

Record of Conversation
N325JK
January 10, 2018
Atlantic Aviation at Wiley Post Airport

On Wednesday January 10, 2018 Matt Rigsby, FAA Office of Accident Investigation, AVP-100
Conducted in person interviews with Mr. Carlos Vargas, manager of line service.

I asked the question of what, if anything was done on N325JK, the aircraft. Mr. Vargas stated that on January 2 they were called to the hanger by Mr. Brown and asked to refuel and service the TKS (de-ice) system. N325JK was refueled on the evening of January 2, 2018. The aircraft was refueled with 46.3 gal of 100LL and serviced the de-ice system with TKS fluid. Mr. Vargas provided copies of the fuel and TKS invoice.

I asked Mr. Vargas if they had O2 service capabilities and he responded negative they do not. Mr. Vargas also remark that Mr. Brown had sent email to the service desk asking if they sold TKS fluid and oxygen service on January 1, 2018. Matt in customer service responded on January 2, 2018 .. "they do not" ..

Mr. Vargas, stated that his only interaction with Mr. Kinsinger was typically when he requested fuel or rarely he would ask Atlantic to pull N325JK out of his hanger and fuel the aircraft.

I asked Mr. Vargas for a copy of the emails and he complied they are attached.

I asked Mr. Vargas if anything else he could think of in reference to N325JK. He said the family of Mr. Kinsinger came on Tuesday January 9, 2018 to clean the hanger out. Mr. Vargas took me to the hanger which was empty other than a box of newspapers.

I concluded the interview.

They could not recall any additional information about Mr. Kinsinger or N325JK and the interview was concluded.

Record of Conversation
N325JK
January 10, 2018
Turbine Aircraft Services (TAS). LLC

On Wednesday January 10, 2018 Matt Rigsby, FAA Office of Accident Investigation, AVP-100
Conducted in person interviews with Mr. Mike Harbison, Mr. Curtis Morphew, and Mr. Blake Moreland.

Asked the question of what maintenance was done on the aircraft. Mr. Morphew stated that the aircraft was a 2016 model Cirrus and they only did minor non-warranty work on the aircraft. More extensive Maintenance was performed at the Cirrus Service Center in Tulsa. They were not aware of any of that maintenance.

TAS provide work orders for the maintenance from;
July 20, 2017 #11631, Oil Change and O2 service
August 1, 2017 #11641, O2 service and TKS (De-ice fluid) service
November 28, 2017 #11755, Oil Change, O2 Service, and Tire Inspection

The was the only maintenance that TAS had performed.

I inquired more as to the Oxygen system (O2) servicing. Mr. Blake Moreland was the A&P that performed the last O2 service on November 28, 2017. Mr. Blake stated that he refilled the O2 system to the full position, "he thought 1800 to 2000 psi, whatever the gauge top is" he could not recall without looking.

Mr. Moreland serviced the O2 system on N325JK from the TAS Aviation grade O2 cart that was in the Hanger. Asked if they service other aircraft from that system and they said yes several aircraft have been serviced with their cart. They supplier invoices from their supplier from November to present day.

Asked if Mr. Kinsinger, pilot/owner of N325JK, ever spoke of any concerns with the aircraft, and he had not.
Asked if they were aware of if N325JK had mask or nasal cannulas for O2 delivery, they stated that they thought Cirrus provided both to the pilots and they were contained in a special bag. They subsequently showed us the bag from another Cirrus similar to N325JK.

Ask if they had seen Mr. Kinsinger on the day of the accident, all responded No, and generally the only time they would see him is if he need some type of service. N325JK was hangered in a private hanger and that TAS was not an FBO, so Atlantic Aviation would fuel the aircraft. They were not sure if Atlantic Aviation had the capability to service O2 or not.

Asked when the last time they spoke to Mr. Kinsinger they stated that it was before Christmas and they could not recall specific Date. They described Mr. Kinsinger as a very happy and caring person. He would ALWAYS ask how they were doing, and he would describe the charity work he was doing, with dog rescue.

Mr. Moreland took myself to the hanger to view a similar Cirrus SR22 that was in the hanger and he walked me through how a Cirrus was serviced with O2.

They could not recall any additional information about Mr. Kinsinger or N325JK and the interview was concluded.