



Memorandum For Record

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Sr. Air Safety Investigator
Eastern Region

Date: February 8, 2022
NTSB Accident Number: ERA20LA297

In an effort to determine what happened to the airplane during the period of no maintenance record entries¹, an e-mail was sent to the President of Conquest Air, Inc., on August 31, 2020, at 0942 EDT, requesting:

1. Where the airplane was stored/located between December 2009 and February 2018
2. Whether it was stored intact or in a disassembled state.
3. Provide any pictures between these dates.
4. Whether the airplane was stored inside or outside
5. Why was it out of service for that period of time
6. Whether the engines were preserved according to Lycoming instructions
7. Whether the engines were periodically inspected and re-preserved according to Lycoming instructions
8. Whether the engines were periodically operated during that time span. If so explain in detail who did the checks, what was done, and what frequency.
9. Why the airplane was brought back into service after the extended period of time
10. Copy of any inspection record/log of the engine inspections during the gap in operation.

The President of Conquest Air, Inc., responded by email on September 4, 2020, at 1524 EDT with, "Conquest Air purchased the Aero Commander in February of 2018. We purchased it from Kolob Canyons Air Services, Inc. I believe one of the owners of Kolob Canyons is Jeff Obering [REDACTED] and their Director of Maintenance is Duane Adams [REDACTED] Their address is [REDACTED] Smyrna, TN [REDACTED]"

On September 17, 2020, at 1452 EDT, Duane Adams of Aviation Services Group, LLC sent NTSB an e-mail indicating, "This is a copy of the letter I received from Kolob Air about N900DT

¹ According to the maintenance records there were no logged entries in the Airframe logbook between December 30, 2009 and the next entry dated January 10, 2018. The entry in 2009 was signed for by Mr. Duane Adams.

The aircraft was stored in Cedar City, Utah,(CDC), ST. George, Utah (SGU, and Smyrna, TN (MQY) It was mostly inside but had some periods of outside storage.

The aircraft was never disassembled during the storage period except when it was annual [before] it was sold.

I have now photos of the aircraft

Quit flying wild fires so there was no use for it.

Not Preserved but run periodically no fixed schedule and no record of when it was run

Aircraft was inspected and returned to service because it was sold.
Duane Adams"