

Memorandum

From: Jesse Champagne
To: Record
Date: 15 Dec 2020
Subject: N577CP Accident – Statement of Jesse Champagne

1. Personal Information
 - a. Phone Number: [REDACTED]
 - b. Address: [REDACTED]
2. Credentials, Experience, Current Position
 - a. A&P, Airforce - Dedicated Crew Chief; B-52h at Barksdale Air Force Base.
 - b. 12 Months general aviation experience, and 4 years of flight line operations experience.
 - c. AMT; Cornerstone Aviation Maintenance.
3. Involvement with Accident Aircraft
 - a. Taxied N577CP from owners hangar to the Cornerstone Aviation Maintenance hangar with no issues during run up and taxi. Once indoctrinated, performed and assisted Scott Goodfellow and Jordan Bussell in Annual/100 hour engine inspection in accordance with the approved Cornerstone Inspection Checklist and aircraft Maintenance Manual.
4. Actions Performed and/or Observed
 - a. Maintenance items checked/inspected: Spark plugs, gapped/inspected/cleaned/& installed - visual inspection of items listed in the maintenance checklist - performed ICA inspection of the Tornado Alley turbo and applicable oil lines and fittings in accordance with Tornado Alley Turbo service Bulletin 11-04 - operator of post annual engine run following the Cornerstone checklist provided, finding satisfactory readings at idle and full power, leak check performed and found good at the time of maintenance release.

After maintenance release, myself and Jordan Bussell taxied N577CP back to the owners hangar with no notice of any engine anomalies.

5. Additional Information

Signed,


Jesse Robert Champagne

Memorandum

From: Jordan Bussell
To: Record
Date: 15 Dec 2020
Subject: N577CP Accident – Statement of Jordan Bussell

1. Personal Information

- a. Phone Number: [REDACTED]
- b. Address: [REDACTED]

2. Credentials, Experience, Current Position

- a. A&P, Air Force - Dedicated Crew Chief; B-52H at Barksdale Air Force Base.
- b. 5 Months general aviation experience, and 4 years of flight line operations experience.
- c. AMT; Cornerstone Aviation Maintenance.

3. Involvement with Accident Aircraft

- a. Taxied N577CP with Jesse Champagne as copilot from owners hangar to the Cornerstone Aviation Maintenance hangar without issue. On the way to the maintenance hangar we went to the run-up pad to perform premaintenance engine checks. All engine parameters operated and indicated satisfactory without any anomalies. Once indoctrinated, I performed and assisted Scott Goodfellow and Jesse Champagne in Annual/100 hour engine inspection in accordance with the approved Cornerstone Inspection Checklist and aircraft Maintenance Manual.

4. Actions Performed and/or Observed

- a. Maintenance items checked/inspected: Visual inspection of items listed in the Cornerstone Aviation Maintenance checklist for annual/100 hour inspection of aircraft engine. I removed exterior inspection panels for Scott Goodfellow to inspect the airframe for the annual and reinstalled the exterior inspection panels upon his completion of inspection.

After maintenance release, I sat copilot again as Jesse Champagne taxied N577CP back to the owners hangar. While taxiing I watched and monitored engine gauges and data with Jesse Champagne and noticed no irregularities with any aircraft or engine system(s).

5. Additional Information

Signed, 

[REDACTED]

Jordan Bussell



Memorandum

From: Kyler Brisk
To: Record
Date: 22 Dec 2020
Subject: N577CP Accident – Statement of Kyler Brisk

1. Personal Information

- a. [REDACTED]
- b. [REDACTED]
- c. [REDACTED]

Hurricane, UT 84737

2. Credentials, Experience, Current Position

- a. Flight Instructor for Cornerstone aviation since October of 2018
- b. Check Instructor for Cornerstone aviation since December of 2019
- c. Commercial ASEL/AMEL with Instrument Rating
- d. CFI, MEI, CFII
- e. 1500+ hours of total flight time

3. Involvement with Accident Aircraft

- a. Witness to N577CP attitude and approach to landing

4. Actions Performed and/or Observed

- a. My student and I had just started up the aircraft for our flight. Because we had not powered up the avionics in the aircraft, I was unable to hear any kind of communication between N577CP or the control tower. My aircraft was positioned on the south ramp facing the north which allowed me to observe the approach of N577CP. After we had started the engine, I looked up and observed N577CP slightly east of runway 17/35 in a steep left turn descending for what looked like an emergency approach for runway 03. Due to the obstruction of hangars and the control tower, I lost sight of the aircraft when there was approximately 3000ft of runway remaining and the aircraft was 100-200ft above the runway at an airspeed of at least 100kts with the flaps in the up (0 degree) position while still making a left turn towards the east.

Signed,

[REDACTED]

Kyler Brisk



Memorandum

From: Scott Goodfellow
To: Record
Date: 16 Dec 2020
Subject: N577CP Accident – Statement of Scott Goodfellow

1. Personal Information

- a. Scott Goodfellow [REDACTED]
[REDACTED]
Hooper, UT. 84315
- b. Currently employed with Utah Aircraft Maintenance, LLC.

2. Credentials, Experience, Current Position

- a. I have been in aircraft maintenance and management since 1986, beginning with a 141-flight school at Ogden airport. I have worked for 121, 125, 135, & 145 operations most of my career, which has included a wide variety of aircraft like Cessna, Cirrus, Piper, Mooney, Pilatus, Socata, Gulfstream, DC3, DC8, & C130 just to name a few. Recently I left a position as the Director of Maintenance for a 135 operation to join Cornerstone Aviation/Utah Aircraft Maintenance as part of the team of technicians that maintain the fleet.

3. Involvement with Accident Aircraft

- a. Aircraft picked-up from owner's hangar Friday 04/DEC/2020, pre-runup performed and taxied back to our facility from the north ramp to the south ramp.
- b. No discrepancies reported by the owners.
- c. Performed Annual/100-hour inspection
- d. Monday post run C/W Operational and Leak check satisfactory. Aircraft cowling installed.
- e. Tuesday final visual inspection C/W, Paperwork and logbooks completed.
- f. Aircraft delivered to owner's hangar Tuesday 08/DEC/2020, (Taxied back from south ramp to North ramp)

4. Actions Performed and/or Observed

- a. Annual inspection C/W per FAR 43 Appendix D using Cirrus Checklist as reference
- b. 100-hour inspection was observed and visually inspected on the engine and propeller
Precise Flight ICA C/W
- c. Tornado Alley ICA C/W

5. Additional Information

The Annual/100 inspection had no discrepancies, only routine servicing required (e.g., tires, oil, and lubrication).

Signed, [REDACTED]



Memorandum

Scott Goodfellow