

RECORD OF ☐ VISIT ☐ CONFERENCE OR ☒ TELEPHONE CALL		TIME 10:54 AM	DATE 09/21/2021
NAME (S) OF PERSON (S) CONTACTED OR IN CONFERENCE AND LOCATION Mark Hunziker [REDACTED]		ROUTING 	
		SYMBOL	INITIALS
Owner, Aircraft N630SC and father of pilot Matthew Wright			
SUBJECT N630SC Accident near Higginsville, MO			
DIGEST Inspector David Johnson (DJ) of the Kansas City FSDO (AFG-CE-05) contacted Mr. Mark Hunziker (MH), owner of aircraft N630SC, regarding the accident on 09/18/2021, near Higginsville, MO. MH confirmed that he is the owner of the aircraft, and that he had purchased it from the previous owner, Lee Page, in December of 2020. MH stated that he was present when the aircraft crashed, and that he saw it happen, and that his son, Matthew Wright, was the pilot of the flight. DJ asked MH to describe what happened. MH stated that contrary to reports, the aircraft did not crash on takeoff. Rather, the pilot was making a pass over the field, descending from approximately 500 feet AGL. He stated that the aircraft entered a nose-down attitude, and a steep left turn. The aircraft continued to turn more steeply and descend more rapidly until it impacted the terrain. He and others responded to the accident scene, and the fire department was called. He stated that Mr. Wright was taken to CenterPoint Hospital in Independence, MO. When asked if anything appeared abnormal with the aircraft prior to the accident, MH stated that everything was functioning correctly. He stated "the engine was running fine - there was nothing wrong with that engine", and that he could see the flight controls working normally. MH stated that the aircraft had been removed from the accident site, placed on a flat(cont'd)			
CONCLUSION, ACTION TAKEN, OR REQUIRED			
DATE 09/21/2021	TITLE David S Johnson, ASI	SIGNATURE	

DIGEST (CONT)

bed trailer, and was currently at his property near Creighton, MO. When asked if his son had a pilot certificate, MH stated that he didn't need one, as this was an ultralight aircraft. MH and DJ agreed to meet at MH's property during the morning of 09/22/2021 for an examination of the aircraft.-end-

RECORD OF ☐ VISIT ☐ CONFERENCE OR ☒ TELEPHONE CALL		TIME 12:16 PM	DATE 09/21/2021
NAME (S) OF PERSON (S) CONTACTED OR IN CONFERENCE AND LOCATION Loretta Hunziker [REDACTED]		ROUTING 	
		SYMBOL	INITIALS
Mother of pilot Matthew Wright			
SUBJECT N630SC Accident near Higginsville, MO			
DIGEST (Inspector David Johnson (DJ) of the Kansas City FSDO (AFG-CE-05) received a phone message from Ms. Loretta Hunziker (LH), mother of pilot Matthew Wright, asking DJ to call her back regarding the examination of the aircraft, and stating that she wanted to be present during the examination, and that wouldn't happen until at least next week.) DJ returned her phone call. DJ began by expressing concern for her son, wishing him a speedy and complete recovery, and inquiring as to his condition. She responded that he had already had one surgery on his back, and they were still unable to do surgery on his ankles. LH expressed concern for the examination scheduled on the aircraft, and asked what specifically we were looking for. DJ stated that the examination of the aircraft is standard protocol when there is an accident, and that the FAA and the NTSB would run parallel investigations. DJ further stated that the FAA would be confirming the identity of the aircraft and the extent of the damage, would evaluate the damage to help determine what happened, and would look for any pre-accident anomalies which could have contributed to the accident sequence. LH stated that she didn't trust the examination, and felt it would be used against her son. She further stated that she "was trying to protect her son, as this could really ruin him for life". DJ stated that the FAA isn't out to ruin anyone, and that the purpose (cont'd)			
CONCLUSION, ACTION TAKEN, OR REQUIRED			
DATE 09/21/2021	TITLE David S Johnson, ASI	SIGNATURE	

of the investigation was simply to find out what went wrong, and to try to prevent it from happening again, either with her son or anyone else. LH asked what would happen to Matthew. DJ stated that answering that question would involve speculation, and that the investigation was in its very early stages. LH pressed DJ for the possibilities. DJ walked her through the Compliance Program and possible follow-up actions, stressing the need for cooperation with the process. DJ expressed hope that the Compliance Program could be applied in this case. LH asked about enforcement-related outcomes. DJ responded that he would not speculate at this time, and stressed that the Compliance Program was the hoped-for route. LH relayed that her son had described the accident sequence to her, saying that "he started to turn too steeply, and the airplane just kept going down, no matter what he did". She stated that his back and ankles were crushed, and that fuel had covered his body, resulting in chemical burns. LH agreed to allow examination of the aircraft at 9:00am on 09/22/201, at their property near Creighton, MO., but stated that many pieces of the aircraft were lost in moving the aircraft, and that her husband had already started removing parts from the aircraft for use in their other Challenger aircraft.-end-

FAA REGISTRY

N-Number Inquiry Results

N-NUMBER ENTERED: 630SC

AIRCRAFT DESCRIPTION

Serial Number	1196-CW-0626	Status	Expired
Manufacturer Name	COLE PAUL B	Certificate Issue Date	08/08/2012
Model	CHALLENGER I	Expiration Date	08/31/2021
Type Aircraft	Fixed Wing Single-Engine	Type Engine	2 Cycle
Pending Number Change	None	Dealer	No
Date Change Authorized	None	Mode S Code (base 8 / Oct)	52037517
MFR Year	1997	Mode S Code (Base 16 / Hex)	A83F4F
Type Registration	Individual	Fractional Owner	NO

REGISTERED OWNER

Name	PAGE LEE A		
Street			
City	HARRISONVILLE	State	MISSOURI
County	CASS	Zip Code	64701-8120
Country	UNITED STATES		

AIRWORTHINESS

Type Certificate Data Sheet	None	Type Certificate Holder	None
Engine Manufacturer	ROTAX	Classification	Experimental
Engine Model	503 DCDI	Category	None, Reg. Prior to 01/31/08
A/W Date	06/05/2008	Exception Code	No
The information contained in this record should be the most current Airworthiness information available in the historical aircraft record. However, this data alone does not provide the basis for a determination regarding the airworthiness of an aircraft or the current aircraft configuration. For specific information, you may request a copy of the aircraft record at http://aircraft.faa.gov/e.gov/ND/			

OTHER OWNER NAMES

None

TEMPORARY CERTIFICATES

None

FUEL MODIFICATIONS

None

DEREGISTERED AIRCRAFT

None

