

RECORD OF ☐ VISIT ☐ CONFERENCE OR ☒ TELEPHONE CALL		TIME 3:20 PM	DATE 02/12/2021
NAME (S) OF PERSON (S) CONTACTED OR IN CONFERENCE AND LOCATION Wren Johannaber		ROUTING 	
		SYMBOL	INITIALS
A&P/IA at Omar Bradley Airport - Moberly, MO (MBY)			
SUBJECT Accident involving N8080G			
DIGEST Inspector David Johnson (AFG-CE-05, Kansas City FSDO) contacted Mr. Wren Johannaber (WJ) regarding any interaction he may have had with aircraft N8080G or its pilot prior to the aircraft's departure from Moberly on February 8, 2021. WJ stated that when the aircraft arrived to the Moberly airport, it was covered with ice. When asked for details, WJ stated that the ice covered the entire aircraft, including leading edges of the wings and tail section, propeller blades, and windshield, and he estimated the ice to be approximately 1/4" thick. He stated that the pilot had to land in Moberly utilizing only his side windows for visibility. WJ further stated that he was asked by the pilot for help in de-icing the aircraft, which he did by placing it in a heated hangar until the ice had completely melted. WJ stated that he then asked the pilot whether he wanted the aircraft to remain in the heated hangar overnight, or whether an unheated hangar would be acceptable. WJ stated that the pilot told him he would be departing immediately. He further stated that the pilot then showed him a weather map on the pilot's phone, and told WJ that he intended to fly north before turning west, and the weather was nicer further north. WJ then stated "I'm not telling you what to do, but that doesn't sound like a wise decision. That may be the last bad choice you ever make." WJ then suggested (cont'd)			
CONCLUSION, ACTION TAKEN, OR REQUIRED			
DATE	TITLE David S Johnson, ASI	SIGNATURE	

DIGEST (CONT)

once again that he stay in Moberly overnight and wait for the weather to clear. He stated that the pilot refused. WJ stated that he then pulled the aircraft out of the hangar, and the aircraft departed. WJ understood that pilot intended to fly north to avoid the inclement weather, and would then turn west, spend the night in Nebraska before continuing on to Colorado. -end-

RECORD OF ☐ VISIT ☐ CONFERENCE OR ☒ TELEPHONE CALL		TIME 11:15 AM	DATE 02/12/2021
NAME (S) OF PERSON (S) CONTACTED OR IN CONFERENCE AND LOCATION Mike Shipley		ROUTING 	
		SYMBOL	INITIALS
Airport Attendant - Omar Bradley Airport, Moberly, MO (MBY)			
			
SUBJECT Accident of N8080G			
DIGEST Inspector David Johnson (AFG-CE-05, Kansas City FSDO) contacted Mike Shipley (MS) by phone to obtain information surrounding the accident involving Cessna 177, N8080G. MS stated that he knew the pilot well, as the pilot was a regular at the Moberly Airport. He stated that the pilot regularly flew between St. Louis and Omaha, NE for his business as an investment banker. He further stated that he considered the pilot to be a very proficient instrument pilot, as he has landed at Moberly in minimum instrument conditions on numerous occasions. MS was the attendant on duty on Monday, February 8, 2021, when N8080G landed at approximately 1130. He stated that on landing, the windscreen of the aircraft was completely obscured by ice, and that there was substantial ice accumulation on the wings. The pilot requested that the aircraft be placed in a hangar to defrost. MS and a local mechanic towed the aircraft to a heated corporate hangar on the field, where it sat until the ice melted off of the aircraft. MS said that the pilot told him they were headed west (MS understood this to mean Omaha, NE), but would head north toward Kirksville before turning west, as the ceilings were higher up north. MS further stated that he fueled the aircraft with 16.88 gallons of fuel. MS stated that the pilot then "took off into the exact weather conditions that he had landed in". MS also stated the he could not (cont'd)			
CONCLUSION, ACTION TAKEN, OR REQUIRED			
DATE 02/12/2021	TITLE David S Johnson, ASI	SIGNATURE	

DIGEST (CONT)

recall there being any discussion of the weather and either delaying or canceling the intended flight. MS stated that the pilot had purchased this particular aircraft as a replacement for his Bonanza, as his elderly father liked to fly with him and was having difficulty entering and exiting the Bonanza. MS stated that when he heard of the accident, he followed airport and Philips 66 (their fuel supplier) protocols regarding an accident, including filing the proper reports and retaining fuel samples. MS offered to provide these items if requested. MS also stated that their previous fuel delivery contain approximately 6,000 gallons, and that they had dispensed about 5,000 gallons of the shipment by the time N8080G took on fuel, with no other incidents. -end-