

RECEIVED

NOV 23 2015

APG 8500

Mr. Jones,

11/19/2015

To the best of my recollection Brian Moore departed Kickapoo (KCWC) at or between 0930 or 1000 Monday 16 November 2015 enroute to Las Vegas, Nevada with 2 passengers Tim and Sherri Couch in a Cessna 182G N2440R. I am unsure of the route or flight plan that they were following or the actual destination airport.

I will send all logbooks for the aircraft today and will email a tracking number to you. If I can find Brian's pilot logbook I will forward that to you as well along with tracking information. All logbooks should be returned to Moore Aviation [REDACTED] Wichita Falls, TX 76302.

Prior to the accident I had contact with Brian on Monday morning 16 November 2015 for approximately 1 hour prior to his departure. His demeanor was happy and excited for his upcoming trip. His relationship with Tim and Sherri was pleasant and friendly; Brian and Tim were also business partners. The weather conditions at KCWC Monday morning were overcast, though I did not know what the exact ceilings were. Brian was a multi engine commercial instrument rated pilot.

To the best of my knowledge Brian had between 1000 and 2000 hours total flight hours, probably 50-100 hours in type and 20 - 50 hours in N2440R. Within the last 90 days Brian had between 5 and 15 hours in N2440R. He had High power, Complex, and tailwheel endorsements that I know of. His last biannual flight review was covered when he got his Commercial instrument rating in either late 2014 or early 2015. He did have experience flying in IMC conditions, both simulated while getting his ratings and actual flight time flying weather modification and cloud seeding missions. I would estimate that he had around 100 hours Instrument time. Brian did not fly for the Marine Corps, he was a powerplant mechanic on Harriers.

The condition of the aircraft was good. All maintenance was properly performed and logged. It was in annual and the date of the last annual was 06/19/15 at 4926.76 Tach time. The engine was removed at annual and an overhauled IO-520 was installed after being converted to an O-470-50 per P. Ponk STC SE4988NM. This STC was deviated from by field approval to keep 8.5:1 compression pistons installed instead of the 7.5:1 pistons called for and installed IAW STC SA020925E. A new 3 blade Hartzell propeller was installed IAW STC SA02278AK at annual. All airframe damage was repaired and the airworthiness certificate was reissued prior to the annual signoffs. Since annual the only maintenance actions were an oil change on 09/15/2015 at tach 4946.9 approximately 20 hours since overhaul, and I changed the induction crossover tube on Monday 11/16/2015 due to a persistent induction leak at the connection point of the crossover tube and the #6 induction tube. Brian ground ran and function tested the aircraft prior to takeoff and I then signed off the maintenance. I do not know the exact horsepower of the engine due to the deviation by field approval for the higher compression pistons, though the original data tag was stamped for 285 HP @ 2700 RPM and the P. Ponk STC calls for restamping to 235 HP @ 2700 RPM.

I have been an A&P for almost 3 years. I got my airframe license in August of 2012 and my powerplant rating in December of 2012. I have worked for Brian as a mechanic since December of 2012. I went through a Part 147 program after getting out of the Marine Corps where I was an ejection seat mechanic on F-18's. I took over Lead A&P status under Brian approximately 1 year ago.

Respectfully,

[REDACTED]

Stephy Powers

Lead A&P

Moore Aviation

[REDACTED]

[REDACTED]