

Mitchell Gallo
Senior Aerospace Engineer
Aviation Safety - Central Region

Date: August 12, 2022

Subject: CEN22FA376, Memorandum of Conversation

Contact: Brian Willis, Aircraft Owner of N727PC, cellular: [REDACTED]

During a telephone conversation, Brian Willis was asked what the purpose of the flight was, and Brian Willis responded, "I don't know for sure." Brian Willis was then asked if N727PC was his aircraft, he said yes. When asked if the accident flight was a planned flight, Brian Willis said that James Shumway had his permission to fly N727PC and told Brian Willis that he might fly on Tuesday. Brian Willis stated that he was not certain if the accident flight was going to be a practice flight or in support of business operations. Brian Willis said they had planned to fly to Canada in several weeks and that they have business operations in Cheyenne. He did not know if James Shumway was going to practice flying N727PC in preparation for the flight to Canada. When asked when James Shumway asked him to use N727PC, Brian Willis said that he talked to James Shumway the week before the accident and told him he could use it any time. Brian Willis said the keys to N727PC were in the aircraft. Brian Willis said he flew N727PC to Centennial Airport, Englewood, Colorado, on Saturday. Brian Willis stated that if N727PC was flown to Meadow Lake Airport, Peyton, Colorado, then that sounds as if it was a practice flight. When asked why James Shumway was flying N727PC when James Shumway flew a Cirrus SR22, Brian Willis stated he thought it was due to the upcoming trip to Canada and James Shumway was getting more practice in flying N727PC. When asked if James Shumway had a checkout in N727PC, Brian Willis said yes, and James Shumway had flown with an instructor. Brian Willis said that he thought the instructor was Richard Barclay who used to work for Independence Aviation but said that he did not know if he was based at Meadow Lake Airport. Brian Willis stated that he discussed with James Shumway about an issue with the wing flaps not extending, a switch was replaced, and N727PC had no

outstanding issues. The maintenance on N727PC was performed by Verlin's Aviation. When asked how long it took to complete the last annual inspection on N727PC, which was performed by Verlin's Aviation, Brian Willis said he did not know and said it took a while. They were going to get the annual inspection completed in January, but it was completed in February and it was possible that he dropped off N727PC at Verlin's Aviation in December. When asked how much he was charged for the annual inspection, Brian Willis said he did not remember. Brian Willis was asked to provide a copy of the cancelled check made for the last annual inspection of N727PC to the NTSB Investigator-in Charge. Brian Willis stated that he did not provide an aircraft maintenance manual to Verlin's Aviation when he dropped off the N727PC. When asked if he talked to James Shumway on the day of the accident, Brian Willis said that he did not remember and was not sure but saw him at a work meeting and did not talk to him when he saw him at the meeting. Brian Willis stated that N727PC was not rented to James Shumway and if James Shumway flew it, then he would fuel the aircraft. Brian Willis said N727PC did not need fuel because he fueled it when he flew it back from Meadow Lake Airport and doubted that James Shumway would have fueled N727PC on Tuesday. Brian Willis said that James Shumway was a really good friend. Brian Willis stated he obtained fuel from a self-serve fuel pump at Meadow Lake Airport and the amount of fuel was logged in a black binder kept in N727PC.