

Scott Arnold

From: David.R.Nelson [REDACTED]
Sent: Wednesday, May 11, 2016 1:52 PM
To: Scott Arnold
Cc: Michael.Crudden [REDACTED] Darryl.J.Anderson [REDACTED] Marc.Palmateer [REDACTED]
Mike.Leech [REDACTED]
Subject: CEN16LA175 N701FP Rush City, MN

Arnold,

As follow up to our phone conversation this afternoon, from the maintenance records, it appears the carburetor had been rebuilt in November of 2015 within the last few hours of operation. I have checked with both inspectors that were on scene for this accident. Both of them had viewed the video with the Sheriff Department personnel on scene. From the video and their on scene investigation, there were no indications that there was any loss of power. They indicated that from the video and their on scene observations the engine appears to have been producing plenty of power. On our end we see no further need of looking at anything on the aircraft. The sheriff department is sending the video on a CD along with all of their photos, but I have not received it yet.

The aircraft is located in a private hangar on the airport and the hangar owner would like it removed as soon as possible. As per our discussion and with your concurrence I will plan on informing the owner/pilot's son, Jed Jahnz, that the aircraft is released. I did inform him that you may be contacting him regarding the accident. Not sure what your protocol or need is to speak with him. His cell phone number is [REDACTED]

David Nelson
Aviation Safety Inspector
Accident Investigation
Minneapolis Flight Standards District Office
Minneapolis, MN 55450

From: David.R.Nelson [REDACTED]
Sent: Friday, May 13, 2016 9:04 AM
To: Scott Arnold
Subject: CEN16LA175-N701FP-ROS information

Arnold,

I just spoke with the flight instructor that provided the flight instruction for Mr. Jahnz in N83PP, another weight shift aircraft. It appears there may have been some issues. Please contact me at your convenience to discuss.

David Nelson
Aviation Safety Inspector
Accident Investigation
Minneapolis Flight Standards District Office
Minneapolis, MN 55450

From: David.R.Nelson [REDACTED]
Sent: Friday, May 13, 2016 10:44 AM
To: Scott Arnold
Cc: Allan.Thilmany [REDACTED] Marc.Palmateer [REDACTED] Mike.Leech [REDACTED] Michael.Crudden [REDACTED]
Darryl.J.Anderson [REDACTED]
Subject: RE: CEN16LA175-N701FP-ROS information

Arnold,

For your reading pleasure on Monday, since you are RDO today.

Attached is my documentation of the conversation with Neil Bungard, the flight instructor that provided Mr. Jahnz his dual instruction in a weight shift control aircraft while he was in Arizona. According to his pilot logbooks, all of Mr. Jahnz's flight time is dual flight instruction. His logbook has approximately 22 hours total, about 8 of which is fixed wing and about 14 hours (in a 4 day time span) in weight shift control. The accident flight appears to have been his first flight in the accident aircraft. A logged flight on 05/06/2015 (2 days prior to the accident) was in a Cessna 172 (fixed wing) and was 2 hours of dual instruction. There are no records or indications that Mr. Jahnz had been signed off for solo flight in any aircraft. Mr. Bungard, the weight shift flight instructor from Arizona, would be more than willing to speak with you if needed. His phone number is on the attachment.

David Nelson
Aviation Safety Inspector
Accident Investigation
Minneapolis Flight Standards District Office
Minneapolis, MN 55450

From: David.R.Nelson [REDACTED]
Sent: Tuesday, May 17, 2016 8:40 AM
To: Scott Arnold
Subject: RE: CEN16LA175-N701FP-ROS information

One other note on this one, the aircraft did have a BRS Ballistic Parachute System. It appears from all indications that the system deployed on impact and does not appear to have been attempted to be actuated by the pilot.

Let me know if you need anything further.

David Nelson
Aviation Safety Inspector
Accident Investigation
Minneapolis Flight Standards District Office
Minneapolis, MN 55450