

**From:** [REDACTED]  
**To:** [REDACTED]  
**Subject:** RE: WPR16LA074-92755, N201KY, Mooney M20J, Pacoima, CA  
**Date:** Thursday, April 14, 2016 8:43:28 AM  
**Attachments:** [image001.png](#)

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Patrick,

[Here is the chronological report of the investigation.](#)

On February 22, 2016, N201KY, a Mooney 201J, departed Whiteman Airport (KWHP) northbound. After departure, the Pilot in Command reported the aircraft's engine was running rough and requested a return to KWHP. On the base to final turn the engine failed and the aircraft crash landed on San Fernando Road short of the airport.

Mr. Henry E. Corbett holds a Private Pilot Certificate Airplane Single Engine Land with an Instrument Rating, Certificate Number [REDACTED]. (IOP #1)

N201KY, a Mooney 201J, is registered to Mr. Joshua J. Corbett the son of Mr. Henry E. Corbett. Mr. Joshua Corbett since June 8, 2014 has been and is currently incarcerated in the California Corrections System, and therefore, he does not have access to the aircraft or the aircraft records. (IOP #2) (IOP #3)

N201KY, a Mooney 201J, was issued a Standard Airworthiness Certificate in the Normal Category on 2-14-78 by Thomas D. Webb, DMIR SW-2041. (IOP #4)

On February 22, 2016, Mr. John Clausen, an Airframe & Powerplant Mechanic with an Inspection Authorization, Certificate Number [REDACTED], called concerning the airworthiness of N201KY. (IOP #5)

On February 25, 2016, Inspector Motter and Dees contacted Mr. Clausen concerning the airworthiness issues with N201KY. Mr. Clausen, at 1000 PST, came into the Van Nuys Flight Standards District Office and was interviewed by Inspectors Motter and Dees. Mr. Clausen stated that Mr. Henry E. Corbett requested he falsify N201KY Aircraft Maintenance Records indicating that an Annual Inspection was accomplished on June 15, 2015 for sum of money. Mr. Clausen provided a hand written statement during this interview. (IOP #6) (IOP #7) (IOP #8)

On February 25, 2016, at 1557 PST, Mr. Patrick Jones, NTSB IIC, forwarded an e-mail to Inspector Motter that was sent by Mr. Llyod Kirschbaum, Attorney for Mr. Henry Corbett, to Mr. Jones. This e-mail contained an attached photograph of N201KY Maintenance Record entry indicating that the aircraft has a current Annual Inspection accomplished by Mr. Clausen. (IOP #9)

Mr. Motter upon review of this attachment noticed several inconsistencies with the 6-15-15 Annual Inspection entry. In the preceding entry, dated 2-1-2013, Mr. Clausen made an entry for work performed and the accomplishment of an Annual Inspection. (IOP #10)

In the Date, Recording Tach Time, and Total Time in Service blocks adjacent to Mr.

Clausen's signature, A&P number, and Inspection Authorization (IA) there were entries in these blocks that were not of the same color ink used by Mr. Clausen. These entries have a Date of 6-15-15 with a Recording Tach Time of 2052, and a Total Time in Service of 2052. Additionally, below Mr. Clausen's signature is a sticker indicating that an Annual Inspection had been performed. (IOP #11) (IOP #12)

On March 1, 2016, Inspector Motter and Dees interviewed Mr. Clausen concerning the N201KY Maintenance Record entries appearing to indicate that an Annual Inspection was performed by Mr. Clausen. Mr. Clausen stated he did not make those entries nor does he use stickers as maintenance record entries. He stated he always hand writes entries into aircraft maintenance records for work performed. Additionally, Mr. Clausen stated he was threatened for not making the false entry as requested by Mr. Corbett. Mr. Clausen provided a hand written statement to Inspectors Motter and Dees. (IOP #13) (IOP #14) (IOP #15)

On February 29, 2016, Inspector Motter contacted Mr. Kirschbaum by e-mail to pick up N201KY Aircraft Maintenance Records. Inspector Motter picked up N201KY Aircraft Maintenance Records from Mr. Kirschbaum Office. (IOP #16)

During the review of N201KY Maintenance Records, the page containing the entry for an Annual Inspection, dated 6-15-15, it is clear that the Date of 6-15-15 with a Recording Tach Time of 2052, and a Total Time in Service of 2052 adjacent to Mr. Clausen's signature are a different ink color. Additionally, the Date, Recording Tach Time, and Total Time in Service blocks entries adjacent to the sticker depicting an Annual Inspection had been erased. (IOP #17) (IOP #10) (IOP #11)(IOP #12)

The sticker depicting an Annual Inspection for N201KY, dated 6-15-15, states "Check ELT for 91207DOK. Inspect this aircraft for annual inspection and was determined to be in airworthy condition". The entry in total reads "Check ELT for 91207DOK. Inspect this aircraft for annual inspection and was determined to be in airworthy condition". Additionally, after the entry for the Annual Inspection, dated 6-15-15, does not contain a mechanics signature, certificate number and Inspection Authorization for a return to service. Therefore, this entry is clearly fraudulent and intentionally false entry into a required record and is contrary to 14 CFR 43.12(a)(1)(3) (IOP # 10)(IOP #11)(IOP #12)

On March 2, 2016, two Letters of Investigation were sent to Mr. Henry E. Corbett. One was sent by Certified Return Receipt Requested and one by Regular US Mail. (IOP #18) (IOP #19)

On March 7, 2016, Mr. Llyod Kirschbaum sent a letter to Inspector Motter stating that he was representing Mr. Henry E. Corbett in this matter. Additionally, he stated that Mr. Corbett Pilot records were available for pick up. (IOP #20)

On March 10, 2016, Inspector Motter picked up Mr. Corbett's Pilot Records at Mr. Kirschbaum's Law Office.

On March 10, 2016, Mr. Corbett called Inspector Motter and confirmed that he had received the Letter of Investigation. (IOP #21)

On March 24, 2016, Mr. Clausen was asked to provide a typed written statement to

Inspector Motter and Aviation Safety Technician Guzman since his hand written statements are unreadable. Mr. Clausen agreed and provided a typed written statement. In this statement, he stated he did not perform an Annual Inspection on N201KY on 6-15-15 nor did he make an entry into the Maintenance Record by using a sticker. He stated that he always hand writes his entries into a Maintenance Record for work performed. (IOP #22)

Since the 6-15-15 entry into N201KY Maintenance Record for an Annual Inspection is clearly a fraudulent and intentionally false entry. Therefore, the last effective Annual Inspection on N201KY was accomplished on 2-1-13 and would be due on or before 2-28-14.

A review of Mr. Henry E. Corbett's Pilot Record indicates that Mr. Corbett operated N201KY as Pilot in Command (PIC) between 7-4-15 through 2-22-16 without a current Annual Inspection for a total of 21 flights. Operating N201KY without a current Annual Inspection does not meet the Terms and Conditions of its Airworthiness Certificate, and therefore, is contrary to 14 CFR 91.405(a)(b) and 14 CFR 91.409(a)(1). (IOP #10)(IOP# 11)(IOP #12)(IOP #23)

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**From:** Jones Patrick [REDACTED]  
**Sent:** Thursday, March 31, 2016 9:45 AM  
**To:** Motter, Frank L (FAA)  
**Subject:** WPR16LA074-92755, N201KY, Mooney M20J, Pacoima, CA

Frank,

If you could please send me a chronological report of your investigation and findings of this accident. I know we have spoken and I am aware of your findings from on scene and discussions from witnesses, but if I could get written documentation from you it would help.

Thank you for your assistance,



Patrick Jones  
Air Safety Investigator  
**National Transportation Safety Board**  
[REDACTED]  
San Dimas, CA 91773  
[REDACTED]

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