

Inspector Statement

January 30th, 2020:

11:54 CST:

I placed a call to Joseph White, owner of N6071R. I asked Mr. White about the reports that we had received that the aircraft had struck a bird with its propeller and that it had received some maintenance prior to the accident flight on January 28, 2020. Mr. White stated that the aircraft had struck a bird with the left propeller around November 26, 2019 and that it had been in Florida since that time having maintenance done on the prop and a few other items. I asked if any other maintenance had been done on the aircraft since he took ownership of it. Mr. White stated that the aircraft received an oil change from a facility at the Abraham Lincoln Capital Airport in Springfield, Illinois. Mr. White also stated that he thought that the aircraft had been taken to Peoria, Illinois to have an instrument repaired. I asked if he knew which instrument had been repaired and he replied that he did not. I also asked if he knew exactly which maintenance facility had done the work and he replied that he did not know that either.

16:11 CST:

I called Byerly Aviation in Peoria, Illinois to see if they had done the repairs that Mr. White was referencing. I spoke with Ryan Grenhoff, Director of Maintenance at Byerly Aviation, and after searching his records he stated that they had not performed any maintenance for that aircraft. I also placed calls to several other maintenance facilities in that area but they all indicated that they had not performed any maintenance on N6071R.

January 31st, 2020:

10:41 CST:

I had a voicemail from Tim McKune, General Manager of Byerly Aviation asking me to call him back. When I called Mr. McKune he stated that Mr. Grenhoff asked him if he knew anything about the instrument maintenance I was referring to. Mr. McKune stated that he remembers Frank Edwards bringing the aircraft up there to have the horizontal situation indicator (HSI) looked at. Mr. McKune stated that Byerly Aviation was unable to work on the aircraft because they were too busy with ADS-B installations as the 2020 deadline for ADS-B was approaching. Mr. McKune stated that Mr. Edwards told him the HSI had been changed out due to an issue with the instrument, but whatever issue it was having prior to the change out was still occurring. Mr. McKune did not recall what the exact issue was with the HSI. Mr. McKune stated that he advised Mr. Edwards to take the aircraft back to whoever had changed out the HSI because it was most likely still under warranty. Mr. McKune stated he was unaware of the exact time frame that all of this occurred. He estimated that it occurred sometime around the end of August or beginning of September.

Nicholas
L. Loftus

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by Nicholas L.
Loftus
Date: 2020.02.14
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Inspector Statement

13:51 CST:

I spoke with James Mullens of Mullens Aviation to see if he could provide me with the logbook entries for the maintenance he had conducted on N6071R as a result of the bird strike in November. I also asked Mr. Mullens if he had any recollection of the HSI issue that Mr. McKune had referred to. Mr. Mullens stated that he believes the problem was related to the HSI not syncing up with the "remote compass". He stated that Mr. Edwards had contacted him about this while Mr. Edwards was going through his initial training in the aircraft. Mr. Mullens stated that he contacted the previous owner of the aircraft and that the previous owner agreed to send Mr. Edwards a replacement HSI. Mr. Mullens stated that he shipped the HSI to Mr. Edwards in Springfield, Illinois and that Mr. Edwards had hired someone in the area to change out the instrument. Mr. Mullens stated that he did not know exactly where Mr. Edwards had taken the aircraft to have the HSI changed.

January 31st through February 11th:

Various Times:

I called several facilities in the area in an attempt to locate where Mr. Edwards had taken the aircraft to have the HSI replaced. All of the facilities that I contacted indicated that they did not conduct the HSI replacement.

February 12, 2020:

14:15 CST:

I called Mr. White to see if he could search his records to see when Mr. Edwards had taken the aircraft to Byerly Aviation in an attempt to have the HSI worked on. Mr. White had stated in a previous call that he should be able to figure this out based on credit card records for a rental car that he purchased for Mr. Edwards to return to Springfield, Illinois after dropping the aircraft off. Mr. White stated that he would look at his records and get those dates for me. I also asked Mr. White again if he could think of anywhere else that Mr. Edwards would have taken the aircraft for the HSI replacement. He stated that he can't think of anywhere else that Mr. Edwards would have taken the aircraft. He also stated that he did not have any invoices or receipts for that maintenance. He stated the only invoices he has are from an oil change and tire replacement performed by Temp Aviation in Springfield, Illinois and Mullens Aviation in La Belle, Florida. I have spoken with both of those facilities and both stated that they did not perform the HSI replacement. I asked Mr. White if the replacement HSI had been shipped to him or Mr. Edwards. He stated that it had been shipped to Mr. Edwards. I also asked Mr. White about a trip I had seen on the flight records on Flightaware.com to Kansas City Wheeler Downtown Airport to see if that may have been where Mr. Edwards took the aircraft to have the HSI replacement done. He said that trip was just to take his brother to a meeting in Kansas City. Mr. White said he did not think the HSI replacement occurred there because there was no bill for it and they had returned to Springfield, Illinois on the same day.

Nicholas
L. Loftus

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Nicholas L. Loftus
Date: 2020.02.14
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Inspector Statement

February 13, 2020:

08:45 CST:

Mr. White left me a voicemail and stated that Mr. Edwards had picked up a rental car on September 21, 2019 after dropping the aircraft off in Peoria, Illinois in an attempt to have Byerly Aviation conduct maintenance on the HSI. Mr. White stated that Mr. Edwards picked up a rental car on October 1, 2019 in order to drive to Peoria, Illinois to bring the aircraft back to Springfield, Illinois. Byerly Aviation did not conduct any maintenance in this time frame due to a back log of work already scheduled for ADS-B installations. At this time I have still not been able to track down where the HSI replacement was conducted if it was conducted at all.

Nicholas
L. Loftus

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Nicholas L. Loftus
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