

## INSPECTOR STATEMENT

**NAME: Thatcher Carel  
Air Exec Inc.**

### **Narrative Statement:**

On April 15, 2020, Inspector Jason T. Glass arrived at the Kirksville Regional Airport (KIRK) at approximately 8:30 am. To start an investigation on an aircraft accident/incident that happened on the evening of April 13, 2020, at approximately 7:55 pm. The aircraft involved is N98649, a Cessna 402B, owned and operated by Air Exec Inc., part 135 operator from Mount Pleasant, Iowa. Air Exec Inc. has a contract with UPS to carry cargo from Kirksville, MO to St. Louis, MO then back to Kirksville, starting on Monday night and ending on Saturday morning. These trips occur weekly.

Inspector Glass went to North-Scout Aviation, a part 145 repair station at the Kirksville Regional Airport, who collected fuel samples from the aircraft and fuel truck on the evening of April 13, 2020. Inspector Glass talked to Jon McNay who is the owner of North-Scout Aviation. Mr. McNay is the person who collected the fuel samples at the request of the Kirksville Regional Airport personnel. Inspector Glass inspected the fuel samples and took photos of the samples. The samples are from the fuel truck, the aircraft's left main and auxiliary tanks and the right main and auxiliary tanks. Inspector Glass noted some water in the left auxiliary fuel tank sample.

Inspector Glass went onto the runway where the incident occurred. Glenn Balliew, Kirksville Regional Airport Director escorted Inspector Glass. Inspector Glass took several photos of the runway. It is estimated that the aircraft travel approximately 1122 feet from the first impact to where the aircraft came to rest.

Inspector Glass then went to the FBO to talk to the pilot of the aircraft. Thatcher Carel was the pilot of N98649 when the accident/incident occurred. Inspector Glass gave Mr. Carel the Compliance Action/Airmen Rights brochure. Mr. Carel presented a Commercial Pilot with Airplane Single-Engine and Multi-Engine, Instrument Rating Certificate. Mr. Carel also presented a valid Second Class Medical Certificate. Mr. Carel presented a statement that he had prepared. Inspector Glass asked Mr. Carel to go through the chain of events from engine start-up till the aircraft came to rest after the incident. Mr. Carel said that the engine start-up was normal, that he used the checklist as always. Received his IFR clearance, taxied to runway 18, did his run-up at the hold short line of runway 18, using the checklist and everything was good. Then pulled onto runway 18 held the brakes and brought the power up to approximately half on the manifold and RPM gages. The gages looked good, let off the brakes and advanced the power to redline on the manifold gauge and proceeded down the runway. Once the airspeed was above the red line, rotated established a positive rate of climb, tapped the brakes and selected the gear to go up. In this transition, **Mr. Carel said it felt like the aircraft went to the idea.** Realizing that he was not able to climb he "pulled the power back" to land. After landing, Mr. Carel attempted to contact the FBO on Unicom but never received a response. Before exiting the aircraft Mr. Carel turned the fuel selectors off as well as all of the switches, as well as the mixtures and props, were pulled back. Mr. Carel was able to contact the FBO via phone.

Inspector Glass along with Leo Fox an A&P, IA who is employed by North-Scout Aviation a part 145 repair station based on the field as well as John Newton who is the Director of Operations and owner of Air Exec Inc. went to the aircraft. Mr. Newton gave Inspector Glass the aircraft logbooks. Inspector Glass took multiple photos of the damage done to the aircraft. Mr. Fox checked the compression on all of the cylinders on both engines as well as the magnetos. Compression appeared to be good and the magnetos had a spark. Mr. Fox and Inspector Glass did a continuity check on the flight controls as well as the throttles, props, and mixtures,

all appear to be working correctly. Mr. Fox and Inspector Glass checked the electric fuel pumps. Mr. Fox removed a fuel line going to the engine. Inspector then turned on the fuel pumps on high and low. The electric fuel pumps on both engines appear to be functioning correctly. Mr. Fox submitted a statement with everything that was performed and his findings.

Inspector Glass called Mr. Carel and asked which tanks where the fuel sectors were on during takeoff. Mr. Carel responded, "on the mains."

Inspector Glass talked with Jeffery LaFountain who was the attendant at the FBO on April 13, 2020. Mr. LaFountain said that he pulled the aircraft out of the hangar around 6:15-6:20 pm that night then put 58.4 gallons of fuel in it. Mr. LaFountain was working the morning of April 11, 2020, when N98649 returned to Kirksville on its last trip for the week. Mr. LaFountain stated that he typically fuels the aircraft after it returns on Saturday morning before putting it in the hangar but due to electrical issues with a new fuel farm at the Kirksville Regional Airport decided to wait until Monday to fuel the aircraft. Mr. LaFountain stated that whoever is working takes fuel samples from the truck and fuel farm every morning and logs the results into the airport's records.

Inspector Glass requested fuel invoices from the Kirksville Regional Airport for N98649 from April 6-13, 2020. Ed. Turner who is the Kirksville Regional Airport Forman provided the requested invoices to Inspector Glass.

Inspector Glass left the Kirksville Regional Airport at approximately 3:30 pm, April 15, 2020.

**Inspector Name:**  
Jason T. Glass

**Work Address:**  
[REDACTED]  
Ankeny, IA 50021

**Work Phone:** [REDACTED]

**Signature:**

**Date:** 04/16/2020

**From:** [Glass, Jason T \(FAA\)](#)  
**To:** [Baker Daniel](#)  
**Subject:** RE: Kirksville, MO N98649  
**Date:** Monday, June 15, 2020 1:36:24 PM  
**Attachments:** [image002.png](#)

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Mr. Carel described the feeling as if he was on short final to land and pulled the power back for landing. That feeling when you pull power.

***Jason T. Glass***

*Aviation Safety*

*Principal Operations Inspector*

*Des Moines Flight Standards District Office*

[REDACTED]



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**From:** Baker Daniel [REDACTED] >  
**Sent:** Monday, June 15, 2020 2:15 PM  
**To:** Glass, Jason T (FAA) [REDACTED]  
**Subject:** RE: Kirksville, MO N98649

Thanks Jason. I did have a question about one sentence in your statement. Can you look at the highlighted sentence in the attached version and let me know what you meant to say?

**Dan Baker**

Senior Air Safety Investigator

Office of Aviation Safety, Central Region

National Transportation Safety Board

[REDACTED]

Denver, Colorado 80239

[REDACTED]

[REDACTED]

[REDACTED]



**From:** Glass, Jason T (FAA) [REDACTED]

**Sent:** Monday, June 15, 2020 1:01 PM

**To:** Baker Daniel [REDACTED]

**Subject:** Kirksville, MO N98649

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Let me know if you need anything else.

Jason

[REDACTED]