

NATIONAL TRANSPORTATION SAFETY BOARD

Office of Aviation Safety
Washington, D.C. 20594

May 22, 2020

**Attachment 4 – FAA Record of Conversation
with the Hangar Manager and Fuel Information**

OPERATIONAL FACTORS

CEN20MA044



Federal Aviation Administration

Memorandum

Date: Jan. 2, 2020
To: Jennifer Rodi ,NTSB IIC
From: Todd Gentry, FAA Coordinator
Prepared by: Todd Gentry, AVP 100 [REDACTED]
Subject: Record of Conversation with Chris Hawthorne

On December 31, 2019 the FAA investigation team consisting of Paul Marks (BTR ASI), Crystal Ferguson (AVP) and I (Todd Gentry, AVP 100), went to visit the facility that hangered the accident aircraft N42CV.

We had a conversation with Chris Hawthorne, who is the Hangar Manager for the accident aircraft N42CV. He is also a Private Pilot.

Our objective was to see the facility and ask questions concerning the departure of the aircraft, then ask about the operation and the pilot.

The facility is a large corporate hangar that houses other company's aircraft as well as the accident aircraft. In short, it is very clean and immaculate. The company has two other aircraft in the hangar that they own. A Beech Baron and a Champion Aircraft Company Citabria. Both were visually in excellent condition.

We asked if the accident pilot flew the Baron and he indicated yes. We took pictures of the log book that confirms he did fly it, but very little.

We asked if he knew where each person was seated on the accident flight but he indicated only the front seat occupants and didn't know the rest.

We indicated that we knew that the surviving passenger was seated in the back row. Chris said that it sounded correct because Ian (pilot) always liked to put the biggest passengers in the back. We asked if there was a cooler on board because we found drinks at the site but no cooler. He indicated that Ian (pilot) did take the cooler that day with ice and possibly beer in it. He estimated the cooler to be 20x14x12 inches (approximately). This cooler was placed on top of the lavatory which is adjacent to the entry door and behind the las row of seats.

We asked how often Ian (pilot) received flight training and he estimated once a year for a couple hours each. They did accomplish some ground school prior to the flight mission.

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We asked about the seating configuration and we were told 4 seats behind the cockpit in club seating then the lavatory and baggage area.

We thanked him for his time and left the facility. His Contact phone number is, [REDACTED]

Todd Gentry
AVP-100, FAA Coordinator
[REDACTED]

Etcher Shawn

From: Chuck Vincent [REDACTED]
Sent: Tuesday, May 19, 2020 6:36 PM
To: Etcher Shawn
Subject: Fwd: Fueling's for N42CV during December 2019

[CAUTION] This email originated from outside of the organization. Do not click any links or open attachments unless you recognize the sender and know the content is safe.

Shawn,

Please see attached fueling that as discussed, was not full of fuel as indicated by one of the NTSB members. As I mentioned, we rarely pack the tanks, so he had around 315 to 320 on board. Thanks once for again for your efforts at getting this correct.

Take care,

Chuck

[REDACTED]

Sent from my iPhone. Please excuse any errors.

Begin forwarded message:

From: Chris Hawthorne [REDACTED]
Date: May 19, 2020 at 6:16:01 PM CDT
To: Chuck Vincent [REDACTED]
Subject: Fueling's for N42CV during December 2019

Fueling's for N42CV December 2019.

12/1/19 N42CV (GDS) received 245.3 gallons of jet
12/1/19 N42CV (GDS) received 167.6 gallons of jet
12/3/19 N42CV (SLD) received 147.8 gallons of jet
12/4/19 N42CV (SLD) received 105.2 gallons of jet
12/9/19 N42CV (SLD) received 214.9 gallons of jet
12/10/19 N42CV (SLD / GDS) received 257.1 gallons of jet
12/12/19 N42CV (GDS) received 235.6 gallons of jet
12/18/19 N42CV (GDS) received 200.7 gallons of jet

When N42CV returned on December 18th 2019, I (Chris Hawthorne) topped just the nacelles off with Jet A. I did not top off the tips on N42CV on its final fueling.

Chris Hawthorne
(PAHL & CFM4 Hangar Manager)
ATTENTION!!
THIS EMAIL IS FROM AN EXTERNAL SENDER!