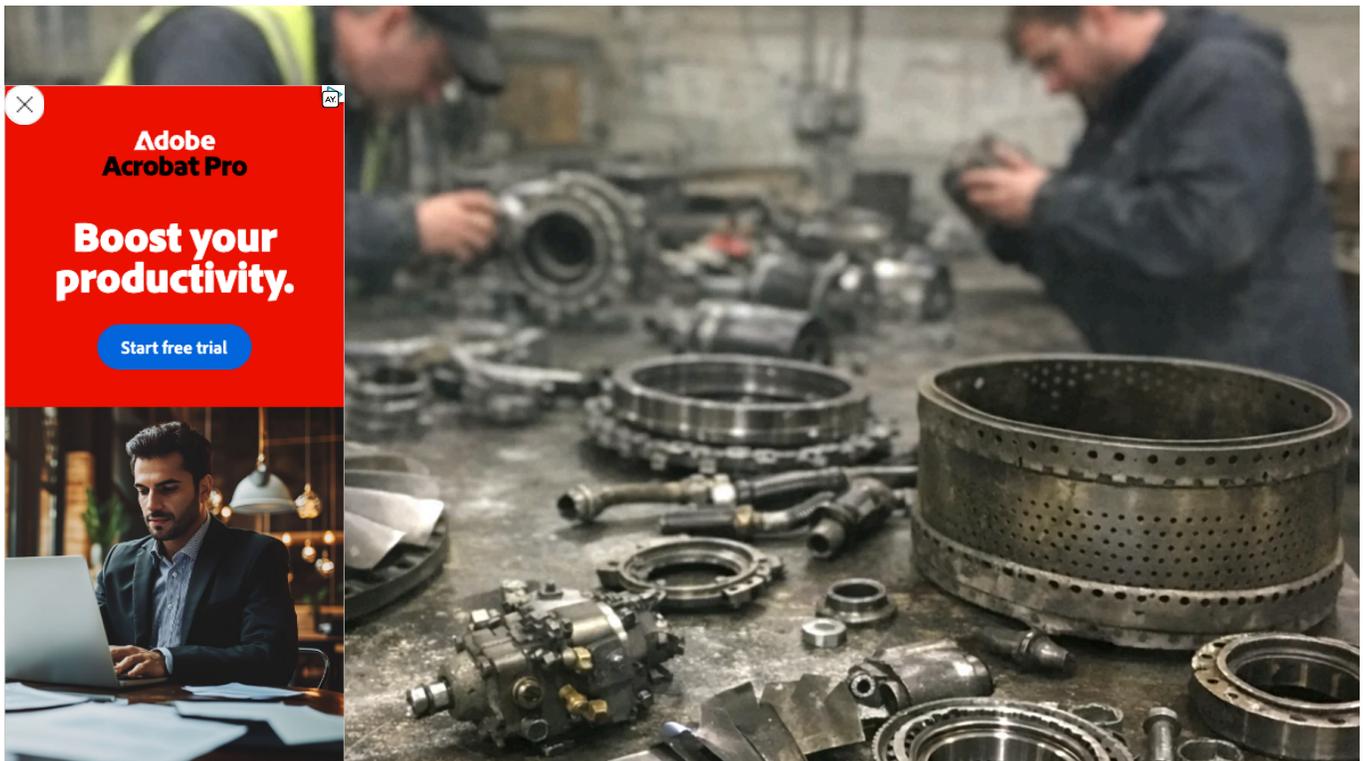


GARAGE PARKERS



Technicians install a new part on an Airbus, notice something strange and make a discovery that has shocked the world of aviation.

March 20, 2026 by [Simone Ferrari](#)

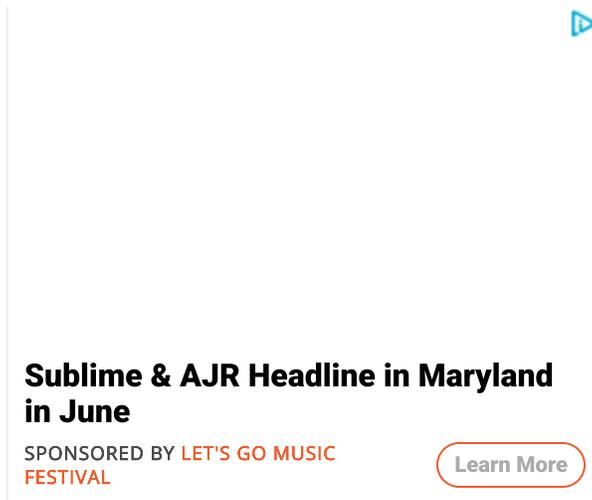
The aviation world has been rocked by one of the biggest scandals in recent years. An elaborate scam involving **approximately 60,000 aircraft engine components**, sold with falsified certifications to airlines around the world. At the center of the affair is Jose Alejandro Zamora Yrala, a 38-year-old South American former DJ who, from his home on the outskirts of London, built a business empire based entirely on the forgery of documents crucial to flight safety.



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The birth of a fraudulent empire

The story begins in 2018, when Zamora Yrala was single-handedly running **AOG Technics Ltd**, a small aircraft spare parts trading company with modest financial performance. One evening that year, he typed a question into his iPhone that would change everything: how to edit a PDF without leaving traces. He had just received 140 certificates of airworthiness from a maintenance contact at TAP Air Portugal, documents certifying the origin, operational history, and airworthiness of every single component.

Del Mar, CA



5 Bed 5 Bath \$19,998,000

Craig Lotzof

Compass



Within a few months, the company underwent a radical transformation. The website was revamped, presenting **AOG Technics as a leading global supplier** with U.S. Federal Aviation Administration (FAA) approvals and warehouses spread across the United Kingdom, Germany, the United States, and Singapore. Dozens of employees, purportedly holding managerial roles, appeared on LinkedIn. Company accounts went from a profit of €25,140 in 2019 to €2.5 million the following year, and finally reached €2.7 million in 2023.

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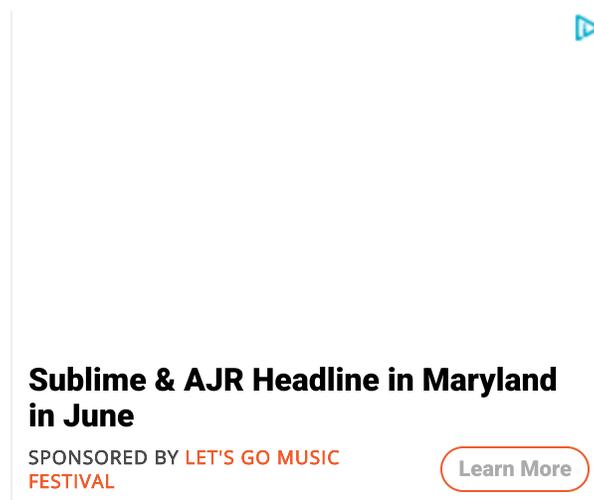


The structure of the fraud

What appeared to be a rapidly growing company was actually **a one-man operation**. The only real employees were Zamora Yrala, his ex-wife, his ex-brother-in-law, and his nanny. All other LinkedIn profiles were fictitious: photos stolen from stock image databases, with invented names like Michael Smith (quality assurance manager), Johnny Rico (executive sales representative), or Martina Spencer (account manager).



The most disturbing aspect involved the **falsified airworthiness certificates**. Initially, Zamora Yrala personally modified existing documents, then enlisted the help of a graphic designer to create new ones. These certificates accompanied components for CFM-56 engines, the most widely used engines in the world, installed on Airbus A320s and Boeing 737s.



▶

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The arrest and the consequences



Il castello di carte crolla nel dicembre 2023, quando la polizia britannica arresta l'ex dj nella sua casa di Virginia Water, pochi chilometri dall'aeroporto

di Heathrow. Le indagini rivelano che **tra gennaio 2019 e luglio 2023** Zamora Yrala ha venduto circa 60.000 pezzi con documentazione falsificata a 50 clienti, incassando quasi 8 milioni di euro.



Le compagnie aeree coinvolte includono nomi di primo piano: **American Airlines, Ethiopian Airlines, Delta Air Lines, easyJet, Ryanair e Jet2**. La sola American Airlines ha dovuto spendere 23 milioni di sterline per interventi straordinari su 28 motori contenenti componenti non approvati. Il Serious Fraud Office inglese stima danni complessivi per 39,3 milioni di sterline. Circa 200 motori nel mondo sono risultati coinvolti, costringendo diverse compagnie a fermare decine di aeromobili per rimuovere i pezzi sospetti.





La scoperta dell'inganno

La frode viene scoperta nella primavera del 2023 grazie ai tecnici di **Tap Air Portugal**. Installando su un Airbus A320 un ammortizzatore per vibrazioni presentato come nuovo, notano evidenti segni di usura incompatibili con la



documentazione fornita da Aog. Quando segnalano l'anomalia a Zamora Yrala, questi parla di "confusione" e chiede la restituzione del pezzo.

Ma in Tap, dove da tempo monitoravano un tecnico per condotte sospette, decidono di approfondire e il 21 giugno informano Safran, il produttore francese dei motori Cfm. Le verifiche confermano rapidamente i sospetti: i documenti sono falsi, le firme appartengono a dipendenti inesistenti. L'agenzia Bloomberg rivela per prima lo scandalo, innescando una reazione a catena di ispezioni in tutto il mondo.



Il verdetto del tribunale

Nei giorni scorsi la Southern Crown Court di Londra ha condannato Zamora Yrala a **4 anni e 8 mesi di reclusione per frode commerciale**. Nonostante la difesa abbia parlato di sincero pentimento, il giudice si è mostrato inflessibile: "La sua condotta ha comportato una completa compromissione di un quadro normativo concepito per tutelare milioni di persone che volano ogni giorno. Ciò che ha fatto è stato sconsiderato e del tutto imperdonabile".

Le responsabilità della catena di fornitura

Lo scandalo ha sollevato interrogativi sull'intero sistema di controllo del settore aeronautico. Alcuni esperti sottolineano che **concentrarsi solo su Aog significherebbe ignorare le responsabilità condivise** degli acquirenti nella catena di fornitura. Addison Schonland di AirInsight evidenzia come questi acquirenti, tipicamente organizzazioni di manutenzione o operatori, avessero accesso a database dei fornitori e avvisi di settore, ma abbiano dato priorità al risparmio economico rispetto alle verifiche.



Aviation protocols require verification of supplier history, prior approvals, and audit trails. These steps were skipped in this case, allowing uncertified components to enter the system. Several recipients installed these parts **without secondary validation of their supply sources**, widening the scandal far beyond a single rogue vendor.

The sector's countermeasures

The aerospace industry responded by introducing new filters to prevent unauthorized parts from entering the spare parts system. Manufacturers have formed what they call the **"Supply Chain Integrity Coalition"**, an initiative aimed at strengthening control and component traceability.

It remains to be seen whether these measures will be sufficient to prevent similar situations. This incident has demonstrated the vulnerability of a system that, despite being highly regulated, found itself struggling after Covid due to a shortage of spare parts. This situation created the ideal conditions for those like Zamora Yrala, who exploited the system's flaws with falsified documents and a corporate identity built entirely online. The lesson for the aviation industry is clear: controls must be strengthened at all levels of the supply chain, because when it comes to aviation security, there are no acceptable shortcuts.

What surprises you most about this aviation scam?

One man behind it all

60,000 counterfeit pieces sold

Companies that did not verify

All LinkedIn profiles are fake

Started from a Google search

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