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Aviation Safety - Central Region

Date: August 15, 2022

Subject: CEN22FA376, Memorandum of Conversation

Contact: Richard Barclay, Flight Instructor, cellular: [REDACTED]

During a telephone conversation, Richard Barclay was told that James Shumay had a logbook entry dated July 15, 2022, citing a checkout in N727PC. When asked if Brian Willis aboard the July 15, 2022, flight, Richard Barclay said yes. Richard Barclay stated that on July 15, 2022, he met Brian Willis and James Shumay at Centennial Airport, Englewood, Colorado, at 0900 local time, and since Brian Willis was the aircraft owner, Richard Barclay told Brian Willis that he wanted to first fly with him in N727PC, to get a feel of the aircraft. James Shumay was seated in the rear seat during the flight. Richard Barclay said that he performed a 30-degree bank turn and a climb from 7,500 ft to 8,000 to see how N727PC felt with the canard installation, and no other maneuvers were performed. Richard Barclay said that N727PC felt no different than a Cessna 182 without a canard installation. Richard Barclay said he then performed an approach and landing at Centennial Airport and probably used full wing flaps for the landing. There were no maintenance problems with N727PC at that time. They taxied back to the hangar where Brian Willis exited the aircraft, and he then flew with James Shumay to begin an aircraft checkout in N727PC. They began the checkout by taking off using 20 degrees of wing flaps, which worked fine. When they arrived at the southeast practice area near Centennial Airport, the wing flaps would not extend. They performed turns, slow flight, and power-off and power-on stalls without the wing flaps extended. Richard Barclay said there was no excessive wing drop or nose down pitch associated with the stalls performed; he said that the aircraft just mushed during stall and stalled nicely. Richard Barclay said he did not remember a stall warning horn sounding when they practiced the stalls, but it may have sounded. They had planned on performing power-off stalls with wing flaps extended, but the wing flaps would not extend. They then flew to Meadow Lake Airport, Peyton, Colorado, because it was nearby. When they arrived Meadow Lake Airport, N727PC's

main fuel tanks were fueled but not the auxiliary fuel tanks, and Richard Barclay rattled the flap motor and cycled the cockpit flap selector and did not take anything apart, but the wing flaps remained in the retracted position. They then flew directly back, and without performing any maneuvers, to Centennial Airport and ended the flight. They did not put N727PC back into the hangar because the TBM was in the hangar. Richard Barclay told James Shumay that the wing flaps would have to be fixed because Richard Barclay wanted James Shumay to perform additional maneuvers that included 20-degree and 40-degree wing flap landings and 20-degree wing flap takeoffs, which were part of a normal aircraft checkout. James Shumay did not have his pilot logbook with him, and therefore Richard Barclay did not provide his signature in the logbook. Richard Barclay told James Shumay to enter the flight date and that they had flown in his logbook and the next time they flew, Richard Barclay would sign the entry. Richard Barclay stated that he thought Brian Willis was going to talk to Arapahoe Aero to have the wing flaps repaired but the chief mechanic at Arapahoe Aero said they did not perform maintenance on N727PC. Richard Barclay stated that while he was in Oshkosh, Wisconsin, James Shumay texted him asking if it was okay for to fly N727PC. Richard Barclay responded with a text to James Shumay saying that it was between you and the aircraft owner and there were no further text messages. Richard Barclay stated he did not know what Brian Willis and James Shumay did afterwards.

Richard Barclay stated that he did not remember if there was a discussion with Brian Willis about the stall characteristics of N727PC and they probably talked that it would not stall because of the canard; Richard Barclay added that he did not remember that conversation with Brian Willis. Richard Barclay said that there was not a discernable difference in handling qualities between N727PC and a Cessna 182 without a canard installed. Richard Barclay said that he felt the canard's purpose was primarily for short field takeoffs and landings.

Richard Barclay stated that when he met Brian Willis and James Shumay on July 15, 2022, at 0900, N727PC was outside the hangar and already preflighted. Richard Barclay walked around N727PC and talked to James Shumay about the canard and showed how it worked. Richard Barclay said he did not remember if there was a discussion about the amount of fuel aboard. Richard Barclay said that they may have gone to a self-serve fuel pump at Centennial Airport and obtained fuel. At Meadow Lake Airport, they topped off the fuel and flew back to Centennial Airport, which was about a 15 minute flight. When asked what the fuel gauge indications were, Richard Barclay said they were working and indicated full, and he did not pay attention to fuel flow.

When asked to describe James Shumay's piloting skill on a scale of 1 to 10, Richard Barclay stated that James Shumay started flying a Cirrus SR22 with Brian Willis and did not know how many hours James Shumay accumulated in total. Richard Barclay said the James Shumay was probably not a 10 but a good pilot, was cautious, and did not cut corners.

When asked why James Shumay was getting checked out in N727PC, Richard Barclay said he thought it was for a trip to their annual fishing trip in Canada, and they couldn't fly the TBM into the airstrip they intended to land on.

Richard Shumay said that N727PC had no mechanical issues other than the flaps, and it flew fine.