



RECORD OF CONVERSATION

Dr. David Bowling
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Central Region

Conversation with: Mr. Matt Edwards, Certified Flight Instructor (CFI) and Flight Instructor for Ms. Cinnamon Franklin

NTSB Accident Number: CEN22FA168, Marlin, TX, Cessna TU206F, N858JA

Accident Date: April 5, 2022, at 12:31 pm CDT

Interview Date: April 28, 2022, at 9:00 am MDT

I spoke with Mr. Matt Edwards regarding the pilot-rated passenger on board the accident airplane, Ms. Cinnamon Franklin. He is a flight instructor at the Indy South Greenwood Airport, Greenwood, Indiana. He said he'd been flight instructing for 20 years, and that he teaches aviation classes at a local high school.

Mr. Edwards told me that he was Ms. Franklin's flight instructor through her private, instrument, and commercial pilot ratings. He told me that she was not a CFI. He told me that her instruction was in Piper Tomahawks and Cherokees, and Cessna 172's. He said they'd fly cross-country together. He said that as of a few weeks prior to the accident he thought that she had about 317 total flight hours and all of it was in single-engine land airplanes. She had gotten some flights in other airplanes as small multi-engine airplanes and one time in a Hawker business jet. The flight times she reported on the Form 8710 for her commercial check ride, which occurred in late November, early December, would be pretty accurate. There might be an additional 60 hours to the 317 hours.

Mr. Edwards described Ms. Franklin as the only true natural pilot that he'd ever instructed. He said that she took to flying very well and was conservative in her approach to flying. She was very conscientious and focused on doing her best.

Mr. Edwards informed me that she'd gotten a special issuance medical for a gastric sleeve that had been implanted the middle of 2021. He said that she'd experienced no problems with it. Mr. Edwards said he knew another pilot who'd flown with the company Ms. Franklin was with. That pilot said that it was not uncommon to get airsick on these pipeline flights. You are at low altitude, and you are maneuvering a lot. If it's windy or bumpy it makes it worse. He said that airsickness was common for new observers. Mr. Edwards said that he thought that Ms. Franklin

had moved off the Dramamine. He also said that he knew the pilot, Mr. Sands, that they'd spoken several times over the phone. He said that Mr. Sands expressed that sometimes he'd get nauseous on these flights.

Mr. Edwards said that Ms. Franklin joined the company about mid-October to November. She was offered a job as a spotter/observer. This was before she'd completed her commercial certificate. The company's plan was to work her in as a pilot.

Mr. Edwards said he's spoken to Ms. Franklin the day of the accident before they took off on the accident flight. He said she was excited to go up. She was in good spirits and was feeling good. She'd mentioned to Mr. Edwards that they'd experienced a weather delay the day before and that they were delayed that day, but she didn't mention what that was for. She'd sent a text to him and others at the Greenwood Airport with pictures of a Ford Tri-motor airplane that was at the Houston Executive Airport. Everyone saw it and has it. It was the last time anyone communicated with her.

Mr. Edwards mentioned that his pilot friend that used to work for the company mentioned to him that they might have been switching seats. Mr. Sands might have been giving her a chance to fly the pipeline patrol pattern.

Mr. Edwards said that he and Ms. Franklin were close and that her death had hit him and the Greenwood Airport community hard.

Taken by,

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