



PRIVATE FLIGHT SERVICES L.L.C.

Hannibal, MO 63401

Ph. [REDACTED]

September 6, 2012

Federal Aviation Administration FSDO

[REDACTED]
Springfield, IL 62707-8417

Attn; Mr. Kerry Gambrel PMI

In response to your letter dated August 28, 2012 I will re-state the disposition of the log records for N697Q.

I do not typically let any log records for any aircraft out of our possession, however per the suggestion of an FAA Inspector from an air show event in Iowa, we now have them accessible on location for any larger events to help with any ramp checks. Between our part 135 ops, scenic rides LOA, and demo jumps, all of our aircraft and records get looked at on a regular basis and any discrepancies would certainly be recorded with the St. Louis FSDO.

Upon completion of his final checkout, Brandon Sparrow was made aware of the FAA Inspector's suggestion and the fact that ramp checks are very common for aviation events. I showed him the location of the log records and told him he was welcome to take them along but to protect them at all costs. He stated he did want to take them along so I familiarized him with our system. Years ago I developed our own system with custom 3 ring binder compatible logbooks, tab dividers with log tables for recording everything entered in each respective section, and instructions for each section to help with what to retain in the permanent records. This system has been fantastic for us and is something I am proud of. The log records for N697Q are in a 3-4" red trapper keeper with the N-number written on the outside.

The plane was picked up sometime Friday morning August 10th. Later that day I was informed a safety belt buckle was missing in the cabin. This was not an immediate problem as there are extras installed for convenience, but I decided to go with Robin Carroll and trade out the assembly with another we had in stock. When we arrived they were on their final load with the Beech 18. When he returned I informed Brandon I was replacing the belt assembly in the back and asked how the plane was otherwise. He responded with something like; it's doing great, no problems at all. He introduced his wife to me and asked if I would mind securing the plane when I was done as they were in a hurry to go somewhere. I didn't think to ask where the logs were so I could record the change and figured I would enter it later. I swapped the belt assembly and secured the plane for the night. We visited with people for a while then joined friends for dinner and went to the hotel.

The next morning we were getting ready to go when Robin got the call about the accident. We proceeded to the scene then to the airport. I got everyone together in one room and had them all brief what happened. Each of them had already prepared written statements of which I was given copies. At the end of this I requested help from some of the staff of MASPC to help locate the logs and other supplies sent along. Everything was located with the exception of the logs and fuel record sheet. Upon returning to Hannibal the logs were not on their shelf either. I have personally searched at Hannibal and have requested repeated searches at Taylorville with no success. The only additional clue is that his backpack apparently has not been located as well.

As you are aware I have supplied all of the log endorsements signed off by me since the acquisition of the plane as well as other records I found computer records of in the aircraft folder. I admit I have not made a thorough search of everything just thinking surely the logs would turn up somewhere. I have four locations to search and numerous files and will send whatever I find as I find it.

Sincerely,

A black rectangular redaction box covering the signature of Mike Barron.

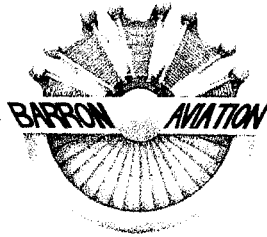
Mike Barron

Latson Tom

From: Mike Barron [REDACTED] >
Sent: Thursday, September 06, 2012 6:17 PM
To: Latson Tom; [REDACTED]
Subject: N697Q time estimate

Follow Up Flag: Follow up
Flag Status: Flagged

I forgot to include the time estimate for N697Q. It was at 13,833.0 TTAF at the last inspection on 7-5-12. since then it flew 3.0 on the 7th, approx 1.5 on the 20th, 2.3 on the 22nd, estimated 2.0 on Aug 10th, and estimated 1.5 on the 11th, bringing the total up to an estimated 13,843.3 TTAF. This should be reasonably accurate, certainly within an hour.
Mike



PRIVATE FLIGHT SERVICES L.L.C.

[REDACTED] Perry, MO 63462
[REDACTED]

September 12, 2012

National Transportation & Safety Board

Attn; Mr. Tom Latson – Investigator
[REDACTED]

Houston TX 77058-1519

Cc: Congressman Blaine Luetkemeyer, Mr. Kerry Gambrel – PMI, Mr. Mark Wasinger – attorney, Mr. Paul Raymond – MASPC president

Re: Accident ID. #CEN12FA534 Assignment of “Operational Control” and associated statement

This letter is intended to serve as an inquiry as well as my statement concerning the lease arrangement of N697Q.

I believe it was in June 2012 when I was approached by Mr. Greg Palmer to see if Mid-America Sport Parachute Club (MASPC) could get the Beech 18 (N697Q) for their event in August. I informed him I wasn't aware of anything scheduled for that time period and to let Robin Carroll (BAPFS FBO Manager) know so she could reserve it for them.

In July I spoke with him when he was at the Hannibal terminal. He was informed we had no pilot to provide skydiving services for them and the Wet rental policy of BAPFS included fuel at our current cost. It was explained that either 100LL Aviation Fuel or alcohol free 87 octane auto fuels were legal for use in the aircraft and they would be credited our current per gallon fuel purchase price against the cost of their fuel consumption. We also discussed the rental rate of \$575/hr which I agreed we could discount to \$550/hr since they would be operating a number of hours and not conducting training operations.

Over the following weeks he worked with Robin on the details of fuel and pilot. He had contacted Brandon Sparrow to fly for them and Robin scheduled him to conduct his BAPFS required checkout with me. Greg also informed Robin that they had an alcohol free auto fuel source located with arrangements for delivery but they could not locate a tank to rent. We agreed to let them borrow ours free of charge with the understanding it would not be taken away until the day prior to the event and returned the day after so as not to disrupt any of our operations. It was also explained that prior to placing any fuel in the tank verification of no alcohol was required by a clear statement on the delivery slip otherwise an alcohol field test had to be performed by placing water in a clear container with an external marked volume line then adding fuel and shaking until thoroughly homogenized and observing the settled water level remains the same.

On July 20, 2012, Brandon Sparrow showed up for his check out around 9am. He was well prepared and we spent the whole morning with ground training. After lunch we

spent an hour on pre-flight and cockpit familiarization then an hour and a half on flight review. All of the normal, abnormal, emergency, and skydiving operations were covered with only a few minor discrepancies noted. (See attached copy of BAPFS "Skydiving Pilot Training Guide" notes) After the flight we spent time on securing the aircraft and a short debrief. He was showed the location of the flight book, maintenance logs portfolio, oil, and the pilot emergency rig which I told him he could borrow in case they wanted to run their other plane at the same time. He was given two copies of the checklist we use and a loaner G-18S flight handbook for further review.

The fuel tank was picked up Thursday afternoon August 9th and the plane sometime in the morning of the 10th. Robin and I followed along behind Eric Kasparie and Kyla Shultz (skydiving friends) to go over for a short getaway since our drop zone was closed for the weekend. We arrived at the Taylorville Airport Friday evening as things were winding down and the Beech was finishing its final load. I got to visit with Brandon briefly and he introduced us to his wife. He said everything was going great and no problems with the plane. He asked if I would mind securing it for the night after I was finished trading out the seat belt assembly in the back. Apparently they were late for an engagement that evening. I swapped out the new seat belt assembly for the one that lost a buckle and tied down the plane. The belt assembly was not required due to extras installed but I wanted to swap it out since I was going over there anyhow. After meeting a few people and visiting for a while Robin and I joined Eric and Kyla for dinner then retired to the motel.

We slept in the next morning and had planned to go to the big outdoor store in Springfield and possibly join friends for the planned barbeque that evening if we didn't return home. As we were getting ready that morning Robin got the call from Greg saying the Beech had gone down in town east of the airport. We managed to find our way to the scene and then to the airport. Upon arrival at the airport I joined the group of skydivers that were on the plane and a few other members of MASPC to get briefed on what happened. Everyone had already prepared statements of which I was given copies. We returned home that evening.

My initial contact was with Mr. Tom Latson (NTSB) and Mr. Kerry Gambrel (SPI FSDO) on the phone. Over the next few days I answered several questions, one of which pertained to the "Operational Control" of the aircraft. I explained the agreement with MASPC was a wet rental of the aircraft only and included no other services. A few days later I was sent accident reporting forms from Mr. Latson via e-mail. I replied questioning whether he wanted me to fill out what I could even though we were not the operator or pilot. I received no response until recently when I asked again during a phone conversation with Mr. Latson. I was informed of the following;

- BAPFS had been identified as the operator
- Both Robin and I had some operational duties there at MASPC
- If I had any questions I would have to have our attorney contact the NTSB Attorney Mr. Bob Combs.

Not only is this assignment of "Operational Control" incorrect, the way it transpired and was presented is disturbing to me. It seems to me an investigation should consist of a thorough collection of factual data. With this in mind I have the following areas of question and concern:

1. Since BAPFS personnel were not in charge of any manifesting, loading, fueling, piloting, initiating conducting or terminating any flight, and were not even present during the operations, what was used to determine BAPFS as the "operator"?

2. What operational duties were Robin Carroll and myself assigned at the MASPC drop zone?
3. If there were statements submitted reflecting BAPFS as the operator, who made them?
4. Why were MASPC members asked specifically to make statements pertaining to the aircraft arrangement while BAPFS members were not? This does not seem to follow any professional protocol especially considering there was a known discrepancy. I was asked to submit a statement on the accident which I put a lot of effort into and provided what I hope is a lot of useful insight and information. I had no idea the operational control of the aircraft was in question or I would have reported on that as well.
5. Why are we forced to pay an attorney to discuss this discrepancy when we know more about operational control and CFR 14 regulations than he does? I could better understand this if all the pertinent information had been collected prior to the determination, however, closing the discussion with a known discrepancy and information void seems very unprofessional and unnecessarily puts further financial strain on our business.

I have included various attachments relating to this letter as well as other miscellaneous documents that might be of help with this investigation. Please understand I want to know what happened here as much as anyone. I have worked as an aviation professional my entire adult life and safety is always the primary concern. The evaluation of factors involved with any accident helps create better training and operational procedures and factual information is mandatory for this process.

Sincerely,

A black rectangular redaction box covering the signature of Jon Michael Barron.

Jon Michael Barron, Member BAPFS



PRIVATE FLIGHT SERVICES L.L.C.

[REDACTED], Hannibal MO 63401
[REDACTED]

Barron Aviation Private Flight Services agrees to hold harmless

BRANDON SPARROW (Pilot), against and from any damages arising out of or from any accident or other occurrence on or about the Barron Aviation Aircraft. *SO LONG AS OPERATION OF SAID AIRCRAFT IS CONDUCTED WITHIN LEGAL AND PRESCRIBED MANNER.*

[REDACTED]
5-26-12


MyAccess Checking - 2484 Transaction Details

Posting date: 06/26/2012

Amount: 534.50

Type: Deposit

Description: Counter Credit

	BARRON AVIATION PRIVATE FLIGHT SERVICES LLC 02-08 HANNIBAL, MO 63401	80-09 815-1	3209
DATE <u>6/20/12</u>			
PAY TO THE ORDER OF	<u>Brandon Sparrow</u>	\$ <u>109⁵⁰/₁₀₀</u>	
<u>one hundred nine & 50/100</u>		DOLLARS	
HNB HNB Bank, n.a. www.hnbbanks.com			
MEMO: <u>contract services</u>			
			3209

'SECURE MODE'

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Member Account Summary

Friday, January 01, 2010 -through- Friday, December 31, 2010

Member: Sparrow, Brandon

Number: M000054

Credit Limit:

\$0.00

Discount%:

0%

Current Account Status: \$239.00

\$212.00

(\$27.00)

Date	Tran #	Description	Debits	Credits	Balance
5/2/2010	000103	SKY Load# 007 » Basic: 5,000 feet	\$17.00	-	(\$17.00)
5/2/2010	000125	SKY Load# 005 » Basic: 5,000 feet	\$17.00	-	(\$34.00)
5/2/2010	000140	SKY Load# 010 » Basic: 5,000 feet	\$17.00	-	(\$51.00)
5/2/2010	000149	PCS	-	\$60.00	\$9.00
5/30/2010	000385	PCS	-	\$40.00	\$49.00
5/30/2010	000386	XTO To: Palmer, Greg » Baglock •	\$46.00	-	\$3.00
6/6/2010	000408	SKY Load# 001 » Basic: 5,000 feet	\$17.00	-	(\$14.00)
6/6/2010	000434	SKY Load# 004 » Basic: Above9,500 - 12,500' AGL	\$27.00	-	(\$41.00)
6/6/2010	000453	SKY Load# 005 » Basic: 5,000 feet	\$17.00	-	(\$58.00)
6/6/2010	000467	PCK check # 1007	-	\$58.00	
7/17/2010	001597	SKY Load# 002 » Basic: Above9,500 - 12,500' AGL	\$27.00	-	(\$27.00)
7/17/2010	001897	CRD	-	\$27.00	
8/1/2010	001938	WRK Load# 001 » Pilot in Command	-	-	
8/16/2010	002018	SKY Load# 001 » Basic: Above9,500 - 12,500' AGL	\$27.00	-	(\$27.00)
8/16/2010	002104	CRD	-	\$27.00	
8/18/2010	002042	WRK Load# 001 » Pilot in Command	-	-	
8/18/2010	002046	WRK Load# 002 » Pilot in Command	-	-	
8/18/2010	002050	WRK Load# 003 » Pilot in Command	-	-	
8/18/2010	002053	WRK Load# 004 » Pilot in Command	-	-	
8/18/2010	002057	WRK Load# 001 » Pilot in Command	-	-	
8/18/2010	002061	WRK Load# 002 » Pilot in Command	-	-	
8/18/2010	002066	WRK Load# 003 » Pilot in Command	-	-	
8/18/2010	002070	WRK Load# 004 » Pilot in Command	-	-	
8/19/2010	002075	SKY Load# 001 » Basic: Above9,500 - 12,500' AGL	\$27.00	-	(\$27.00)
8/20/2010	002138	WRK Load# 001 » Pilot in Command	-	-	(\$27.00)
Totals for Dates Selected:			\$239.00	\$212.00	(\$27.00)

NOTE: The items listed above represent transactions for the time period requested and the totals thereof do not include any transactions occurring before or after the requested time period. See the 'Current Account Status' listed at the top of this report for the actual account status.

FLIGHT LOG - N195JB

Date	Pilot(s) intls.	Start Tach	GLIDER				SKYDIVING				Fuel added	End Tach		
			Grnd/ low alt rel.	1k	2k	3k	4k	4000'	7000'	10000'			12000'	
8/16	SF	104.4												
8/16	BSS	104.8											104.9	
8/18	BSS	105.8										28.2	105.8	
8/20	JB	108.1	TO IRK									28.8 30.5	108.1	
8/26	SF	108.7										29.0	108.7	
9/11	SF	109.2										10'	109.2	
9/11	JB	110.3											110.3	
9/12	SF	110.8											110.8	
9-12	JMB	111.2											111.2	
9/17	JB	111.7											111.7	
9/17	SF	112.4											112.4	
9/17	SF	113.1											113.1	
													113.9	
			Aircraft Time											
									9.5				100.996	
									3.9	@ 25 =			97.50	
									3.3	@ 25 =			82.50 pd. ch 2194	

FLIGHT LOG - N195JB

Date	Pilot(s) intls.	Start Tach	GLIDER				SKYDIVING				Fuel added	End Tach	Flt Tr		
			Grnd/ low alt rel.	1k	2k	3k	4k	4000'	7000'	10000'				12000'	
7/14	SF/mf	99.4	TRAINING - MARK FRANKEN BRANDON												
7/16	SF	100.0									1			100.4	0.
7/17	SF	100.9	TRAINING BRANDON												
7/17	SF	100.9									1			101.4	0.
7-16	SB	101.4						4 jumps w/ EXCEL			1			102.1	0
7/22	SF	102.1									1			102.6	0.
7/22	SF	102.6									1			103.1	0.
7-28	MB/BS	103.1	TRAINING												
7/28	SF/mf	103.4	TRN												
8/1	BSS	103.8	JUMPERS												
	Sean Fennell							3.4 @ 35 = 115							
	Brandon Sparrow							.6 @ 35 = 15		ch # 2132					
Bill	Rad d Descent							3.2 hours		Inv. 943		8/16/10			

FLIGHT LOG - N5930A

Date	Pilot(s) intls.	Start Tach	GLIDER				SKYDIVING			Fuel added	End Tach	
			Grnd or low alt release	1000'	2000'	3000'	4000'	4000'	7000'			10000'
		2404.84	USE TACH TIME									
8-16	[REDACTED]	2404.84	500(i)			1						
8/16	R.B.		1	1								2405.70
8/18	BSS	2405.70					111			7.0 gal. 1/2 pt. 6 gal		2406.88
8/18	BSS	2406.88					1					2407.15
8/19	JB	2407.15	TO for M/		TO GET PARTS					15.2 GAL	[REDACTED]	2407.63
8/25	DCM	2407.63	1		11		1					
9/25	GB				11		1	Check airspeed indicator				2410.02
9-3	MF	2410.02			1					11 GAL / 205 OIL		2410.63
9 11	[REDACTED]	2410.63			1	TRIP TO ILM					[REDACTED] HAE	2412.81
	Sam Foreman											
	Brandon Sparrow											
	Aircraft time					1.45 @						Inv. 996

1.18
27

1.18
27

Flight Log C-177B N34467

Date: 7-19-10 Beginning Hobbs: 324.4 Beginning Tach: 2006.19

Date	Pilot & Instructor	Tach. Out	Tach. In	Hobbs Out	Hobbs In	Aircraft Total Time	Flight Instruction	Ground Instruction	Invoice Number
7-21	John McCoy	2006.19	2007.13	324.4	325.5	1.1	Personal (2)	—	—
7/24	John McCoy	2007.13	2009.24	325.5	326.8	1.3	Personal TO EOK (2)	—	—
7/25	John McCoy - K.C	2008.24	2011.03	326.8	329.9	3.1	GP4 Personal (2)	—	—
7/28	Brandon Sparrow / Jays Flying Service	2011.05	2012.77	329.9	331.7	1.8	1.8	—	919
8/1	Mike Bulstein	2012.77	2015.07	331.7	334.6	2.9	—	—	929
8/2	John McCoy	2015.51	2016.08	334.6	335.3	.7	John Tot Flight	—	①
8/4	Mike Bulstein	2016.08	2018.61	335.3	338.0	2.7	—	—	933
8/5	Mike Bulstein / MARK F	2018.61	2020.87	338.1	340.4	2.3	2.3	—	933
8/7	Joe Desmond / Sam F	2020.91	2021.67	340.4	341.4	1.0	1.0	—	936
8/9	JEFF NICKSON / MARK F	2021.07	2022.92	341.4	342.8	1.4	1.4	—	938
8-11	HAL ZILLER / MARK F	2022.92	2024.18	342.8	344.2	1.4	1.4	—	939
	Sam								
	Mark								
	John								

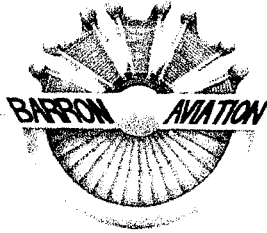
DICK & MILES

Date: 8-12-10 Ending Hobbs: 344.2 Ending Tach: 2024.18

Brandon 1.8 @ \$25 = \$45.00 pd. ch# 2131

5.1 @ 25 = \$127.50 ch# 2130

13.5 @ 92 = \$1242.00 ch# 2128



PRIVATE FLIGHT SERVICES L.L.C.

Hannibal, MO 63401

September 14, 2012

Re: Mailing contents

Please find and verify the following contents of this package and acknowledge receipt.

1. Letter: Assignment of operational control dated, 9-12-12
2. Letter: N697Q log records dated, 9-6-12
3. NTSB Accident report
4. Preliminary archive engine AD checklist N697Q
5. Preliminary archive propeller AD checklist N697Q
6. Preliminary archive airframe AD checklist N697Q
7. Maintenance tracking "due list" N697Q
8. NTSB Form 6120.15 (wreckage)
9. Copy "skydiving pilot training guide notes – Brandon Sparrow
10. Copy MASPC invoice #1712
11. Copy MASPC fuel delivery slip
12. BAPFS accounting system item price list
13. Accident investigation statement – Robin Carroll


ORIGINAL

SOLD BY **HOME OIL CO., INC.**
 RAYMOND, IL 62560

TOLL FREE: [REDACTED]

NO. 8634

DATE 8/10/12



SOLD TO **MASPC**

ADDRESS [REDACTED]

CITY **Taylorville Airport** STATE [REDACTED] ZIP [REDACTED]

PRICE NET **3.869**

FED TAX **0.184**

JUST TAX **0.003**

CASH

CHECK

CHARGE

100 gal - 11 1/2

DESCRIPTION	GALLONS	PRICE	AMOUNT
GASOHOL			
UNLEADED 91 NL No ALCOHOL	873	4.056	3540.89
ULS DIESEL 15 PPM REQUIRED FOR USE IN ALL HIGHWAY EQUIPMENT.			
KEROSENE			
PREMIUM DIESEL THIS PRODUCT IS DYED DIESEL FUEL, NON-TAXABLE USE ONLY, PENALTY FOR TAXABLE USE. OFF HIGHWAY, NOT LEGAL FOR MOTOR VEHICLE USE.			
FURNACE OIL			
SOY DIESEL - B2			
SOY DIESEL - B11			

#4164

STATE TAX	873	0.19	165.87
OIL			
GREASE			
SALES TAX			221.31
TOTAL DUE			3928.07
LESS DISCOUNT			43.45
TOTAL PAID			3884.62

PURCHASER [REDACTED]

PAYMENT RECEIVED **NW check # 4164**

██████████ 425
 Hannibal, MO 63401

Date	Invoice #
8/22/2012	1712

PAID

Bill To
Mid America Sport Parachute Club 1501 South Spresser St. Taylorville, IL 62568

P.O. No.	Terms	Project
	Net 30	

Item	Qty	Description	Rate	Amount
N679Q	1	Beech 18 rental per hour- 8/10/12	550.00	550.00
N679Q	1	Beech 18 rental per hour- Trip to TAZ- 8/10/12	550.00	550.00
N679Q	1.5	Beech 18 rental per hour- 8/11/12	550.00	825.00

Enjoy your Skydive!	Subtotal	\$1,925.00
	Sales Tax (8.6%)	\$0.00
	Total	\$1,925.00
	Payments/Credits	-\$1,925.00
	Balance Due	\$0.00



PRIVATE FLIGHT SERVICES L.L.C.

Hannibal, MO 63401

Skydiving Pilot Training Guide

Pilot: BRANDON SPARROW Date: 7-20-12 Aircraft: BEECH 18

All items not specifically notated apply to all aircraft. This guide is to be used for skydiving operations training only. Pilot trainees must have the appropriate ratings and endorsements prior to conducting this training.

1. Review of Barron Aviation Private Flight Services, LLC policies and paperwork. (professional standards, role of PIC in skydiving ops, liability waivers reviewed and signed) *COPIED & IN FILE*
2. Review of Rapid Descent policies. (if pilot is planning to fly for them) ✓
3. Review of CFR 14 Part 105. *EX.*
4. Review aircraft flight manual and checklists. *2 HIGHLIGHTED COPIES*
5. Review weight and balance characteristics and data. *CARDS + TEMPS*
6. Review systems and basic mechanical knowledge items. ✓
7. Review aircraft maintenance records, AD's, STC's and required documentation. *AUTO FILE*
8. Review preflight items, skydiver briefing and aircraft servicing. ✓
9. Review emergency exit procedures and parachute operation. ✓
10. Review accident histories involving skydiving operations. ✓
11. Perform normal start procedures and review engine fire on start procedures. ✓
12. Perform normal taxi. ✓
13. Review takeoff briefing (personal preparation) emergency considerations and procedures. *EVERY TIME*
14. Perform rejected takeoff. ✓
15. Perform normal takeoff. ✓
16. Perform normal climb. ✓
17. Perform simulated jump run with simulated radio communications. ✓
18. Perform normal descent. *FOR GV 15" PRESS BACK*
19. Perform engine failure procedures (Vmc demo for Twin Beech). ✓ *LAND!*
20. Perform manual gear and flap extension (Beech 18 only). ✓
21. Perform full stall series and slow flight. ✓
22. Perform normal approach and landing to full stop. ✓
23. Perform balked landing go around. ✓ *REV. PURPOSE*
24. Perform crosswind landing of at least 10 kts. Component. *(12)*