



MEMORANDUM FOR RECORD

Brian C. Rayner
Senior Air Safety Investigator
Eastern Region

Date: July 8, 2021
Person: James Mullen – Mechanic/CoPilot
NTSB Accident Number: ERA21FA212 La Belle, FL
Subject: Aerostar 600

Narrative:

Mr. Mullen was the proprietor of the maintenance facility that performed an annual inspection on the accident airplane. He holds a commercial pilot certificate with ratings for airplane single engine land, multi-engine land and instrument airplane. He reported 6,000 total hours of flight experience of which about 5,000 hours was in the accident airplane make and model.

Mr. Mullen said that the pilot owner brought his airplane to the shop for a 100-hour inspection. He said as they got into the airplane they found discrepancies that required more work than originally anticipated. Mr. Mullen said that the pilot/owner wanted everything corrected and asked that the shop go ahead and perform a “full annual inspection” on the airplane, which they did.

The work was completed almost a month prior to the pilot’s arrival to pick up the airplane on May 6, 2021. Mr. Mullen was asked about the overall condition of the airplane, as well as its handling and performance. He said, “It was a nice airplane. A little on the older side, but a nice airplane.” Mr. Mullen said that he flew the airplane a “couple of times” while it was at his shop and that he “turned everything on” and all the systems and components worked as designed.

Mr. Mullen said that he and the pilot/owner went over some paperwork in his office when the pilot/owner announced he hadn’t flown the airplane “for a long time” and asked if Mr. Mullen would go for flight with him and he agreed. Mr. Mullen said they went for a short flight, returned, serviced the airplane with 130 gallons of fuel, and then departed again. He was asked how the pilot performed on the preflight, engine start, taxi, takeoff, and the flight and he responded, “He seemed thorough... he was good.”

Mr. Mullen was asked why the work performed on the airplane was not annotated in the airplane's maintenance records. He said that the mechanic with Inspection Authority in his shop wanted more specificity in the write-ups that were drafted in the computer. Once done, those write-ups would be printed to stickers, signed by the IA, and then affixed to the pages of the airframe, engine, and propeller logs. He said the paperwork would be completed Monday the 10th. Mr. Mullen was then asked if the pilot owner was staying until Monday and he said, "No, he was going to leave right away..." to return home to Canada. He explained that because the previous annual inspection was still current, he would forward the proper write-ups to the owner through the mails.

Once the purpose of the flight and the recent history of the airplane was established, Mr. Mullen was asked about the accident flight itself, and he replied that he couldn't remember. He said he was willing to try to answer any questions asked of him, but the interview was ended at that point.