

RECORD OF						☐ VISIT	☐ CONFERENCE OR	☒ TELEPHONE CALL	TIME	DATE 11/02/2023
NAME(S) OF PERSON(S) CONTACTED OR IN CONFERENCE AND LOCATION									ROUTING	
									SYMBOL	INITIALS
Jason Grigg (Private Pilot [redacted]) [redacted]										
SUBJECT N510KC accident at MCK										
DIGEST										
Mr. Grigg was driving north on Rd 385, 3 to 4 miles SW of MCK. He noticed that the aircraft was flying lower than normal for its position and was not gaining altitude. He saw the aircraft make an aggressive left turn and then dive to the ground.										
CONCLUSION, ACTION TAKEN, OR REQUIRED										
DATE 11/02/2023			TITLE PMI				SIGNATURE [redacted]			

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RECORD OF ☒ VISIT ☐ CONFERENCE OR ☐ TELEPHONE CALL		TIME 0815	DATE 10/31/2023
NAME (S) OF PERSON (S) CONTACTED OR IN CONFERENCE AND LOCATION		ROUTING	
		SYMBOL	INITIALS
Zachary Oliver - Red Willow Aviation Employee - [REDACTED]			
Jerome Sveeggen - ASI			
SUBJECT Aircraft accident at MCK on October 30, 2023.			
DIGEST			
Inspector Sveeggen and myself had a meeting with Mr. Oliver at the Red Willow Aviation FBO located on the McCook Ben Nelson Regional Airport. Mr. Oliver stated that Clifton Coffman, Pilot in Command of N510KC, arrived to the airport on Friday, 27 October, 2023. Mr. Coffman was the only person on board when he arrived and was accompanied by one dog. Mr. Coffman's hunting partner, Mr. Henry Richter, drove a truck up from Louisiana to meet him at McCook to have transportation for their hunts. Mr. Coffman requested Jet-A fuel from Red Willow Aviation. His request was to fill the mains and ten gallons in each of the left and right auxiliary wing tanks. 72 GAL of Jet A with PRIST was added to the aircraft. When asked about the fuel Mr. Oliver stated that they receive the fuel in bulk and that it is already premixed with PRIST. After Red Willow refueled N510KC it remained on the ramp in front of Red Willows hangar until Sunday afternoon. N510KC was then pulled into Red Willows heated hangar on Sunday afternoon to warm it up for operation on Monday. Mr. Oliver stated that, on Monday morning when Mr. Coffman arrived at the airport, he was in a hurry. Mr. Coffman did not want to waste any time hooking up the tug so he, Mr. Oliver and Mr. Richter (passenger) attempted to push N510KC out of the hangar by hand. After little success Mr. Oliver hooked up the tug and pushed N510KC to the ramp. As Mr. Oliver was unhooking the tug he observed Mr. Coffman and Mr. Richter loading the airplane with bags and two dogs. As Mr. Oliver was driving the tug away he observed Mr. Richter enter the cabin of the airplane and Mr. Coffman enter the left pilot crew station. At that point Mr. Oliver went back to his normal duties for Red Willow Aviation.			
CONCLUSION, ACTION TAKEN, OR REQUIRED			
DATE 11/03/2023		TITLE ASI	SIGNATURE [REDACTED]

RECORD OF ☐ VISIT ☐ CONFERENCE OR ☒ TELEPHONE CALL		TIME 0800	DATE 11-03-2023
NAME (S) OF PERSON (S) CONTACTED OR IN CONFERENCE AND LOCATION		ROUTING	
Joe Provenza [REDACTED] pilot cert [REDACTED]		SYMBOL	INITIALS
SUBJECT N510KC and Mr. Coffman			
DIGEST			
I contacted Mr. Provenza to ask about Mr. Coffman as a pilot and the maintenance history of N510KC. Mr. Provenza said that Doc (Mr. Coffman) stayed proficient in flying and was very safe. He said that Doc would ease into the power and not go to full torque. Take-off flap setting is 10 degrees. After take-off, Doc would go gear up, then flaps and then auto-pilot. The aircraft has been annual inspected by Tony Bauchamp at Midwest Malibu in Hutchison KS for the last 18 years. He stated that there may be an engine monitor that could provide us with the engine parameters. When asked about maintenance issues with the aircraft, Mr. Provenza said that there were only minor issues. He also said that in 2017 there was an emergency landing due to not being able to reduce the throttle setting. HF stated that there was another incident with the same issue and it was discovered that the throttle linkage to the fuel control was too tight. Once repaired, there were no more issues with the throttle linkage. Mr. Provenza agreed to provide a years worth if maintenance records.			
CONCLUSION, ACTION TAKEN, OR REQUIRED			
DATE 11-06-2023	TITLE ASI	SIGNATURE [REDACTED]	

RECORD OF ☐ VISIT ☐ CONFERENCE OR ☒ TELEPHONE CALL		TIME 1100	DATE 11/03/2023
NAME (S) OF PERSON (S) CONTACTED OR IN CONFERENCE AND LOCATION		ROUTING	
		SYMBOL	INITIALS
Joe Provenza - Business Partner			
SUBJECT Aircraft accident at MCK on October 30, 2023.			
DIGEST			
I called Mr. Provenza with follow up questions after Inspector Jerome Sveeggen had a conversation with him. Mr. Provenza had confirmed the conversation that he had with Inspector Sveeggen. I asked him about his flight experience flying with Mr. Coffman and the normal procedures that they practiced to operate the airplane. Mr. Provenza explained to me that they had flown together for many years and that Mr. Coffman was very familiar and comfortable operating N510KC. He stated that Mr. Coffman was a very conservative pilot. Stated that he always used his checklist, understood and followed loading procedures for weight and balance purposes, and never pushed the limits of the airplane, weather, or personal limitations. Mr. Coffman used the appropriate torque required for the maneuver and rarely used more than what was required. Mr. Provenza said that Mr. Coffman was in great shape for his age and that he exercised daily. He stated that Mr. Coffman was very organized and a pilot that was very verbal with his intentions and actions in the cockpit. We discussed the normal procedures that they would practice from preflight to cruise flight. Mr. Provenza said that they would load the navigation prior to taxi, conduct preflight power checks before takeoff, set flaps to 10°, on takeoff call out airspeed prior to rotation, retract landing gear just after crossing the departure end of the runway, and then engage autopilot. Mr. Provenza explained that Mr. Coffman would normally set a conservative vertical speed in the autopilot of 1200'-1300' and also set the desired altitude. Mr. Provenza stated that he had no concerns with Mr. Coffman's ability to operate N510KC single pilot.			
CONCLUSION, ACTION TAKEN, OR REQUIRED			
DATE 11/3/2023	TITLE ASI	SIGNATURE	
			

RECORD OF ☐ VISIT ☐ CONFERENCE OR ☒ TELEPHONE CALL		TIME 1140	DATE 11/02/2023
NAME (S) OF PERSON (S) CONTACTED OR IN CONFERENCE AND LOCATION		ROUTING	
		SYMBOL	INITIALS
Henry Richter Jr. (passenger)			
SUBJECT N510KC accident at MCK on 10-30-2023			
DIGEST			
Received phone call from Good Samaritan Hospital in Kearney Nebraska 308-865-7989. ASI Brandon Bennett was added to the call. Mr. Richter said that he was in the aft facing passenger seat on the co-pilots side. There were 3 dogs on board with an estimated weight of 60lbs each. Two were in the forward facing seats and he was holding onto one on the floor. The dogs did not interfere with the flight. He said that at about 100ft, there was a hard dip to the left (aircraft left) and then it kept going. He was wearing a headset and the Pilot, Mr. Coffman didn't say anything. Mr. Richter said that Cliff (Mr. Coffman) seemed normal and he had flown with him many times. Mr. Richter also stated that there was nothing abnormal about the operation as far as engine noise. Mr. Richter does not recall an engine run-up prior to take-off.			
The phone conversation was cut short due to Mr. Richter suffering from fatigue.			
CONCLUSION, ACTION TAKEN, OR REQUIRED			
DATE 11-02-2023	TITLE ASI	SIGNATURE 	