

## NATIONAL TRANSPORTATION SAFETY BOARD

WASHINGTON, D.C. 20594

## STATEMENT OF WITNESS

The purpose of this statement is intended solely for use in determining the facts, conditions and circumstances, and the probable cause of the subject accident.

- Date 12-11-99
1. Place of accident PLK Date 12-9-99 Hour 3:00-3:15 Local
2. Type of vehicle CITATION JET
3. Identification of vehicle 525KL
4. What is your name MIKE MCCARTY Age 27
5. Address [REDACTED] BRANSON MO 65616
6. Occupation AIRPORT OPERATIONS MGR By whom employed AMERICAN PORT SERVICES
7. Where were you at the time of the accident PLK AIRPORT FIRE STATION
8. Tell in your own words what you saw or heard before and at the time the accident occurred.

AT ABOUT 1:48 PM JOE BRINELL CALLED ME AT THE FIRE STATION FROM ST. LOUIS. HE ASKED ME ABOUT THE WEATHER AT PLK. I TOLD HIM THAT THE WEATHER WAS PRETTY POOR, AND I GAVE HIM AN OBSERVATION THAT I HAD TAKEN A FEW HOURS EARLIER. HE ASKED ME IF I COULD LISTEN FOR HIM TO CALL ON THE CTAF AND TAKE A WEATHER OBS AT THAT TIME FOR HIM. ABOUT 2:40 HE CALLED ME ON CTAF AND SAID HE WAS ABOUT 10 OR 15 MINS OUT. HE ASKED ME IF I COULD CALL HIM BACK WITH A CURRENT WEATHER IN ABOUT 10 MINS. AT THIS TIME ANOTHER

\_\_\_\_\_  
(Signature)

**MEMORANDUM OF INTERVIEW**

Reference: CHI00FA040, Branson, Missouri, on December 9, 1999, at 1512 central standard time (cst), Accident involving a Cessna 525 Citation Jet, N525KL, piloted by Joseph E. Brinell.

Interview of Dr. Jerry Davis, President, College of the Ozarks, Pt. Lookout, Missouri.

Date: March 13, 2000 at 0915 cst

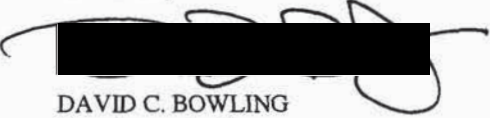
**SUMMARY**

Dr. Davis said that the Citation Jet was used for college business. Dr. Davis said that he travels extensively. Some of the trips he described were for board meetings at the Marine Academy, and to visit donors in Arizona, Florida, and California. He said he made "frequent" trips. He said that he flew to Illinois and to Maryland for accreditation. He said that they flew into Washington, DC several times, once to return former Education Secretary, Bill Bennett. He said that they flew to locations to bring in speakers. They flew to Houston, Atlanta, Chicago, all on college business. He said that he serves on a board in Colorado.

Dr. Davis said that over the last 11 years he may have logged 2000 to 3000 hours in a college plane with Joe Brinell. "I was in the best position to observe Joe's habits. The thing that first impressed me about Joe was, I was told before I came here that my predecessor was in Memphis getting ready to fly back. He wanted to press the weather to do so. Joe wouldn't do it. He was always in control. He was competent and professional."

Dr. Davis said that Joe always erred to the safe side. He never took chances. "In this plane, we were IFR, landing out here. Watching Joe fly, and I couldn't see anything. I felt safe and secure with him on the plane. No one questioned his flying skills. I was in those planes a lot. We went into big airports and small airports. I was in a position to know. I would have absolute confidence to get on a plane with him even now that he's gone. No reservations."

As taken by:

  
DAVID C. BOWLING  
Investigator-in-Charge  
National Transportation Safety Board  
North Central Regional Office, Aviation

PERSONNEL STATEMENT  
FEDERAL AVIATION ADMINISTRATION  
SPRINGFIELD AIRPORT TRAFFIC CONTROL TOWER

SGF-ATCT-147

**ACTION:** Complete in accordance with FAA Order 8020.11A, Paragraph 73, Personnel Statements.

**BACKGROUND:** Much of the information concerning the circumstances surrounding this accident/incident can be retrieved via some type of recorded data source. However, some of the facts concerning what you saw and what you did may not have been completely captured. The purpose of this statement is to provide any facts within your personal knowledge that you believe will provide a more complete understanding of the circumstances surrounding this accident/incident. Therefore, speculations hearsay, opinions, conclusions, and/or other extraneous data are not to be included in this statement. Additionally, this statement may be released to the public through FOIA or litigation activities including pretrial discovery, depositions, and actual court testimony.


**INSTRUCTIONS:** This statement is to be printed and signed by you, and your signature below certifies the accuracy of this statement. It will neither be edited nor typed and, once signed, will constitute your original statement.

This statement concerns the incident involving N525KL at PLK (Point Lookout, MO) on Dec. 8, 1999 at 2110 UTC. My name is ANNA ROTH MITCHELL (AR). I am employed as an air traffic controller by the FAA at the Springfield MO ATCT. During the time period 1900 UTC to (12-9-99) 0300 UTC I was on duty in the Springfield, MO ATCT. I was working the RW position from 1936 UTC to 2116 UTC.

**Text of statement:**


I vectored N525KL for the ILS R42 approach at SGF. N525KL changed his destination to PLK and requested the GPS R411 Apch. I cleared N525KL for the GPS R411 Apch and switched ~~to~~ N525KL to advisory frequency with instructions to report cancellation of IFR or his missed approach. I had no further contact with N525KL.

I certify, to the best of my knowledge and recollection, the above statement is true.

  
ANNA ROTH MITCHELL (AR)

AIRCRAFT WAS DEPARTING THE AIRPORT, IT WAS A TWIN CESSNA, TAIL NUMBER 276. HE RADIOED JOE AND TOLD HIM HE COULD GIVE HIM A PIREP, AND JOE ACKNOWLEDGED. I WAS STARTING TO DO MY OBSERVATION WHEN ~~THE~~ 276 REPORTED TO JOE THAT HE WAS IN THE CLOUDS AT ABOUT 1200MSL. JOE THEN RADIOED ME AND ASKED IF I HAD HEARD THAT, AND I ACKNOWLEDGED THAT I DID. HE THEN TOLD ME TO NEVER MIND THE OBSERVATION, HE WAS GOING TO SGF BECAUSE IT LOOKED TO BAD HERE, AND HE WOULD SEE ME LATER. I THEN WENT BACK TO MY OBSERVATION AND FINISHED IT BECAUSE I HAD ALREADY STARTED ONE. I WAS AT MY DESK IN THE OPS OFFICE ABOUT 20-25 MIN LATER WHEN I HEARD JOE ON CTAF CALL "CITATION 525KL IS ROBBIE INBOUND ON THE GPS 11 APPROACH." I THEN WONDERED WHY HE WAS BACK AT PLK, AND WENT TO THE DOOR OF THE BUILDING TO SEE IF I COULD HEAR HIM GO MISSED APPROACH. THE WEATHER WAS NOT ANY BETTER THAN IT HAD BEEN EARLIER. I LISTENED FOR ABOUT 10 TO 15 MINS AND DID NOT HEAR ANYTHING. I THOUGHT THAT I MUST HAVE MISSED HEARING HIM AND THAT HE PROBABLY WENT BACK TO SGF. ABOUT 15 TO 20 MINS LATER SHAWN SIMMONS AND MYSELF DISCUSSED THAT WE HAD NOT HEARD FROM JOE. I THEN HEARD SGF APPROACH TRYING TO CONTACT 525KL. SHAWN AND I THEN DROVE OUR TRUCK DOWN THE TAXIWAY TO CHECK LIGHTING AND LOOK OFF THE APPROACH END OF 11. WE THEN DROVE BACK TO THE OFFICE AT THE WEST END TO TALK TO BILL BRONBELL AND MIKE McCLURG, WHO WERE ON THE PHONE. THEY THEN TOLD US THAT THEY WERE ~~THE~~ LOOKING FOR THE JET AND COULD NOT FIND IT. SHAWN AND I THEN STARTED OUR PERIMETER SEARCH OF THE AIRPORT, THIS WAS ABOUT 4 O'CLOCK OR A LITTLE LATER. WE FINISHED OUR SEARCH ABOUT 5 O'CLOCK AND WENT BACK TO THE WEST END OFFICE. I THEN SPOKE TO MARK PARENT IN HIS OFFICE ABOUT EVERYTHING. HIM AND I TALKED ABOUT WHERE A GOOD LOCATION TO SEARCH WOULD BE ACCORDING TO SGF'S LAST KNOWN POSITION OF THE AIRCRAFT. HE ASKED ME WHERE THE SHERIFF'S DEPT. WAS LOOKING FOR THE AIRCRAFT AND I TOLD HIM I DID NOT KNOW. MARK PARENT THEN CALLED THE SHERIFFS DEPT.

TO ASK THEM WHERE THEY WERE SEARCHING. THE DISPATCHER TOLD MARK THAT SHE HAD A DEPUTY SEARCHING IN AN AREA SOUTHEAST OF THE AIRPORT. MARK THEN TOLD THEM OF WHAT AREA THEY SHOULD LOOK AND THAT THEY SHOULD PUT MORE PEOPLE ON THE SEARCH. SHORTLY AFTER THAT ALL OF THE EMERGENCY AGENCYS WERE NOTIFIED AND THE SEARCH BEGAN. THIS WAS ABOUT 5:30 P.M. THE AIRCRAFT WAS DISCOVERED ABOUT 6:20 P.M. BY EMERGENCY PERSONNEL.

  
A handwritten signature is present, but the name is obscured by a black rectangular redaction box.

## NATIONAL TRANSPORTATION SAFETY BOARD

WASHINGTON, D.C. 20594

## STATEMENT OF WITNESS

The purpose of this statement is intended solely for use in determining the facts, conditions and circumstances, and the probable cause of the subject accident.

- Date 12-9-99
1. Place of accident \_\_\_\_\_ Date \_\_\_\_\_ Hour 14:40<sup>C</sup>
2. Type of vehicle \_\_\_\_\_
3. Identification of vehicle CESSNA 421 N 15276
4. What is your name LARRY K. FOWLER Age 50
5. Address [REDACTED] HARRISON AR 72601
6. Occupation Pilot By whom employed SELF
7. Where were you at the time of the accident PLK - MLI 19000'
8. Tell in your own words what you saw or heard before and at the time the accident occurred.

I WAS TAXING OUT FOR TAKE OFF @ PLK RWY 11  
 WHEN I HEARD JOE B INBOUND FOR HDG, LOOKING FOR  
 CURRENT WEATHER. I CALLED ON 122.7 + TOLD JOE THAT I WOULD  
 GIVE HIM A PIREP AFTER TAKE OFF. I TOOK OFF @ APPROX 14:40 CST  
 + GIVE HIM A REPORT OF " I ENTERED SCATTERED CLOUDS @ 100' AGL  
 TOTAL IMC @ 1200' MSL TOP'S @ 2100 MSL" JOE SAID THANKS  
 A LOT. I CHANGED FREQ TO 126.35 + CONTACTED SGF APP.  
 ON CLIMB OUT TO 19000' I NOTICED A FEW BREAKS IN CLOUDS &  
 COULD SEE THE GROUND.

[REDACTED]

NATIONAL TRANSPORTATION SAFETY BOARD

WASHINGTON, D.C. 20594

STATEMENT OF WITNESS

The purpose of this statement is intended solely for use in determining the facts, conditions and circumstances, and the probable cause of the subject accident.

- 1. Place of accident AIRPORT  
PLK WEST of Airport Date 12-10-99  
Date \_\_\_\_\_ Hour \_\_\_\_\_
- 2. Type of vehicle \_\_\_\_\_
- 3. Identification of vehicle \_\_\_\_\_
- 4. What is your name ANDREW SMITH Age 38
- 5. Address COLLEGE OF THE OZARKS
- 6. Occupation FACULTY By whom employed SAME AS ABOVE
- 7. Where were you at the time of the accident AIRPORT/OFFICE/CLASS
- 8. Tell in your own words what you saw or heard before and at the time the accident occurred.

~~SPRINGFIELD~~  
 VISITING IN OFFICE I HEARD AN AIRCRAFT 276 AWAITING DEPARTURE  
 SPRINGFIELD 126.35 W/AVY CONTROLLER ~~276~~ WOULD NOT RELEASE THIS  
 AIRCRAFT TO DEPART. CONTROLLER (SGF) STATED HE HAD CLEARED  
 AN AIRPLANE FOR AN APPROACH AND HAD YET NOT HEARD A MISSED  
 OR RECEIVED A CANCELLATION. AT THAT TIME I WENT TO THE  
 OTHER HANGAR, FOUND OUT NSZSKL HAD MADE RADIO CONTACT WITH  
 UNICOM AND CALLED POSITION REPORTS ALONG GPS II APPROACH. RETURN  
 TO MY OFFICE AND VISITING WITH OTHER FACULTY I CALLED THE  
 SGF TOWER AND VISITED WITH CONTROLLER WHO ANSWERED MY  
 QUESTIONS RELATED TO POSITION & ALTITUDE LAST REPORTED ON  
 SKL AND CONFIRMED NO MISS OR ANY RADIO CONTACT & NO TRANSPONDER  
 HITS. I ASKED IF A SEARCH HAD BEEN STARTED. MY NEXT  
 ACTION WAS TO CALL THE CAMPUS ADMIN. BUILDING  
 = CAMIE HOWELL = TO REPORT MY THOUGHTS.

THIS TIME AS I ACCOUNT  
 WAS 4-4:15 PM AFTER  
 DISMISSING CLASS

PHONE  
 Hm

[Redacted Signature Area]

(Signature)

## MEMORANDUM OF TELEPHONE INTERVIEW

CHI00FA040, Branson, Missouri, December 9, 1999, at 1512 central standard time (cst)  
Airplane accident involving a Cessna 525, Citation Jet, N525KL

Interview with Mr. John Mecalo, Manager, Product Integrity, Sabreliner Corporation, St. Louis, Missouri

December 14, 1999, @ 1027 cst

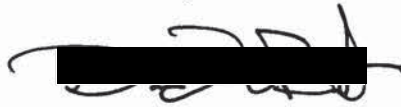
### SUMMARY

Mr. Mecalo said that Sabreliner Corporation runs Midcoast Aviation, a fixed base operator (FBO) at Lambert-St. Louis International Airport. He said that they fueled Cessna N525KL twice on December 9, 1999. The first time was at 1313 cst, where they put 150 gallons of fuel on the airplane, 75 gallons per tank. The second time was at 1336 cst, where they put in an additional 100 gallons, 50 gallons per tank. Mr. Mecalo said that the pilot must have planned to be going somewhere other than his destination. "With that much fuel (250 gallons) he could go almost anywhere."

Mr. Mecalo said that after they received word that evening that there was an accident involving N525KL, they quarantined the fuel truck (Number 112) and took fuel samples. The fuel truck was examined and the fuel samples were tested the following day. No discrepancies were found. Additionally, several other airplanes were fueled from the same truck. None of those operators reported having any problems with the fuel.

Mr. Mecalo provided a chronology of the events which took place that day regarding their interaction with N525KL. That chronology is attached to this memorandum.

As taken by:

  
DAVID C. BOWLING  
Air Safety Investigator  
National Transportation Safety Board



Midcoast Aviation  
Lambert Saint Louis International Airport  
Fueling Activity on December 9, 1999

Fixed Base Operations Report on Activity relative to Cessna Citation Mishap.

During Late afternoon or evening of December 9, 1999, a Cessna Citation, Model 525, N525KL, reportedly crashed on approach to College of the Ozarks near Branson Missouri.

On December 9, 1999 the Cessna Citation, Model 525, N525KL was serviced with fuel at Midcoast Aviation, Lambert St. Louis International Airport.

Fuel Truck # 112 dispatched to fuel aircraft.

It was Fueled at 10:13 AM, 150 Gallons Total, 75 Gallons in each wing (overawing,  
Two Man fueling operation)  
75 Gallons from Hose One, truck #112  
75 Gallons from Hose Two, truck #112

After the Cessna, a Hawker 800, N515QS

Took on Fuel from truck #112.

It took off and arrived at its destination with no problems.

Fuel Truck # 112 Refueled,  
Added 2508 Gallons from Bulk Plant for  
A total of 3003 Gallons in the Truck.

Later, Citation N525KL took on more fuel at 1:36 PM

Added another 100 gallons per pilot's request. 50 Gallons per side, all overawing  
from truck # 112. All dispensed from hose one. (a one man operation)

The Accident Aircraft Departed Midcoast, Time unknown

After the subject aircraft took on its second load of fuel, two other aircraft were fueled  
from truck #112.

A Cessna Citation, N100KU (Kansas University) took on fuel from truck #112.  
It Departed Midcoast

A Canadair Challenger, CGBJA took on fuel from truck #112.  
It Departed Midcoast

At 7:30 PM Local media called and asked if there was any knowledge of an aircraft crash  
near Branson. None known at the time.

At that time the Director of Operations requested a visual inspection of fuel from sumps on truck #112, No obvious problems noted. Since it was only a rumor at the time no other action was taken.

At 10:30 PM, personnel at the facility were notified that the accident occurred. The Director of Operations was contacted at Home. He telephoned the Supervisor of Ramp Operations at home and requested he go to the facility and perform a Quality Assurance Inspection on the fuel truck. The fuel truck was quarantined at this time. Mr. Paul Crow went to the facility and took two fuel samples, one from the fuel truck's filter vessel, and one from the bulk plant. These samples are quarantined and awaiting any required disposition.

In addition, Mr. Crow performed three tests on fuel taken from the fuel truck as follows:

#### Clear and Brite Test.

A visual inspection of fuel from the truck to detect any suspended particulate matter in the fuel, cloudiness, etc. and if water is present in the fuel. Fuel is dispensed from the truck's sump into a white porcelain bucket and visually inspected. No Discrepancy Noted.

#### Millipore test

A fuel sample is run through specialized test equipment and filtered through a pure white round test patch. The resultant discoloration of the patch is compared to a chart to determine if the fuel is contaminated in any way. No Discrepancy Noted.

#### Prist Test (FSI Test)

A fuel sample is taken and run through specialized test equipment to determine if the Anti-Ice additive in the fuel is at the proper level. No Discrepancy Noted.

On Friday, December 10, 1999, finding no discrepancies with the equipment or the fuel, Midcoast Management released the fuel truck back into service.

NOTE: On Wednesday, December 8, 1999, this facility was inspected by DCMC to renew its qualifications to dispense fuel into government owned aircraft for which there is an ongoing contract agreement. The facility was found to have no discrepancies.

There are no known accidents or incidents involving any of the other aircraft fueled from truck #112 on December 9, 1999.

The individuals at Midcoast Aviation who serviced the subject aircraft are available for statements upon request.

**MEMORANDUM OF TELEPHONE INTERVIEW**

Reference: CHI00FA040, Branson, Missouri, on December 9, 1999, at 1512 central standard time (cst), Accident involving a Cessna 525 Citation Jet, N525KL, piloted by Joseph Brinell.

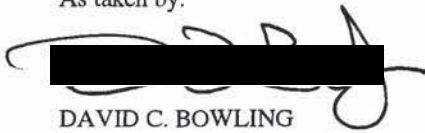
Interview of Mr. Bill Rendell, M. Graham Clark Airport Operations, College of the Ozarks, Pt. Lookout, Missouri.

Date: December 20, 1999, at 0900 cst

**SUMMARY**

Mr. Rendell said that on the morning of the accident, they put 150.3 gallons of jet fuel on Cessna Citation Jet, N525KL; approximately 75 gallons per side. Mr. Rendell said that Joe Brinell usually did not operate the jet at full gross weight, especially with that many passengers on board. The airplane was not topped off when it took off that morning for St. Louis.

As taken by:



DAVID C. BOWLING  
Investigator-in-Charge  
National Transportation Safety Board  
North Central Regional Office, Aviation

## MEMORANDUM OF TELEPHONE INTERVIEW

CHI00FA040, Branson, Missouri, December 9, 1999, at 1512 central standard time (cst)  
Airplane accident involving a Cessna 525, Citation Jet, N525KL

Interview with Mr. Robert W. Blackwood, [REDACTED] Galena, Missouri, witness

December 20, 1999, @ 1000 cst


### SUMMARY

Mr. Blackwood said that he heard what might have been N525KL just before the time of the accident. He said he was standing in the driveway of his house, at about 1515 central standard time, talking to a plumber who was doing work on his house, when he heard a sound which he described as that of low pitch engines of a jet. The sound came from the west and went over his head. The airplane, he perceived, was at a very low altitude. "It made a low rumble." Mr. Blackwood said that the weather was so overcast that he couldn't see the airplane. He described the weather as being heavily overcast skies and rain. As the airplane passed overhead and proceeded eastward, the pitch of the engines changed. He said that it just didn't sound right to him. "The ceiling was so low, he had to be under 500 feet [above the ground]." Mr. Blackwood said that he heard the pitch of the engine change to high power, as if he were adding power. "It was like he was searching for lights or something."

Mr. Blackwood said that the next day, at about the same time, another jet airplane flew over the same location. It was at a much higher altitude.

Mr. Blackwood said that his house is two miles from Reed Springs, Missouri, although he has a Galena address (Galena is 8 miles from his house). It is approximately 5 miles west of the Shepherd-in-the-Hill observation tower, which is just west of Branson.

As taken by:

  
[REDACTED]  
DAVID C. BOWLING  
Air Safety Investigator  
National Transportation Safety Board

RECORD OF	<input checked="" type="checkbox"/> VISIT	<input type="checkbox"/> CONFERENCE OR	<input type="checkbox"/> TELEPHONE CALL	TIME 15:00 CST	DATE 12/11/99
NAME (s) CONTACTED OR IN CONFERENCE AND LOCATION Mr. Mike McCarty Operations Manager - PLK				ROUTING	
SUBJECT Events Occurring on December 9, 1999, Involving Citation 525KL					
DIGEST					
<p>My name is Roman Buettner. I am an aviation safety inspector - operations with the Kansas City FSDO, Kansas City, Missouri.</p> <p>On December 11, 1999, I interviewed Mr. Mike McCarty, operations manager at Point Lookout Airport, Branson, Missouri. The purpose of the interview was to acquire pertinent information regarding weather, communications and events surrounding the aircraft accident west of PLK.</p> <p>Mr. McCarty is employed by American Port Services, a company with headquarters in Baltimore which manages airports and FBO's. Mr. McCarty said he worked from 0800 to 2100 local time on December 9, 1999 and was monitoring both PLK Unicom and Springfield Approach Control at the time the accident occurred. Mr. McCarty is also responsible for taking manual weather observations periodically and upon request at PLK. He took a local observation at PLK at 1445 CST (2045Z). The pilot in command of Citation N525KL requested a current observation on PLK Unicom. A local pilot, who had just departed PLK, gave a pilot report to N525KL. The PIC informed PLK Unicom that he was going to Springfield.</p> <p>Sometime later, Mr. McCarty heard the PIC report "Rawbe Inbound on the GPS Runway 11 Approach." After the aircraft did not land, he said he went outside to watch and listen for the aircraft to see if it was doing a missed approach but didn't see or hear anything. At about 1530 CST, he said he heard SGF Approach Control trying to contact N525KL. At 1600, Mr. McCarty said he notified College of the Ozarks and drove around the perimeter of the airport to see if the aircraft had landed short or long. At 1700, he said a search began in earnest. At 1730, the Taney County dispatch center broadcast a message to all law enforcement agencies, including the Branson police, fire and ambulance agencies.</p> <p>The aircraft wreckage was found at about 1820 local time by a Branson police officer.</p>					
CONCLUSION, ACTION TAKEN, OR REQUIRED					
Add Record of Visit to Investigation File.					
DATE December 11, 1999	TITLE Aviation Safety Inspector - Operations	SIGNATURE Roman A. Buettner			

## MEMORANDUM OF TELEPHONE INTERVIEW

Reference: CHI00FA040, Branson, Missouri, on December 9, 1999, at 1512 central standard time (cst), Accident involving a Cessna 525 Citation Jet, N525KL, piloted by Joseph E. Brinell.

Interview with Stephen B. Davis, Principal Operations Inspector, Kansas City Flight Standards District Office, Kansas City, Missouri, POI assigned to the College of the Ozarks aviation program

Date: December 15, 1999 at 1000 cst

### SUMMARY

Mr. Davis began the conversation by referencing an accident which occurred 2 days prior to this accident, involving Mr. Brinell, in which a student from the College of the Ozarks, piloting one of the school's Cessna 172's, landed long and injured three people. He said that this pilot had received his private pilot's certificate six months earlier.

Mr. Davis said that Joe Brinell was "the man." Everything came from him. He said that when I go back to the College of the Ozarks, "they will close ranks around him. If you are going to interview people who will give you an accurate assessment of Joe's piloting experience, past folks are your best bet."

Mr. Davis said that College of the Ozarks used to have an FAA Part 141 flight school. But the folks down there "didn't like us (FAA) roaming around." He said that there are no records kept on the students. Mr. Brinell arranged the program so that the students could receive college credit.

Mr. Davis suspects that Joe was operating an air transport service, like a charter. But, there's no records of payments, so he said he can't prove it.

Mr. Davis said that there were some problems with the maintenance schedule. The school wound up paying a \$1,500.00 civil penalty to the FAA because of it.

Joe came up to Kansas City in May [1999] to renew his pilot examiner letter of authorization. I flew with him in the school's Baron. There were no problems. It was a typical checkride.

Mr. Davis said that "Joe was fairly amiable in your (referring to the FAA's) presence. "It (the accident) was bound to happen. We talked about CFIT (controlled flight into the terrain) at the last meeting."

"The school is very well off financially. They are self-sustaining. Their attitude is that they don't have to do what they don't want. They are not very expeditious about doing things."

Mr. Davis reiterated that Joe Brinell ran the show at the College of the Ozarks. He managed to limit the FAA's participation in the program there. "The mechanic's school and the repair station have to have these certificates to operate." Mr. Davis said that this was the level of FAA involvement in the school.

Mr. Davis believes that Mr. Mike McClure was the person named to replace Joe at the flight school. At least for the interim.

Regarding Joe's certification in the Citation Jet, Mr. Davis said that Joe arranged for a person from Florida to train him in the jet. But then the same person turned around and type-rated him. "He can't do that. It's a conflict of interest. He needs special permission from the FSDO in the region in which he normally operates, to do this. "

Mr. Davis stated that Mr. Brinell's flying abilities were not of question. "His attitude was another matter."

As taken by,

A handwritten signature in black ink, which appears to be "D. C. Bowling", is written over a solid black rectangular redaction box.

DAVID C. BOWLING  
Investigator-in-Charge  
National Transportation Safety Board  
North Central Regional Office, Aviation

## MEMORANDUM OF TELEPHONE INTERVIEW

CHI00FA040, Branson, Missouri, December 9, 1999, at 1512 central standard time (cst)  
Airplane accident involving a Cessna 525, Citation Jet, N525KL

Telephone interview with Mr. Kenny Seaman, U. S. Customs Service, San Angelo, Texas,  
friend and former student of Joe Brinell.

December 22, 1999, @ 1400 cst

### SUMMARY

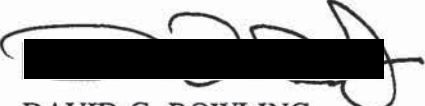
Mr. Seaman graduated from the College of the Ozarks flight program in 1989. He stayed on for a while as a flight instructor for the school. He said that Joe Brinell was his flight instructor and his boss. They flew the school's Cessna 340 together. He also was a student of Grace Brinell, Joe Brinell's wife. Mr. Seaman said that they became good friends.

Mr. Seaman's opinion was that the C of O flight program was a good one though it was not a part 141 school. He said that he went through the Army flight school and a flight school in the Air National Guard. He said that neither school taught him that much more. He mentioned that Joe checked on the customs service job for him.

He said that Mr. Brinell was a good pilot and that if he was at an altitude lower than the MDA (minimum descent altitude) for the approach, he wasn't at that altitude unless there was a problem. He said that Joe had lots of flight time, but didn't think that he had any jet time prior to obtaining the 525. Mr. Seaman said that Joe went to Flight Safety International for his initial training in the 525.

Mr. Seaman said that Joe was in the midst of a struggle between the college and the FAA. He had several run-ins with the FAA. Mr. Seaman mentioned Steve Davis of the Kansas City FSDO questioning Joe's designated examiner status in the Cessna 310. He said that he recently received a letter from Mr. Jack Reynolds, FAA in St. Louis, regarding his designated examiner status, that was weighing heavy on his mind. On the day of the accident, December 9th, Joe was supposed to meet with Mr. Reynolds in St. Louis, to straighten everything out.

As taken by:

  
DAVID C. BOWLING  
Air Safety Investigator  
National Transportation Safety Board



RECORD OF	<input type="checkbox"/> VISIT	<input type="checkbox"/> CONFERENCE OR	<input checked="" type="checkbox"/> TELEPHONE CALL	TIME 10:45 CST	DATE 01/06/00
NAME (s) CONTACTED OR IN CONFERENCE AND LOCATION Mr. Terry Hunt Former Employee of College of the Ozarks Telephone: [REDACTED]				ROUTING	
SUBJECT Discussion Regarding Joseph Brinell					
DIGEST <p>My name is Roman Buettner. I am an aviation safety inspector - operations with the Kansas City FSDO, Kansas City, Missouri.</p> <p>On January 6, 2000, I interviewed Mr. Terry Hunt, a former employee of College of the Ozarks, by telephone. Mr. Hunt was formerly a student at College of the Ozarks in the 1980's and then returned as a maintenance instructor and flight instructor in the 1990's. He presently is employed by Central Missouri State University. Mr. Hunt said he has known Joe Brinell for at least 15 years and flew with him on his flight instructor - instrument certification check and a flight instructor renewal check. He also was SIC on one flight in the Cessna Citation.</p> <p>Mr. Hunt said that Brinell never operated contrary to the Federal Aviation Regulations as far as he knew and never asked him to do anything that was contrary to the FARs and recommended operating procedures.</p>					
CONCLUSION, ACTION TAKEN, OR REQUIRED Add Record of Visit to Accident File.					
DATE January 6, 2000	TITLE Aviation Safety Inspector - Operations			SIGNATURE Roman A. Buettner	

RECORD OF	<input type="checkbox"/> VISIT	<input type="checkbox"/> CONFERENCE OR	<input checked="" type="checkbox"/> TELEPHONE CALL	TIME 11:15 CST	DATE 01/06/00
NAME (s) CONTACTED OR IN CONFERENCE AND LOCATION Mr. Dalton Trussell Former Employee of College of the Ozarks Telephone: [REDACTED]				ROUTING	
SUBJECT Discussion Regarding Joseph Brinell					
DIGEST <p>My name is Roman Buettner. I am an aviation safety inspector - operations with the Kansas City FSDO, Kansas City, Missouri.</p> <p>On January 6, 2000, I interviewed Mr. Dalton Trussell, a former employee of College of the Ozarks, by telephone. Mr. Trussell worked for the College of the Ozarks until very recently and is now employed in the airline industry.</p> <p>Mr. Trussell said that Mr. Brinell never operated contrary to the Federal Aviation Regulations and always operated on the conservative side. He said he flew in the Cessna Citation with Brinell several times. "We did the GPS Runway 11 Approach several times together. We always backed up the approach with the second GPS. Joe knew the area well; he knew where all the hills were."</p> <p>Mr. Trussell said he thought that perhaps there was something wrong with the aircraft or some serious downdrafts could have been a factor in the accident. He gave me the number of someone who lives close to the crash site that may have information concerning the weather.</p>					
CONCLUSION, ACTION TAKEN, OR REQUIRED Add Record of Visit to Accident File.					
DATE January 6, 2000	TITLE Aviation Safety Inspector - Operations			SIGNATURE [REDACTED] Roman A. Buettner	

RECORD OF	<input type="checkbox"/> VISIT	<input type="checkbox"/> CONFERENCE OR	<input checked="" type="checkbox"/> TELEPHONE CALL	TIME 14:45 CST	DATE 01/06/00
NAME (s) CONTACTED OR IN CONFERENCE AND LOCATION Mr. Brad Lacore Telephone: [REDACTED]				ROUTING	
SUBJECT Discussion Regarding Aircraft Accident and Local Weather					
DIGEST <p>My name is Roman Buettner. I am an aviation safety inspector - operations with the Kansas City FSDO, Kansas City, Missouri.</p> <p>On January 6, 2000, I interviewed Mr. Brad Lacore, a resident of Branson, who lives midway between PLK Airport and the crash site and south of an extended centerline to Runway 11. I received his name and telephone number from Dalton Trussell, whom I interviewed earlier today.</p> <p>Mr. Lacore said he holds a private pilot certificate with an instrument rating; he said he has 800 hours total time and 200 hours of instrument time.</p> <p>Mr. Lacore said he was home Thursday afternoon, December 9, 1999. "I observed very unusual weather late Thursday afternoon. I observed heavy rain and lightning that lasted about 30 minutes. The ceilings were on the ground."</p> <p>I asked Mr. Lacore about what time his observations were made. He said, "About 4:00 p.m."</p>					
CONCLUSION, ACTION TAKEN, OR REQUIRED Add Record of Visit to Accident File.					
DATE January 6, 2000	TITLE Aviation Safety Inspector - Operations	SIGNATURE [REDACTED] Roman A. Buettner			

**MEMORANDUM OF TELEPHONE INTERVIEW**

Reference: CHI00FA040, Branson, Missouri, on December 9, 1999, at 1512 central standard time (cst), Accident involving a Cessna 525 Citation Jet, N525KL, piloted by Joseph Brinell.

Interview of Walter Hutchings, Supervisor, General Aviation Section, Kansas City Flight Standards District Office, Kansas City, Missouri.

Date: January 31, 2000 at 0845 cst

**SUMMARY**

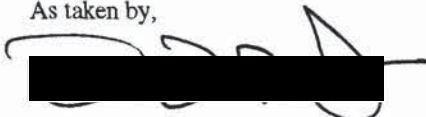
Mr. Hutchings said that the relationship between the FAA and the College of the Ozarks had gone down over the last year. He said that Mr. Brinell gave two checks in a Cessna 310 without being authorized to give them. He claimed that he received a verbal "okay" from us to give the checks. "We never do that." I submitted a written request to him and for him to respond to me in writing - to send me his logbooks and a written statement, so that we could take care of it. There were hard feelings over this on his part.

Mr. Hutchings said that Howell Keeter is the Vice President of the college and the person who's supposed to be keeping an eye on the program. "He pretty much let Joe do it all. They are a Part 61 school. They run a Part 147 mechanics school, and a repair station. They are about to move the runway and add about 500 feet to it. He (Mr. Brinell) was flying the 525. We were trying to get him to settle down and do things."

"They (the college administration, college board, etc.) are very proud of the college. They do not receive any government money. They used to have a Part 141 flight school there. They may have been operating a charter without a Part 135 certificate. They would rather you (the federal government) weren't here." Mr. Hutchings said that describes the culture of the place. "Joe was changing some - back toward cooperating."

Mr. Hutchings said that they (Kansas City FSDO) never saw an abundance of problems with the school. He said that they (FAA) were down at the college three weeks ago. "Things are getting better." Mr. Hutchings tried to provide me insight into the kind of people who live in southwest Missouri. He said that "everything around Springfield is anti-government."

As taken by,

  
DAVID C. BOWLING  
Investigator-in-Charge  
National Transportation Safety Board  
North Central Regional Office, Aviation

## MEMORANDUM OF TELEPHONE INTERVIEW

Reference: CHI00FA040, Branson, Missouri, on December 9, 1999, at 1512 central standard time (cst), Accident involving a Cessna 525 Citation Jet, N525KL, piloted by Joseph Brinell.

Interview of Tom Bartels, Principal Maintenance Inspector, General Aviation Section, Kansas City Flight Standards District Office, Kansas City, Missouri.

Date: January 31, 2000 at 0900 cst

### SUMMARY

Mr. Bartels said that for the past two years he has been the principal maintenance inspector (PMI) for the 14 CFR part 147 repair station and the mechanics school at the College of the Ozarks, Point Lookout, Missouri. He said that he goes down to Point Lookout periodically to do surveillance and inspect the facilities.

Mr. Bartels said that earlier that year, on March 10, 1999, he did an inspection there. There were a couple of pieces of equipment that needed calibrating, but the biggest thing he found was that there were problems with the maintenance records on the school's airplanes. Mr. Bartels said that the school's airplanes are used for school purposes under Part 61, but they are also used as rentals and operated under Part 91. "I started looking at one [airplane maintenance record]. By their own records, they had overflowed AD's (airworthiness directives) due at 100 hours." Mr. Bartels said he found 5 airplanes which had overflowed 100 hour inspections by a few hours. "The director of maintenance, John Lawler, was there. After two books, I asked him about it. He said, "You're going to find this on all of them." Mr. Bartels said that Mr. Lawler had previously gone to Joe Brinell, the school's director, about these inspection overflights. Mr. Lawler had told Mr. Brinell that this was contrary to the regulations and shouldn't be going on." Mr. Bartels said that Mr. Lawler didn't get any response from Mr. Brinell, and nothing was done about the problem.

Mr. Bartels said that he documented all of the discrepancies and then went to speak with Mr. Brinell. "We went to the dispatch area. They had a conspicuous status board. After interviewing several of the school's flight instructors and maintenance people, I found that if the keys to the airplane were hanging on the wall, dispatchers, and pilots renting the airplanes, assumed the airplanes were good to go. They were not checking the books. The maintenance people were relying on the operators to notify them of the status of the airplanes, and the operators were relying on maintenance."

Mr. Bartels said, "We filed a violation against the repair station. An informal hearing was held. The school's attorney and Joe (Mr. Brinell) made the argument that the overfly times were accumulated through taxi tests and engine runs done by the maintenance school, and that no flight violations had occurred. One airplane was 6 hours over. Another was 13 hours over. They had to give up a Baron. It had overflowed by 13.1 hours. That airplane has a squat switch on it that doesn't activate the Hobbs until the gear are retracted. It sticks in Mr. Brinell's craw. The school's lawyer said, We'll give you that one." Mr. Bartels said that the FAA could not show operation on the other airplanes. "The tachometer shows time in service, but can't prove wheels off or wheels on. Our attorney said unless you can prove it in court, you have to let it go. The case was for a \$10,500.00 fine. We settled for two airplanes, a \$1,500.00 fine."

Later [1999], we conducted a pilot examiner renewal seminar. I gave a presentation on airworthiness. There were several of us from the FSDO there. When I finished, I asked if there were any questions? Several folks sniped at me. Their questions had nothing to do with the presentation. They had to do with AD's and 100 hour inspections. Our office manager intervened. Their folks decided to have a field day with me. They were associates of Joe Brinell. They knew about the issues that were raised. It was getting out of hand."

Mr. Bartels expressed his overall feelings about the college. "They are very independent. They do not take state or federal funds. They are a religious-based college. They give scholarships to disadvantaged students."

Regarding the activities associated with the M. Graham Clark Airport, Mr. Bartels said, "Joe controlled the whole ball of wax. He had a strong dislike of the FAA. He ran the place with a tight fist. He had the final say with regards to everything."

Mr. Bartels said that the people in the college's administration were in the dark about what was going on at the airport. "Folks at the repair station lived with the threat of being fired. There were significant problems. Their Director of Maintenance knew it was happening."

Referring back to March 10, 1999, Mr. Bartels said, "On the day of discovery, they needed to develop aircraft status sheets. There's nothing to determine when an AD is due on the airplane. They fought it, some of the ideas we suggested; but they did put it in place, and today it's being followed. Airplanes are being taken out of service prior to the 100 hour inspections. Mr. Lawler feels less pressure."

Mr. Bartels said with respect to the aviation program following the accident, "We will see a bit more compliant attitude. Now, they can take a little control over what they have responsibility for."

Mr. Bartels said that he couldn't say anything with regards to the schools flight training program. Mr. Brinell gave flight examinations in some of these airplanes. "He claimed to have no knowledge. Then he turned around and said that they did it this way for 26 years."

Mr. Bartels mentioned that there was another problem involving the college's aviation program which occurred in 1999, that Joe Brinell was involved. "I was there at the mechanic school on the day that the director of maintenance, worked on a Bonanza that was involved in an accident. The pilot of the airplane, his wife, daughter, and dog, took off from Point Lookout and had a problem with the mixture. It wouldn't shut off. The pilot turned around and landed, and took the airplane to Mr. Lawler to repair. After the problem was supposedly fixed, the airplane was released to the pilot. The pilot subsequently took off and crashed on the edge of the runway. The mixture control was not properly rigged." Mr. Bartels said that he violated Mr. Lawler for that, resulting in a 30 day suspension of his IA.

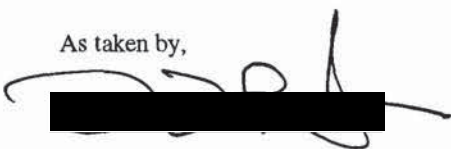
"There seemed to be some systemic problems [in the aviation program]. Mr. Brinell was the stumbling block. Some people knew, but didn't do anything about it."

Mr. Bartels said that what he has picked up since the accident in discussing it with other inspectors; "It is not hard for me to imagine that he would not have been inclined to go down [under approach minimums] and look. He would press the limits. Did this attitude rub off on other pilots [at the college].

Mr. Bartels said that it would be good for me to talk to Mr. Mark Parent, a new maintenance instructor at the college. He said that Mr. Parent had been a deputy sheriff for 13 years prior to coming to the college. Mr. Parent told Mr. Bartels once that he did a lot of flying with Joe Brinell, but doesn't do much any more, nothing good or bad, "I don't enjoy traveling with Joe." Mr. Bartels said he didn't press the issue further, but would have liked to know what it was that Mr. Parent didn't like.

Another person to talk to is Mr. Terry Hunt. He is currently an instructor at Central Missouri State University. He had been an employee of the College of the Ozarks.

As taken by,

  
[REDACTED]  
DAVID C. BOWLING  
Investigator-in-Charge  
National Transportation Safety Board  
North Central Regional Office, Aviation

## MEMORANDUM OF INTERVIEW

Reference: CHI00FA040, Branson, Missouri, on December 9, 1999, at 1512 central standard time (cst), Accident involving a Cessna 525 Citation Jet, N525KL, piloted by Joseph Brinell.

Interview of Mrs. Grace Brinell, Branson, Missouri, wife of the pilot

Date: March 12, 2000 at 1900 cst

### SUMMARY

Mrs. Brinell said that the 72 hours prior to the day of the flight, her husband, Joe Brinell, was distressed by the FAA harassment. He was up in the middle of the night. He typed a letter to Mr. Jim Ramsey, an attorney for Cooling & Hebers, a law firm, in response to a letter he received 5 days earlier from the Federal Aviation Administration (FAA) Kansas City Flight Standards District Office (FSDO). The letter stated that they wanted to look into Mr. Brinell's designated pilot examiner's (DPE) letter of authorization; and in doing so, for him (Mr. Brinell) to surrender his logbooks. Joe was concerned and perplexed at the Kansas City Flight Standards District Office's intentions toward him. "Why do they want that (his pilot logbook)? What can they do to me? What is their agenda?" He was concerned about the disgrace that this could bring to the college as well as himself. He was concerned of the unknown, and he was frightened. During those three days, he contacted Mr. Jack Reynolds, a Part 135 operator and retired FAA air traffic controller, for advice and counsel. He also contacted the two gentlemen to whom he had given flight checks, which had been rejected by Kansas City FSDO. "He apologized to them. He told them that he would refund their money, and assist them with finding another check pilot. He was embarrassed about it. He told me that they (the two pilots) understood and it was no big deal, but I could tell it bothered him." Mrs. Brinell said they talked about their upcoming ski trip to Summit Country which they planned for the Christmas break. She said that "Joe loved to ski." Regarding the flight, Mrs. Brinell said that it was a routine flight. She was never worried about it. Often they both made flights which neither of them were concerned about or spoke of. "It was a St. Louis run. He probably made it a million times. He had told Mike McCarty that he would probably end up in Springfield. The night before the flight, he was working on the DPE issue and FAA demands."

Mrs. Brinell described the conflict between her husband and the FAA. She said that it started with the maintenance inspection back in March [1999]. "The college went to court over the allegations and paid a minimal fine." Joe told me that the FSDO manager told him after the hearing, something to the effect of, "You may have won this round, but we'll get you." The FAA were obviously embarrassed by the outcome of the court proceedings. A few months later, the FAA wrote Joe telling them that they wanted to re-examine his airline transport pilot's certificate. He had 10 days to comply with the request or they'd initiate proceedings to suspend his certificate. This was his livelihood. Joe could not understand why the FAA would want to re-evaluate his ATP when the problems the FAA had with the college concerned the repair station. He talked to some friends in some of the other FSDOs and decided to write a letter to the region. In additions, there were further examples of harassment, such as the check flights which Mr. Davis said he didn't remember authorizing, and the letter from Kansas City FSDO wanting to examine Joe's DPE and demanding Joe's logbooks.

Mrs. Brinell said that he wasn't dealing with the stress well. There were a lot of sleepless nights. He was eating. "Thursday night I made chicken Alfredo. Although, I didn't think Joe would like

it, he did like it. I suspected that he had ulcers or gastric reflux. I didn't know. He had Tums and Gaviscon by the bed."

"He liked to cook. That was one of the things we did together on the weekends."

Mrs. Brinell said that she and Joe Brinell saw the same flight doctor, Dr. Randy Cross, at Skaggs hospital in Branson. She wasn't sure, but she said that Joe might have had another doctor in Springfield. He went for a standard physical, she believed, and a prostate check. Joe didn't talk about these things much. I remember that I needed to go to Wichita, Kansas, for an annual check and asked Joe if he had ever been back for a physical?

Mrs. Brinell said that Joe Brinell's responsibilities at the college included being the chief pilot, the airport manager, a designated pilot examiner, and the director of aviation. Joe Brinell was the area flight safety advisor. He oversaw the people under him, the Aviation Science Department, the hiring of personnel for the repair station. "He called the shots at the airport, period." Joe Brinell dealt with all of the airport issues, rental cars, fuel tanks, environmental issues. He was handling the airport expansion. He mowed the grass between the taxiways. He did some flight instructing, but very little. He felt that this would present a conflict of interest, since he gave all the initial private pilot checkrides for the students. He wouldn't do friends' checkrides. "I was one of the last flight instructors he trained."

Joe Brinell was hired by the college in 1971. As far as Mrs. Brinell knew, there were no conflicts between Joe Brinell and the college.

Mrs. Brinell said that Joe Brinell flew a lot. She estimated that he had logged 200 to 300 hours in the Citation Jet. He conducted checkrides, sometimes three to four per week. He had approximately 10,000 plus total flight hours. It may have been closer to 12,000 hours.

Mrs. Brinell said that Joe loved the outdoors and outdoor activities. He was a friend to many, helped people out, and he was "an incredible pilot."

Mrs. Brinell said that Joe Brinell had a recent biennial flight review with the FAA in May 1999, in the school's Beech Baron. He had another checkride set up later in the month of December.

Regarding Barton Moore, Mrs. Brinell said that she didn't know him well, but didn't feel comfortable with the idea of flying with him. She said that it's just hearsay, but his roommate expressed concern about what Barton Moore's toxicology results were going to be. She heard that there was a lot of partying going on. Mrs. Brinell said that his parents have retained an attorney. She said that if Barton had ever been caught using any illegal drug, Joe would have had him kicked out of school.


Mrs. Brinell said that she flew Joe Brinell and Dalton Trussell up to Wichita, in August, 1998, so they could pick up the Citation Jet and begin training. He was up there for 5 days and then he returned here to the school to finish up. Andy Jones from Florida provided the instruction. Mrs. Brinell said that the airplane was used only for Part 91 operations. The majority of the time, Joe was transporting the President of the college. The jet was also used to transport other college administrators and special guests of the college.



Mrs. Brinell said that she came to the College of the Ozarks to coach the women's basketball team. She began flying in 1985 so that she could go out and recruit basketball players. In 1986, she began taking lessons. She received her Certified Flight Instructor's rating in 1988, and did some flight instruction afterward. In 1991, she left the college to fly for an air ambulance operator in Wichita. In 1993, she returned to Branson. Presently, she flies for Lamar Moore Corporation (no relationship to Barton Moore), and teaches French in a local public high school.

Mrs. Brinell said the reason Barton Moore, the co-pilot, was aboard the airplane the day of the accident was because Joe Brinell wanted the flight instructors to get flight time, especially jet time. It was an opportunity for the instructors to experience going into and out of busy airports. Barton Moore had the most flight time of the instructors. He was getting ready to graduate.

As taken by,

  
[REDACTED]  
DAVID C. BOWLING  
Investigator-in-Charge  
National Transportation Safety Board  
North Central Regional Office, Aviation

## MEMORANDUM OF INTERVIEW

Reference: CHI00FA040, Branson, Missouri, on December 9, 1999, at 1512 central standard time (cst), Accident involving a Cessna 525 Citation Jet, N525KL, piloted by Joseph Brinell.

Interview of Mr. Howell Keeter, Vice President, College of the Ozarks, Pt. Lookout, Missouri.

Date: March 13, 2000 at 0845 cst

### SUMMARY

Mr. Keeter said that he came to the college in 1970. Prior to his arrival here, he attended the dedication for the then new airport. About 1 to 2 years latter, the school began the Aviation Sciences program. Mr. Keeter expressed that he was not familiar with the changes which the school's aviation program went through over the years. He was not aware that the college once had a Part 141 flight school which was changed to a school operating under 14 CFR Part 61.

Mr. Keeter said that the school purchased the Citation Jet in August, 1998. The College Board of Directors approved the purchase of the jet the year prior. The Cessna 525 was identified during the summer. They had flown several aircraft. The length of the runway, operating costs, it was the best airplane for us. The previous owner had sold the airplane back to Cessna, and we bought it from them.

The airplane was used to transport administration for the purpose of fund raising activities. Mr. Keeter said that he was not aware of the jet being used for any training purposes. He said that Barton Moore was building time in it. The students sure would like the airplane to be used for training. Mr. Keeter said that they did not operate the jet as part of a charter. He said that the school had been out of the charter business for a long time, 10 years or more.

Mr. Keeter said that the future plans for the Aviation Science program for now, is to keep the program going. The college is currently negotiating with a company to extend the runway. He said that he didn't know if there were any future plans for growth in the program. "Over the next year or so, we want to evaluate ways of improving the program." He said that the construction project would require buildings to be moved. There would be no big changes in academics or flight training, but they are gathering suggestions on how to improve what they are doing.

Regarding any conflicts between the school and the FAA, Mr. Keeter said that he was aware of an issue between the FAA and the repair station, but believed that it had been resolved by the time the accident occurred. He said that he remembered seeing correspondence regarding the repair station. He said that Mr. Brinell was telling him what was going on and what was being done to remedy the situation.

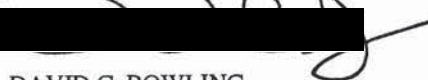
Mr. Keeter said that what the jet was being used for would be better answered by Dr. Davis, the President of the college. Mr. Keeter thought that there was about 900 hours total time on the Citation Jet. He said that there were certain times of the year when Dr. Davis would be gone a lot. The jet's trips were not on the flying schedule. Mr. Keeter said that Joe Brinell kept a big calendar, but it wasn't the most reliable indicator. He said that the airplane's logs would have the trips in it.

Mr. Keeter said that Joe Brinell told him that the FAA was looking at him and that it wasn't proper. He told Mr. Keeter that he thought it would be resolved. Mr. Keeter said that he was not aware of a letter sent to Mr. Brinell requesting his logbooks in response to two checkrides given in a Cessna 310 which was not listed on Joe Brinell's designated pilot examiner's letter of authorization.

Mr. Keeter said that the operations of the school is now spread out among the faculty. He said that he is doing the troubleshooting. "We will hire a new airport manager at some point here."

Mr. Keeter said that he saw Joe Brinell a day or two before the day of the accident, in the outer office of the administration building. "As I recall, he was happy. There was nothing out of the ordinary."

As taken by:



A handwritten signature in black ink, which appears to be "D. C. Bowling", is written over a solid black rectangular redaction box.

DAVID C. BOWLING  
Investigator-in-Charge  
National Transportation Safety Board  
North Central Regional Office, Aviation

## MEMORANDUM OF INTERVIEW

Reference: CHI00FA040, Branson, Missouri, on December 9, 1999, at 1512 central standard time (cst), Accident involving a Cessna 525 Citation Jet, N525KL, piloted by Joseph Brinell.

Interview of Mr. Mark Lovelady, Professor in the Aviation Maintenance Program at College of the Ozarks, Pt. Lookout, Missouri.

Date: March 13, 2000 at 1055 cst

### SUMMARY

Mr. Lovelady said that he has taught in the Aviation Sciences program for 9 years. He was a graduate of the College of the Ozarks in the Aviation Sciences program and went on to serve 8 years in the U. S. Air Force as a B-52 Electronic Warfare Officer. While he was in the Air Force, Mr. Lovelady got his pilot license. He said he has been flying for a long time. Mr. Lovelady said that he teaches in the Part 147 maintenance school program only and was not involved with the repair station at the airport. He said that his primary function is to teach academic classes. He said he does hold a Certified Flight Instructor Certificate with instrument rating (CFII) and flight instructs part-time. He said he currently had two students. One student is working on his private pilot's license. The other student is working on his instrument rating.

"Joe Brinell was my immediate supervisor. I flew with him on some checkrides; commercial and instrument checkrides. I flew with him as a student." Mr. Lovelady said that he did no continuation instructor training flights with Mr. Brinell. "I would send my students to Joe for checkrides. Joe was very meticulous with the checkrides, very thorough."

Mr. Lovelady said that the repair station had some problems back in March, 1999. "We didn't have a good system in place for handling the rentals. There was no way for the pilot's to tell what the maintenance status was, whether there was AD (airworthiness directive) compliance. Pilot's would get the keys for the airplanes and assume that they were okay. The FAA identified the problem and it was fixed. It was a good thing. It works well today." Mr. Lovelady said about the overfly problem at the repair station that "it was a difficult problem that was resolved. The FAA helped. We (pilots) assumed that the airplanes were airworthy, but they were not. Now, we have the keys with a clipboard and a record review. I gave the FAA access to my logbooks. They copied what they needed and gave them back to me, and fixed the problem."

Mr. Lovelady said that Joe Brinell was very much in charge. "I didn't have any problems with him. We were not friends, but we worked okay together. Joe never asked me to do anything unethical." Mr. Lovelady said he saw Joe Brinell the morning before the accident. "He was in very good spirits. I talked to everyone on that flight before the flight."

Mr. Lovelady said that Barton Moore looked fine before the flight. He said that he had him for a student. He had a good relationship with him. He did not flight train with him, but they were going to trade instruction in the future. Mr. Lovelady was going to give him maintenance instruction. And Barton Moore was going to give Mr. Lovelady multi-engine airplane instruction. Mr. Lovelady said that Joe Brinell had the utmost confidence in Barton Moore. "Joe took him on all the weather flights."

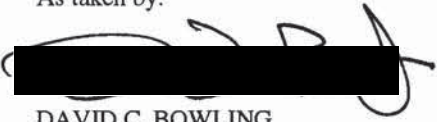
Mr. Lovelady said that beginning in September [1999], Joe Brinell gave ground school instruction to the newer student flight instructors in the Citation Jet. He went through the systems, copied the manual for them, and they went out to the airplane to do preflight inspections. He said that he was pretty sure that no one other than Joe Brinell flew the jet during that training. Joe Brinell would take the student instructor pilots along on the school trips and give them instruction. Mr. Lovelady didn't know if the student flight instructors were actually flying the jet. Barton Moore had more opportunities to fly it. This was his second year to fly it.

Mr. Lovelady said that Barton Moore lived off campus. He did training with his roommates. One of them was David Eikert. Eikert was minoring in aviation. He was doing the flying, not the maintenance school.

Mr. Lovelady said that during the repair station incident in March, there were some questions asked by the FAA about Joe Brinell's ratings. He said that Joe Brinell felt that it was a personal attack. He showed me a letter from the FAA withdrawing the attack and apologizing for it. Drew Smith, Mark parent, and other members of the faculty were there when he showed it. Mr. Lovelady said that Joe Brinell received that letter sometime during the last semester, in the October, 1999, time-frame. It seemed to apologize for personal attacks after the hearing. Mr. Brinell shared the results of the hearing with me. He told us that when we do ground handling, taxiing, engine starts, in the future we need to document these.

Joe Brinell felt the Kansas City Flight Standards District Office was coming after him and not just the school's flight operations.

As taken by:

A black rectangular redaction box covers the signature of David C. Bowling. The signature is written in black ink and is partially obscured by the redaction.

DAVID C. BOWLING  
Investigator-in-Charge  
National Transportation Safety Board  
North Central Regional Office, Aviation

## MEMORANDUM OF INTERVIEW

Reference: CHI00FA040, Branson, Missouri, on December 9, 1999, at 1512 central standard time (cst), Accident involving a Cessna 525 Citation Jet, N525KL, piloted by Joseph Brinell.

Interview of Mr. Andrew Smith, Professor in the Aviation Maintenance Program at College of the Ozarks, Pt. Lookout, Missouri.

Date: March 13, 2000 at 1140 cst

### SUMMARY

Mr. Smith said that he began teaching at the College of the Ozarks in the 14 CFR part 147 maintenance School in June of 1996. He also holds a certified flight instructor certificate and teaches flying part time. Mr. Smith said he first came to the school as a student in 1987, and graduated in May 1990. He said that he sat through many of Joe's ground school classes. Mr. Smith said he has 12 seniors in his classes. He is currently conducting flight training for three students. He said mostly he's teaching private pilot, but occasionally he teaches commercial and flight instructor.

Mr. Smith noted of Joe Brinell that when he (Mr. Smith) was a student at the college, he observed that Joe Brinell ran all of the programs. Mr. Smith said that Joe Brinell weeded you out at the private pilot level. He was very challenging. He was fun to be around, after you got beyond the private level.

Mr. Smith said that he went to Kansas City, Missouri, in June, 1999, with Joe Brinell, to fly with Steve Davis of the FAA Flight Standards District Office. Mr. Smith said that Joe Brinell was getting his flight examiner renewal.

Of Mr. Brinell, Mr. Smith said that Joe was "our senior faculty member and our peer. He ran everything. He was good and fair."

Mr. Smith said that he knew of the overflys at the repair station. He said that Joe Brinell went to Kansas City to work with the FAA on it. "We do a lot of maintenance training on the airplanes. It's an opportunity for the students to change oil, do engine runs." Mr. Smith said that Joe was happy with the outcome of the hearing. He showed some concern initially, but when he went to Kansas City, he seemed confident. "We could always bring our problems to him, and he always answered our questions. I had a good working relationship with him."

Mr. Smith said that he saw Joe Brinell the morning of the accident. He said that he (Mr. Smith) arrived at the airfield at approximately 0825. The jet was in the hanger. Joe, Barton Moore, and Mr. & Mrs. Watson were there. Joe was walking around the jet preflighting. They were waiting on Marvin Oetting. He told me "Drewster, go down and get Marvin." I went back to the other side to get him. He was in his office in his governor's attire. I told Marvin its time to go, they're waiting for you. He said, "You aren't leaving until 9:00 a.m. We both looked at our watches. It was 9:00 a.m." He said that he'd be up in a few moments. "I watched them all get on the jet. It was already pulled out of the hangar. Judy and Marvin went to jet under an umbrella. There was a light sprinkle and low overcast."

Mr. Smith said that Joe Brinell mentioned that they were trying to beat the weather moving into St. Louis. Jerry was receiving a teaching award from the Governor. "Joe had done everything. Things were ready to go. He knew St. Louis well."

Mr. Smith said that he had Barton Moore in class the semester before. He said that Barton Moore was outgoing, had a bubbly personality, was focused and had direction. He wanted to go to the airlines on graduation. He was a good student. Barton Moore was a student CFI. Mr. Smith said that he never flew with Barton Moore, but he did fly with his students. "His students were always good to go" Barton Moore loved life, but was always professional and focused. Mr. Smith said that Barton Moore lived off

campus. Ryan Murklin, who graduated last year, was one of Barton Moore's roommates. James Connell was also a roommate.

Mr. Smith said that at the time of the overflights, Joe Brinell shared with them as an instructor group, that the FAA was investigating him personally. He shared with me that the FAA was probing his direction.

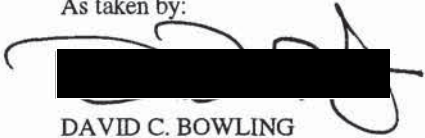
Regarding Joe's conduct of flight operations in the Jet, Mr. Smith said that when the weather was low, it was not uncommon that Joe flew in to take a look. He had been flying the jet in the weather for years.

Joe Brinell and Mr. Dalton Trussell went through the ground school together, as well as Kent Vos, the chief pilot for Jack Henry, Corporation. Kent was a 1991-1992 graduate of the College of the Ozarks. Mr. Smith said that Mr. Andy Jones, of Contract Aviation Services, gave the training in the Citation Jet.

Mr. Smith said that the student CFI program took the students up to single-engine land. He said that the purpose of the jet was for college business. Joe Brinell liked the idea of giving a student experience in a jet. Students were there to assist with radio calls. Mr. Smith said that the school used to have a Part 135 operation a long time ago, but not for some 10 years now. He said that when there were people on the airplane, Joe flew the jet. It was not written anywhere. It was understood. Whenever they were "deadheading" the jet somewhere, the student could fly the jet under Joe's supervision.

Mr. Smith concluded by stating about Joe Brinell, "He was professional. He was a mentor."

As taken by:



DAVID C. BOWLING  
Investigator-in-Charge  
National Transportation Safety Board  
North Central Regional Office, Aviation

## MEMORANDUM OF INTERVIEW

Reference: CHI00FA040, Branson, Missouri, on December 9, 1999, at 1512 central standard time (cst), Accident involving a Cessna 525 Citation Jet, N525KL, piloted by Joseph Brinell.

Interview of Mr. Mark Parent, Assistant Professor in the Aviation Maintenance Program at College of the Ozarks, Pt. Lookout, Missouri.

Date: March 13, 2000 at 1205 cst

### SUMMARY

Mr. Parent came to the College of the Ozarks in 1993 as the Assistant Airport Manager. He ran the Fixed Base Operator, did fuel handling "and all that stuff", handled the rental cars, and did flight instruction, providing 48 hours of instruction to students to bring them up to the private pilot level. Mr. Parent said that he went on trips with Joe Brinell. He said that Joe took the student CFI's on trips as much as possible. When the student CFI's were not available, as during Spring Break, he would go on the trips. Mr. Parent estimated that he went on 8 to 10 trip with Joe Brinell. Last June (1999), Mr. Parent became an Assistant Professor in the Maintenance School.

Mr. Parent said that Barton Moore was one of his students. He said that he was a "B" to "B-minus" student, but was an outstanding pilot. Mr. Parent qualified this by stating that he flew with some of Barton Moore's students. He never flew with Barton Moore himself.

Mr. Parent also mentioned that he was the holder of the primary Part 139 certificate. He mentioned that the airport did not take AIP (airport improvement program) money though. He also said that he is a certified weather observer.

Mr. Parent said he was just aware of the 100 hour/AD (airworthiness directive) issue with the repair station. He said that Joe Brinell had been at the airport for 30 years. He had flown numerous approaches into here. He had overseen the expansion of the airport. Joe also built houses on the side with a construction company - Dick Smiley Contracting. Joe raised cows a few years ago. He had rental homes. Mr. Parent said that he played on the lake with him on occasion.

Mr. Parent said that in 1989 he was a student. For the 10 years prior to that he was a Deputy Sheriff. Mr. Parent said that Joe Brinell had a good side. "He always remembered who did for him. He was strict in the way he ran the airport. He always took care of his debts. He promoted me three times. He was an outstanding pilot. He helped establish the GPS (Global Positioning System) approach into here. It bears his name." Mr. Parent said, "There are two facts I know. Fact number one - Joe Brinell was flying the airplane. If there was anyone in the back, he was flying the plane. Fact number two - he would not have busted minimums with somebody in the back. This is not to say that he would bust minimums ever."

Mr. Parent said that he never rode with Joe Brinell in that jet (Cessna 525). He said that he and Joe took demonstration rides in "a Beech jet and a Cit. jet." He didn't have the opportunity to fly in that jet.

Mr. Parent said the Joe Brinell never sent the student CFI's alone in the school's Cessna 340. When they got the jet, that changed. He'd let them fly the 340 alone. Now it was the jet that the students wouldn't fly alone in. Mr. Parent said that Joe Brinell would never let the student fly the airplane on an approach. "Absolutely not, not zero-zero, not on final [approach], not with people in the back."

Mr. Parent said that he saw them all before they took off. "Joe was calm that day; more calm than usual. I spoke with him briefly. He was jovial. It was unusual. He would not have been that calm with the way the weather was. It was zero-zero here, dense, all the way to the ground."



Mr. Parent said he didn't know why Joe Brinell didn't land at Springfield. "That may have been unusual for him. We get rent cars up there (at Springfield) for free. He should have seen the Red Roof lights." Mr. Parent said he didn't know if Joe Brinell would ever bust minimums.

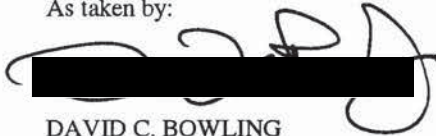
Mr. Parent said that Joe Brinell was always in control. "I don't think the FAA was out to get him. It was unusual that the FAA was looking at Joe's ATP (airline transport pilot license). He was to the point of throwing the repair station certificate back at them. He had a good rapport with the FAA. He was a DPE (designated pilot examiner). He represented them.

Mr. Parent said that he went to one of the DPE clinics at Kansas City with Joe Brinell. He had good rapport with the FAA people there, Marvin Treese, Tom Bartels. Whenever they were here for their annual inspections, he would escort them. They always spoke highly about Joe. We were due for another inspection in a month."

Mr. Parent said that Joe Brinell could be stubborn, but he was the manager.

Mr. Parent said that the Citation Jet was used for the college administration staff. It was operated under Part 91. Joe Brinell was a professional. Of the accident, Mr. Parent said, we try not to speculate about it.

As taken by:

A handwritten signature in black ink, appearing to read "D. Bowling", is written over a solid black rectangular redaction box.

DAVID C. BOWLING  
Investigator-in-Charge  
National Transportation Safety Board  
North Central Regional Office, Aviation

## MEMORANDUM OF INTERVIEW

Reference: CHI00FA040, Branson, Missouri, on December 9, 1999, at 1512 central standard time (cst), Accident involving a Cessna 525 Citation Jet, N525KL, piloted by Joseph Brinell.

Interview of Ms Terri Burton, Accounts Receivable-Accounts Payable for the M. Graham Clark Airport, College of the Ozarks, Pt. Lookout, Missouri.

Date: March 13, 2000 at 1400 cst

### SUMMARY

Ms Burton said that Joe Brinell was her direct supervisor. She said that she liked Joe Brinell. He was her boss. "There were times that I would fuss at him. He went to bat for me. There were times when he would say no, but then ask me if we could do something different. He did like to yell a lot. I didn't want him to yell at me. He did a lot of work. There are 3-4 office girls and me. He came to see us for letters and things." Ms Burton said, "An ideal day was when he was in his office on the phone. This meant he wasn't in our office and left us alone. When he wasn't busy, he was in mine or John's office."

Ms Burton said that Joe Brinell spent a lot of time on the new airport plan. "All phone calls about the airport were sent back to Joe. He was the chief pilot. All pilot questions were sent back to Joe. When the FAA called, we sent those calls back to Joe. When students came in for counseling on what to take, they went back to see Joe."

Ms Burton said that they had difficulty keeping track of Joe Brinell. She said that often he would leave the office and not tell them. "He was illusive. If the door was open, he was here. If it was closed and locked, he was gone. There were times when he was out on trips and wouldn't tell us. He was getting better about though. Ms Burton said that Joe Brinell showed no undue stress. "He wouldn't share anything like that. He did talk about a ski trip he had planned."

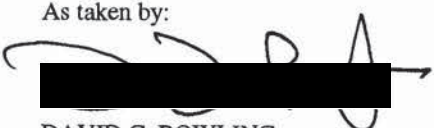
Ms Burton said that Joe Brinell was out of the office the day before the flight. "He said he was sick, and was going home for the rest of the day. The following morning, the day of the flight, I saw him. He was working on a safety report. I asked him how he was. He said he was fine."

Ms Burton said she knew Barton Moore as one of the student CFIs (flight instructors). She said he was polite and helpful.

I asked Ms Burton about her role with Joe Brinell regarding the airport budget and if there were any concerns with the college. She said that the budget was not of much concern. She said that Joe Brinell handled the budget and held a tight reign. "I did general expenditures. The budget wasn't a problem. Ms Burton said that Joe Brinell usually left his office in the afternoons around 4:00 p.m. She said that there were times when he'd be at the airport on weekends when he was on business trips.

Ms Burton said that Joe Brinell's relationship with the faculty was a good one. She said that she worked real hard to get his student instructors good jobs on graduation.

As taken by:

  
DAVID C. BOWLING  
Investigator-in-Charge  
National Transportation Safety Board  
North Central Regional Office, Aviation

## MEMORANDUM OF INTERVIEW

Reference: CHI00FA040, Branson, Missouri, on December 9, 1999, at 1512 central standard time (cst), Accident involving a Cessna 525 Citation Jet, N525KL, piloted by Joseph Brinell.

Interview of Mr. John Lawler, Director of Maintenance at the M. Graham Clark Airport, College of the Ozarks, Pt. Lookout, Missouri.

Date: March 13, 2000 at 1435 cst

### SUMMARY

Mr. Lawler said that he was the Director of Maintenance for the Repair Station. Joe Brinell was his boss. He said that back in March of 1999, the Federal Aviation Administration (FAA) Flight Standards District Office at Kansas City, Missouri came to the airport for its annual inspection of the repair station. The inspector found several discrepancies with the school's airplanes. Mr. Lawler said that the students, working at the airport, would update the status boards at the desk. The problem rested with those airplane's flown on the weekends. Often the boards would not be updated. Occasionally the maintenance school would do maintenance of the airplanes [for training]. The time wasn't written down. We fixed that. We worked with the FAA.

Mr. Lawler said that Joe Brinell had his way of doing things, and it worked good for him. "When we went to Kansas City for the hearing, Joe rolled the school's issue and mine (a separate FAA violation for improper maintenance on an airplane) into one. Joe was great. I always told him that I'd work for him and with him."

Mr. Lawler said that Barton Moore was a student flight instructor. "He was a good kid. He lost his house in a tornado some years back. When I lost my house in a fire, he was consoling. He knew what I was going through."

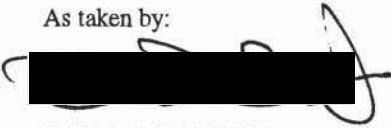
Mr. Lawler said he saw Joe Brinell on the day of the accident. He was looking at the weather and he was in a good mood. He expressed no concerns about the flight. I asked him if the jet cares about weather? He said they'd be fine.

Mr. Lawler said that Joe Brinell was under the impression that the FAA was after him. He had given a checkride in a [Cessna] 310. The FAA called him on it. "I think they were after his license because of the overflights." Mr. Lawler said that Joe Brinell had a "full plate. He was the kind of guy who wasn't going to sit around." Mr. Lawler said that Joe did play and have interests outside the job. He said that Joe Brinell was into boating, skiing. "He had a lot of hobbies, I guess."

Mr. Lawler said that when the problems with the school came up, Joe Brinell worked with Mr. Jim Ramsey, an attorney for the law firm, Cooling and Hebers. Mr. Ramsey explained how it should be. "Joe had it all settled in the Fall [1999]. There was a small fine imposed by the hearing officer. It's all resolved.

Mr. Lawler said that the Citation Jet's flight log was maintained at the repair station. Based on the log, the Citation Jet had approximately 850 hours total time on it.

As taken by:

  
DAVID C. BOWLING  
Investigator-in-Charge  
National Transportation Safety Board  
North Central Regional Office, Aviation

## MEMORANDUM OF INTERVIEW

Reference: CHI00FA040, Branson, Missouri, on December 9, 1999, at 1512 central standard time (cst), Accident involving a Cessna 525 Citation Jet, N525KL, piloted by Joseph Brinell.

Interview of Mr. Joe Fisk, Avionics Manager for the Repair Station at the M. Graham Clark Airport, College of the Ozarks, Pt. Lookout, Missouri.

Date: March 13, 2000 at 1500 cst

### SUMMARY

Mr. Fisk said that Joe Brinell was his boss. He said that he manages the avionics side of the repair station. He has two people who work for him.

Mr. Fisk said of Joe Brinell, "We had a lot of friction. I didn't like the way he treated customers. We were the only game in town. We'd lock horns every once in a while. But you couldn't help but like him though. If he didn't know you or like you, he'd be looking over my shoulder making sure I charge him for every screw and every tie wrap. If you were his friend, he'd be more relaxed. I didn't like that. You treat customers as customers."

Mr. Fisk described Joe Brinell's relationship with the FAA as antagonistic on both parts. He said that Joe usually started it. "He liked to aggravate them. Sometimes he was right. He didn't care if he got along with them."

Mr. Fisk said that he did fly with Joe Brinell. "He's a good pilot. He said that they did test flights and he went to Wichita, Kansas, with him in the jet. Mr. Fisk described the flight in the jet as "quick, smooth." He said that Joe Brinell was very knowledgeable. "He could handle it."

Mr. Fisk said that he noticed with Joe Brinell no outward signs of stress. Mr. Fisk said that he pretty well knew where he stood with Joe Brinell.

Of Barton Moore, Mr. Fisk said that he was conscientious and a good pilot. He said that Barton Moore did a lot of test flights for him. Mr. Fisk said that Barton Moore always got the information he needed. "That's why I used him." Mr. Fisk said that he didn't fly with him personally. He did talk to other students about Mr. Moore. "He didn't seem to have any egotism about flying."

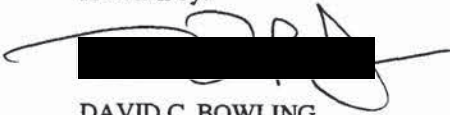
Mr. Fisk said he could not remember if he saw Joe Brinell before the flight to St. Louis.

Mr. Fisk said that the Citation Jet was equipped with an "XLS system, a GPS, KLM-90D, standard Comm-Nav, EFIS left side and regular instruments on the right. The jet had dual flight panels." They had done no maintenance on the jet's avionics other than change the data card, since they bought it. "There was an XLS system change right after they got the jet. We flew it a lot after that. There are Nav data updates every 28 days." He said that the week before the flight, while flying into St. Louis, they got a GPS RAIM-system error. It was okay on the return to Rolla, Missouri. "I called Allied-Signal about it when I got back. They told me it would clear. It did. It worked fine from Rolla to Kansas City, and back to here." Mr. Fisk said that Joe Brinell was "old shoe"; he preferred VORs. He was good at situational awareness.

Mr. Fisk said that he didn't think the cause of the accident was due to anything that Joe Brinell or Barton Moore did. "Joe's flown those approaches all the time. Joe always double-checked everything."

Mr. Fisk said that it was raining hard that day. He said that a person he knew who worked over in the "Shepherd in the Hills" tower, said that there was fog up and down.

As taken by:

A handwritten signature in black ink is written over a solid black rectangular redaction box. The signature appears to be 'D. C. Bowling'.

DAVID C. BOWLING  
Investigator-in-Charge  
National Transportation Safety Board  
North Central Regional Office, Aviation

## MEMORANDUM OF INTERVIEW

Reference: CHI00FA040, Branson, Missouri, on December 9, 1999, at 1512 central standard time (cst), Accident involving a Cessna 525 Citation Jet, N525KL, piloted by Joseph Brinell.

Interview of Mr. Scott Trucks, Senior Student in the Aviation Sciences at the College of the Ozarks, Pt. Lookout, Missouri.

Date: March 13, 2000 at 1550 cst

### SUMMARY

Mr. Trucks said that he is a senior at the College of the Ozarks with 2 semesters left to go. He is enrolled in the Aviation Sciences Program as his major. Mr. Trucks said that he is taking courses in the mechanics school. He has his private pilot license, but said that he hasn't flown in over a year.

Mr. Trucks said that he learned a lot in the A & P (airframe and powerplant) program. He hopes to attend Central Missouri State university after graduation and get a Masters Degree in Aviation Safety.

Mr. Trucks said that he grew up in the bush of Alaska. He tried a number of different college programs. When he came to the College of the Ozarks, he tried the Aviation Sciences program. He liked it, and stuck with it.

Mr. Trucks said the faculty at the college is a good one. He said that there is a lot of "one-on-one" with the professors. He said that the equipment they use is not a "state-of-the-art", but the school makes up for that with the individualized attention.

Mr. Trucks said he knew Joe Brinell and got along well with him. He said that if you were serious about aviation, Joe would work with you. If you were not serious, he'd usher you out of the program. He said that Joe Brinell gave him his private pilot checkride. Mr. Trucks said Joe Brinell was fair. "He'd raise his voice on occasion. During the check, we were doing stalls. He didn't like the way I set them up. He said, let me show your. He pulled the nose way off. When it broke, I was looking at the ground." Mr. Trucks said Joe Brinell was strict about emergency landings. "If you were off by 100 feet, you failed."

Mr. Trucks said he knew Barton Moore. "He was in my class, and he was a friend of mine." Mr. Trucks said that Barton Moore was safety-minded. Everyone had to be. Joe Brinell would drop folks from the program if they were not safe. Mr. Trucks said that Barton Moore had a girlfriend who was also in the Aviation Science Program, Kim Young.

Mr. Trucks said that his theories about the accident include GPS lag. "You hear all the rumors. GPS (global positioning system) lags in bad weather." He said they could have possibly fixated on a particular instrument. He said that the GPS units he had were on boats. Mr. Trucks said that looking at the trees clipped off, that it was definitely controlled flight.

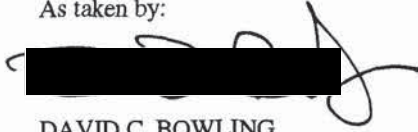
Mr. Trucks said that Joe Brinell "was hard-core about safety. You don't get to be an ATP with 20,000 hours without being safe." Mr. Trucks said that he thought Barton Moore had about 120 hours in the Citation jet.

I lost two good friends in this accident. I talked to Bart about 15 minutes before takeoff. We talked about the Ava, Missouri accident. The pilot in that one was one of Bart's students." Bart's attitude about the pilot, Dan Sanders, was that he was headstrong. Mr. Trucks said that in the jet, the student copilots usually handled the radios. "Bart was in good spirits. I saw Joe preflighting the airplane in the hangar. The Citation was his pet. I didn't talk to Joe." He said that Barton Moore told him that they were going to St. Louis to do business out there. "I saw him in class the day before. We were in class 4 hours a day, 5 days a week. Joe seemed okay. He was polite, he'd say hello.

Mr. Trucks said that Barton Moore was part of a student pilot group called the "Flying Falcons." They had a VC-12 Taylorcraft that they could fly for \$15.00 per hour. The students did all of the maintenance on it. "Drew Smith heads it up. Joe wasn't involved with the Flying Falcons."

Mr. Trucks said that Barton Moore liked to party. "Bart did drink. But safety was a big deal to him. No way, he'd fly with a hangover."

As taken by:

A handwritten signature in black ink is written over a solid black rectangular redaction box. The signature appears to be "D. C. Bowling".

DAVID C. BOWLING  
Investigator-in-Charge  
National Transportation Safety Board  
North Central Regional Office, Aviation

## MEMORANDUM OF TELEPHONE INTERVIEW

Reference: CHI00FA040, Branson, Missouri, on December 9, 1999, at 1512 central standard time (cst), Accident involving a Cessna 525 Citation Jet, N525KL, piloted by Joseph Brinell.

Interview of Dr. Carl Mentgen, Gastroenterology Specialist, Ferrell-Duncan Clinic, Incorporated, [REDACTED] Springfield, Missouri

Date: March 14, at 0905 cst

### SUMMARY

Dr. Mentgen began the conversation by stating that he had no authority to release Mr. Joe Brinell's medical records, but that he could talk to me in generalities. He also stated that he did not have Mr. Joe Brinell's medical records before him while we were having the conversation.

Dr. Mentgen told me that there was nothing significant in Mr. Brinell's medical state. He then told me that Doxepin has been around for 40 years and that the drug did not possess much "mood elevating properties." However, he said, there are some secondary effects which the drug is used to treat, as "irritable bowel." Dr. Mentgen described irritable bowel as complaining of cramping and bloating.

Dr. Mentgen said that Doxepin is a "tricyclic compound." Tricyclic compounds are serotonin inhibitors. "Tri means that they inhibit three areas of serotonin. The latest drug, 5HT3 inhibitor works on the gut. But it's not out on the market yet. Doxepin has some of this. It relieves the tension in the bowel." Dr. Mentgen said that irritable bowel is more common in women than men, "usually 7-to-1 female."

Dr. Mentgen said that he and Mr. Brinell discussed thoroughly the taking of Doxepin. Dr. Mentgen said that Mr. Brinell did tell him that he was a pilot. Dr. Mentgen said that he personally doesn't know what drugs pilots can or cannot take. He told me that Mr. Brinell appeared to be an intelligent man. He asked lots of questions. He seemed to know that taking Doxepin was okay. Dr. Mentgen said that Doxepin has a long half-life, and that he prescribed a small dose, 25 milligrams.

Dr. Mentgen said that the side effects of Doxepin include drowsiness, but went on to clarify that more as "sleepiness." He described sleepiness as what it is like when you've had a big lunch and then sit through an afternoon of medical seminars. Dr. Mentgen said that Doxepin only has this effect on 20 percent of the population it's given to. The effect usually comes on 1 to 2 days after initially taking it, and then goes away. Dr. Mentgen said that in his opinion, the side effects of Doxepin are "nil."

Dr. Mentgen said that the bases for the use of Doxepin comes out of studies conducted at Barnes Hospital, in St. Louis, by Dr. Ray Clause. He said that the publications are old. Dr. Mentgen said that he has been prescribing Doxepin for 30 years and has had no cases of sleepiness reported.

Dr. Mentgen said that he did an extensive "G. I. (gastro-intestinal)" workup on Mr. Brinell and found nothing. He said that he has been seeing Mr. Brinell for a few years. He said that he "scoped" him from above and below. Mr. Brinell had only been prescribed Doxepin a few months prior to the accident. He told me that the Ferrell- Duncan Clinic had his medical records.

I inquired of Dr. Mentgen when the last time he examined Mr. Brinell was. He said that he could not recall, but that he had seen Mr. Brinell within the year. I inquired of Dr. Mentgen if he had ever been certified as an aeromedical examiner by the Federal Aviation Administration and was aware of the unique physical issues pertaining to pilots? He told me that he was not.

Dr. Mentgen said that he thought that Mr. Brinell might also be suffering from esophageal reflux. He had prescribed Prilosec for this. He told me that Mr. Brinell was courteous and asked questions. Dr. Mentgen said that Doxepin is a benign drug. "It's a failure. The effect doesn't multiply." Dr. Mentgen said that



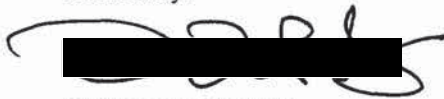
Mr. Brinell talked about if he had a crash, what would be found. Dr. Mentgen found that to be an unusual question. Dr, Mentgen said that Doxepin is a drug that you should start using on the weekend. Since you don't know if it will have an effect on you. It might take a couple of days to get through the drowsiness.

Dr. Mentgen then said that taking Doxepin for an irritable bowel doesn't effect their performance. He said that there is no alleviation of anxiety. You would have to take 10 pills per day to do that.

Dr. Mentgen said, "I know this drug pretty well, as you can tell." He went on to list several boards of medicine which he sits as a member, so as to establish his credibility. He went on to say, "You can get a flight physician to look at it. But if he's a young fellow, he's just going to read it out of a book somewhere. He won't have much expertise."

Dr. Mentgen said that the accident has been a devastating thing for people in the Branson area. He then asked, "Was it technique?"

As taken by:

A handwritten signature in black ink, which appears to be "D. C. Bowling", is written over a solid black rectangular redaction box.

DAVID C. BOWLING  
Investigator-in-Charge  
National Transportation Safety Board  
North Central Regional Office, Aviation

**MEMORANDUM OF INTERVIEW**

Reference: CHI00FA040, Branson, Missouri, on December 9, 1999, at 1512 central standard time (cst), Accident involving a Cessna 525 Citation Jet, N525KL, piloted by Joseph E. Brinell.

Interview of Dr. Jerry Davis, President, College of the Ozarks, Pt. Lookout, Missouri.

Date: March 14, 2000 at 1015 cst

**SUMMARY**

Dr. Davis recalled a conversation that he had with Mr. Joe Brinell which he felt was important in describing the kind of person Mr. Brinell was, and the way Mr. Brinell approached his job at the college. Dr. Davis said that during the previous summer [1999], he had Mr. Brinell in his office and asked him if he needed any help at the airport. When Mr. Brinell asked Dr. Davis what he meant, Dr. Davis clarified that with all of the things going on at the airport and with the school's aviation program, should the college hire an assistant for Mr. Brinell. Dr. Davis said that Joe Brinell's response to the question was along the lines of, "What, do you think I'm not doing my job?" Dr. Davis said he did not discuss this issue with Mr. Brinell again. Dr. Davis said that in retrospect, he wished he had pursued the issue further.

As taken by:



DAVID C. BOWLING  
Investigator-in-Charge  
National Transportation Safety Board  
North Central Regional Office, Aviation

## MEMORANDUM OF TELEPHONE INTERVIEW

Reference: CHI00FA040, Branson, Missouri, on December 9, 1999, at 1512 central standard time (cst), Accident involving a Cessna 525 Citation Jet, N525KL, piloted by Joseph Brinell.

Interview of Mr. Jack Reynolds, Corporate Pilot for the Paul-Mueller Company and former Federal Aviation Administration (FAA) Air Traffic Control Specialist. Friend of Joe Brinell.

Date: March 16, 2000 at 1030 cst

### SUMMARY

Mr. Reynolds said that he just happen to run into Joe Brinell after he landed at St. Louis, Missouri, on the day of the accident. "Joe wasn't himself that day. He told me, Jack, I haven't slept for three days. This Walt Hutchings is trying to destroy me. He was really stressed." Mr. Reynolds said that he and Joe Brinell spoke for about an hour and a half at the fixed base operator in St. Louis. He told me that Walt Hutchings (an FAA General Aviation Section Supervisor in the Kansas City, Missouri Flight Standards District Office) has "subpoenaed his logbooks back to the beginning." Mr. Reynolds said that Joe believed this action was being taken because Joe Brinell gave checkrides to two of Jack Reynolds' students in a Cessna 310, but didn't have that airplane listed on his examiner's authorization.

Mr. Reynolds said he called Mr. Hutchings after his students' checkride paperwork had been rejected. Mr. Hutchings told him that Joe Brinell was not certified to give any multi-engine checkrides. Mr. Hutchings revoked both of the kids' checkrides. Joe Brinell said that he got approval to give the checkrides from Mr. Steve Davis, an Operations Inspector at the Kansas City Flight Standards District Office (FSDO). Joe felt they (the FAA) were setting him up for something.

Mr. Reynolds said he had know Joe Brinell for 25 years. He recalled that later that day, I found out that Joe forgot to cancel his flight plan into Springfield. Mr. Reynolds said he then spoke to a friend of his who works in the control tower at St. Louis. They couldn't find Joe Brinell. "I figured that he must have gone down to Harrison [Arkansas] or into Springfield, or he was on the ground at Point lookout and was still unloading the airplane - hadn't gotten around to calling yet to cancel."

Mr. Reynolds said that Joe Brinell was certainly dealing with mental stress. "I was concerned about his physical health that day. I had heard that Joe was scud running. That just couldn't be the case."

Mr. Reynolds said that Joe Brinell introduced me to the young man who was with him (Barton Moore) when they arrived. Joe then said, "Jack, I need to talk to you." We went to Midcoast [Aviation] and talked. Mr. Reynolds said that he didn't know where Mr. Moore went after that. He was concerned with Joe Brinell, and didn't really keep track of Mr. Moore.

Mr. Reynolds said that Joe Brinell's airplane departed right in front of him. "Joe was in the left seat. The kid was in the right seat. They taxied out before me."

Out at Springfield [Missouri], the visibility was patchy. You could see down to the ground. So, I would have taken the shot [into Point Lookout].

"It didn't make sense what they (Kansas City FSDO) wanted from him. It was apples and oranges. I called Walt Hutchings, an said why don't I fly up to Kansas City and meet you for lunch - so we could talk about the two students. I wanted to see what we could do to fix the situation. He met me. He was unreasonable." Mr. Reynolds said he was fighting for the two kids. "One got hired and then had to renege. He was stretched financial, just had a new baby."

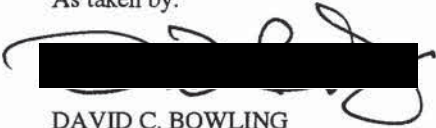
Mr. Reynolds said that Joe Brinell was obsessed with this logbook issue. He couldn't understand why they (FAA) wanted all of his logbooks. He told me, "I've contacted an attorney and took them [the logbooks]

to him.” He thought he would never get them back. Mr. Reynolds said he didn’t understand why the FAA would treat a person who had been a designated pilot examiner for 25 years that way. Mr. Reynolds said Joe Brinell was focused on Walt Hutchings. “I tried to change the subject during our conversation, but couldn’t get him off it. He was staring into space. He was visibly upset, antsy. His face showed the lack of sleep. He said that they were out to destroy him and his position at the college. He was worn out - stress-wise.”

Our passengers arrived almost simultaneously. We introduced one another to each other and went our separate ways. He said, “I’ll talk to you later Jack.”

Mr. Reynolds said that he retired out of the FAA at Springfield. He said that whenever Joe Brinell had questions regarding the FAA, he would contact him for advise. Mr. Reynolds said that he could not believe that Joe Brinell would “duck-under” on an approach. He said that Joe Brinell would bust instrument students on checkrides for being 50 feet below an approach altitude.

As taken by:

  
DAVID C. BOWLING  
Investigator-in-Charge  
National Transportation Safety Board  
North Central Regional Office, Aviation

Mr. David C. Bowling  
Air Safety Investigator  
North Central Regional Office  
311 W. 775 North Ave.  
West Chicago, Ill. 60185

April 4, 2000

Dear Mr. Bowling,

The objective of the letter is report my knowledge of incidents which occurred on the day of and prior to the accident of Cessna Citation, N525KL, on December 9, 1999.

Mr. Joe Brinnel, Pilot-in-Command of N525KL, was a personal friend of mine for over twenty-five years. ~~As luck would have it, we both ended up at St. Louis, Lambert Field on this tragic day.~~ We greeted each other at Mid Coast Aviation, discussed the weather, which was IFR but not severe, and activities relating to the Central Region Flight Standards District Office. Joe was obviously **not** the Joe I had grown to know and love. He ask me if we could have a private conversation. We excused ourselves and proceeded to a private area on the west wall of Mid-Coast Aviation.

Joe confided that Mr. Walt Hutchings of the Central Region's FSDO had demanded that all of Joe's logbooks be sent to him (Hutchings) at the FSDO for examination. He felt this treatment was the result of an ongoing dispute regarding flight tests that Joe had conducted for two of my applicants, Mr. Ian Johnson and Mr. Will Bird.

Joe believed that Mr. Hutchings' behavior was vindictive and stated that "Walt Hutchings is out to destroy me and the college's aviation program" Joe further stated that he had not slept a wink in the past three days. Joe was visibly stressed and in a dilemma as to what to do. He said: "I've turned my logbooks over to my attorney". He was fearful that Hutchings would either not return the logbooks or claim they had been lost.

Prior to this day, back in November, 1999, I called Joe to schedule two Practical check rides for the young men mentioned above. Since both of these checkrides were in Cessna 310's, Joe told me that he would have to call the local FSDO to obtain approval since his letter was for a Beech Baron and the Cessna 340. Approximately two days later, Joe returned my call and said that Mr. Steve Davis had given him approval to give the check-rides. We scheduled the rides and both applicants were successful in meeting their objectives.

Approximately two weeks later, Mr. Hutchings revoked both of the temporary certificates which Joe had issued by claiming that Mr. Steve Davis did **not** give approval.

Joe requested that Mr. Davis be given a lie detector test....as Mr. Davis does not have a sterling reputation among the aviation community.

This dispute became a sad "line in the sand" with Mr. Hutchings. Joe believed that Walt Hutchings would go to any length to destroy his (Joe's) reputation.

Joe was most disappointed in Hutchings' inability to address the **issue** instead of the **individual**.

Having spent twenty-seven years in the air traffic division of the Central Region, I thought it might be helpful to contact Mr. Hutchings, whom I did not know, and discuss the situation with the hope of finding a solution that would help the two young men involved. I called Mr. Hutchings and scheduled a lunch. After approximately a one-hour discussion, ~~it was obvious that Mr. Hutchings was steadfast in his position of denying Joe's~~ permission to give the checkrides and he further claimed that such approval could not be verbal.....it had to be in writing.

Back to the accident day....

Prior to departure, we looked at the weather together. In my opinion, there was no severe weather, only restrictions to visibility due to patches of fog. Joe and I discussed the weather at Point Lookout and we both agreed that it was not likely that anyone could expect to land at Point Lookout with the ceiling and visibility values we were given.

Joe and I discussed placing his aircraft in our hangar for the evening. Ground transportation was arranged for the drive to Branson, Mo. Not a problem!

Joe departed immediately in front of me. As we climbed to our respective altitudes there were at least three layers of clouds which I traversed. None of any consequence. During the descent, I broke out of a layer around ten to eleven thousand feet MSL and had visual contact with approximately fifty percent of the ground. Looking to the west, I could see the sun shining. There were patches of fog remaining over the remaining fifty percent with tops in these areas around three thousand.

About this time I heard Joe request a clearance to PLK. As a side note: I would have made the same decision. I could see all the way to Branson from the east side of Springfield and could have landed VFR at the Springfield Downtown airport from ten thousand feet.

After I landed at SGF, Mr. Harold Briar, supervisor at the Springfield ATCT called me and ask if I might have the phone number for PLK. He explained that he thought Joe had landed and simply forgot to cancel his IFR flight plan. The rest is history.

In conclusion, I believe there was a "Human Factor" involved in this accident which may never be explained. The stress that Joe was under (in his mind) was unbearable. His focus and level of awareness was certainly impaired. I was concerned about this during our discussion at Mid-Coast to the point that I offered to transport his passengers to Springfield in our aircraft. He assured me that he was "OK".

Looking back on the situation, and in the future, I will be more cautious and persuasive.

I believe our "civil servants" have an obligation to give positive assistance to the individuals they serve. Creating conditions and events which place undue stress and financial hardships on applicants are unacceptable.

I know that litigation on behalf of the families involved is pending. This litigation will involve the Central Region FSDO. It is our desire to see that situations leading up to this accident are not allowed to happen in the future.

I realize that this letter reads awkward and encourage you to contact me if you feel that I could be of assistance.

Jack Reynolds

[REDACTED]

Springfield, Mo. 65807

[REDACTED]

Tailwinds,

[REDACTED]

Jack Reynolds

## MEMORANDUM OF TELEPHONE INTERVIEW

Reference: CHI00FA040, Branson, Missouri, on December 9, 1999, at 1512 central standard time (cst), Accident involving a Cessna 525 Citation Jet, N525KL, piloted by Joseph Brinell.

Interview of Mrs. Grace Brinell, Branson, Missouri, wife of the pilot


Date: April 7, 2000 at 1500 cst

### SUMMARY

Mrs. Brinell said that the morning of the accident, Mr. Joe Brinell was awake and up before she was. She said that it was unusually early for him to be up. Mrs. Brinell said that she has to be up by 5:00 a.m., in order to leave their home at 6:15 a.m., to drive to her teaching job near Springfield, Missouri.

Mrs. Brinell said that the night before the accident, Joe Brinell got to bed around 10:30 to 11:00 p.m. She said that night, they were working on a draft letter to Mr. Jim Ramsey, an aviation attorney, explaining the most recent action taken by the Federal Aviation Administration, Kansas City, Missouri, Flight Standards District Office, against Joe Brinell, and seeking advice as to how to handle the situation. "I typed the letter for him. He (Joe Brinell) was looking at his logbooks, puzzled. What could they want with them? What are they after?" Mrs. Brinell said that the last thing they talked about was their upcoming vacation over Christmas Break. "Joe said, this (the FAA issues) will be over soon. We'll be skiing."

As taken by

  
DAVID C. BOWLING  
Investigator-in-Charge  
National Transportation Safety Board  
North Central Regional Office, Aviation



April 23, 2000

David Bowling  
NTSB, North Central Regional Office  
31W 775 North Avenue  
West Chicago, Illinois 60185

Dear Mr. Bowling,

I have been asked to share my thoughts and recollections, concerning my flight training at the College of the Ozarks. I am happy to do so, and hope I am able to convey fully the effect that training has had on my life and my career.

Any success I have had in this industry is due to the training I received from Joe Brinnell, whether directly or from an instructor under his supervision. I received all my ratings (with the exception of my multiengine commercial) in the College of the Ozark's flight program, and also served as a flight instructor. To say that I am familiar with the program's and, more specifically, Joe Brinnell's standards and ethics would be an understatement. Over the four years I was in the aviation science program and flight school, whether as a student or instructor, I was steeped in those ethics and standards. Those same ethics and standards have served me well throughout my career.

I know you will be receiving many other letters, so I will try to keep this as concise and as possible. Following are some of the precepts most important to Joe Brinnell – that he made sure were important to all of his students. I have never forgotten them:

There is no acceptable reason for an incomplete preflight. – This thinking extended beyond the preflight, into all aspects of flying. There was no acceptable reason for an incomplete anything.

"Get-there-itis" kills more people than any other factor - Decisions are to be based only on those things that affect the safety of the flight. All other factors, social or otherwise, are irrelevant, in light of safety.

Bending the rules is as dangerous as breaking them. - The clearest illustration of this standard is the tolerance we were allowed for approach minimums - plus fifty feet, minus zero.

The FARs don't have to be convenient - they have to be followed. – The FARs are the rule of law. Though I may not personally understand the rationale behind a regulation, their scope encompasses more than myself and my operation.

"Good enough" is not good enough. - Only excellence is acceptable. "Getting by" was not tolerated.

There are many of us in the industry that had our beginning under the tutelage of Joe Brinnell. If one considers the law of primacy, that means there will be that many more safe pilots in the skies. The program is not only responsible for producing pilots and aviation mechanics, but for making the entire industry safer, because of the ethics and methods instilled in those pilots and mechanics.

Any area of the industry I have succeeded in, I can tie directly to all that was instilled in me in the College of the Ozarks aviation science program. Any time I have failed in this industry, it is because I have fallen short of those ethics and methods.

Integrity and professionalism are the hallmarks of the College of the Ozarks aviation science program, of the flight school and certainly were of Joe Brinnell.

Please feel free to call or contact me through e-mail if I be of any assistance or if you would like more information or details.

My telephone number is [REDACTED]

Sincerely,

Alicia Hayes  
Second Officer  
Delta Airlines

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## Bowling David

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**From:** alicia a hayes [REDACTED]  
**Sent:** Wednesday, April 26, 2000 8:54 AM  
**To:** bowlind [REDACTED]  
**Subject:** Fw: College of the Ozarks flight training

----- Forwarded message -----

**From:** alicia\_hayes [REDACTED]  
**To:** gwelch [REDACTED]  
**Date:** Tue, 25 Apr 2000 21:58:07 -0400  
**Subject:** College of the Ozarks flight training  
**Message-ID:** <20000425.215807.-18011.0.alicia\_hayes [REDACTED]>

Dear Mr. Bowling,

I have been asked to share my thoughts and recollections, concerning my flight training at the College of the Ozarks. I am happy to do so, and hope I am able to convey fully the effect that training has had on my life and my career.

Any success I have had in this industry is due to the training I recieved from Joe Brinnell, whether directly or from an instructor under his supervision. I received all my ratings (with the exception of my multiengine commercial) in the College of the Ozark's flight program, and also served as a flight instructor. To say that I am familiar with the program's and, more specifically, Joe Brinnell's standards and ethics would be an understatement. Over the four years I was in the aviation science program and flight school, whether as a student or instructor, I was steeped in those ethics and standards. Those same ethics and standards have served me well throughout my career.

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"Get-there-itis" kills more people than any other factor - Decisions are to be based only on those things that affect the safety of the flight. All other factors, social or otherwise, are irrelevant, in light of safety.

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"Getting by" was not tolerated.

There are many of us in the industry that had our beginning under the tutelage of Joe Brinnell. If one considers the law of primacy, that means there will be that many more safe pilots in the skies. The program is not only responsible for producing pilots and aviation mechanics, but for making the entire industry safer, because of the ethics and methods instilled in those pilots and mechanics.

Any area of the industry I have succeeded in, I can tie directly to all that was instilled in me in the College of the Ozarks aviation science program. Any time I have failed in this industry, it is because I have fallen short of those ethics and methods.

Integrity and professionalism are the hallmarks of the College of the Ozarks aviation science program, of the flight school and certainly were of Joe Brinnell.

Please feel free to call or contact me through e-mail if I be of any assistance or if you would like more information or details.

My telephone number is [REDACTED]

Sincerely,

Alicia Hayes

## Bowling David

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**From:** alicia a hayes [REDACTED]  
**Sent:** Wednesday, April 26, 2000 9:14 AM  
**To:** bowlind [REDACTED]

Dear Mr. Bowling,

I just sent you an e-mail. In my closing, I forgot to include that I am a pilot for Delta Airlines. I am also sending a hard copy, which will include that information.

I felt that was important enough to send this follow-up.

Thank you for your time,

Alicia Hayes

## Bowling David

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**From:** Michael Plank [REDACTED]  
**Sent:** Thursday, April 27, 2000 5:25 PM  
**To:** bowlind [REDACTED]  
**Subject:** Joe Brinell

4-27-00

To: David Bowling  
From: Michael R. Plank  
    Captain DC-9  
    Line Standards Check Airman  
    TWA  
RE: Joe Brinell

I attended the School of the Ozarks from August 1970 until I earned my BA in 1975, with a couple of breaks along the way. I was the second CFI to attend the college under their work-study program. I first met Joe Brinell in the summer of 1972 when he trained and recommended me for my CFII (during one of my breaks from the college). It was at Joe's urging that I returned to the School of the Ozarks and finished my degree.

In all of my exposure to Joe, he was always the consummate professional. Whether on a FAR Part 135 trip, checking a student for a rating or flying a trip for the college, his standards for safety for himself and those around him were always the top priority and nothing less was acceptable.

Joe took care of most of the dealings between S of O and the FAA while I was attending the school. He maintained the FAR Part 141 flight school in addition to writing the program and receiving approval for the maintenance school at the college. In the years I was at the School of the Ozarks, the relationship with the FAA and the college were always congenial and professional. On the rare occasions when a change was requested, it was always swift and to the letter. It was a very good environment to be in as a young pilot for there was only one way according to Joe—the correct way.

I remained friends with Joe over the years and I've always been proud to count Joe as a close friend. He was a role model to all he encountered and his standards for flying were impeccable.

Sincerely,

Michael R. Plank  
Captain DC9—TWA  
Lines Standard Check Airman

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April 27, 1999

Mr. David Bowling  
NTSB, North Central Regional Office  
DuPage Airport  
31W 775 North Ave.  
West Chicago, IL 60185

Dear Mr. Bowling:

I am writing this letter regarding the aviation accident that involved Mr. Joe Brinell. As a graduate of College of the Ozarks I had the honor of knowing Joe both personally and professionally.

I have known Mr. Brinell for 22 years. We first met in 1977 when he interviewed me as a possible candidate for the aviation program at the college. Due to the financial requirements of the school I was not eligible to attend. Joe, being on the Board of Admissions, gave me a recommendation and I was later accepted into the college. Over the next four years I worked for him at the airport, first on the ramp and later as a flight instructor/charter pilot.

In those four years of service Joe not only taught me about integrity, taking responsibility for your actions, and being a professional, but he also gave me most of my flight checks early in my career. I also had many opportunities to fly with him on trips. I never saw him take any chances with weather, a maintenance item on the aircraft, or tolerate an outside distraction in the cockpit. Joe always kept safety a high priority and did not allow any deviation from safety standards by himself or anybody else.

After graduation I kept a personal relationship with Joe for the next 18 years. He invited my family and I into his home as part of his family. I watched his daughter and son grow up into very successful young adults. Joe has always had a genuine interest in my aviation career and my personal life.

My career with TWA has lasted 11 years and I am currently flying the MD80 as a F/O. I hope to be in Captains school some time this fall. Every time I get into an aircraft I think about how I reached this point in my career and how Joe positively affected my career. If it wasn't a flying skill, it was a work ethic or principle that he instilled in me as a young adult. I too respected his professionalism, his work ethic, and his level of knowledge. He was my mentor and a truly close friend, both on and off the flight deck.

In closing I ask myself two important questions. First from a professional standpoint- Did Mr. Joe Brinell do it right? - You Bet He Did! Second and more important from a personal standpoint - Would I put my family on an airplane that Joe Brinell was operating? - WITHOUT HESITATION!!!

I am proud to say Joe Brinell was a very good friend of mine. Please feel to contact me personally if you have any questions or would like to discuss this further. I may be reached after May 21 at [REDACTED] or [REDACTED]

Sincerely,

John D. Berryhill,  
First Officer-TransWorld Airlines

April 27, 1999

Mr. David Bowling  
NTSB, North Central Regional Office  
DuPage Airport  
31W 775 North Ave.  
West Chicago, IL 60185

Dear Mr. Bowling:

I am writing this letter regarding the aviation accident that involved Mr. Joe Brinell. I met Joe in 1984 after my husband and I visited the College of the Ozarks. Over the years Joe and I become close personal friends.

Joe was highly regarded by his friends, students, and colleagues; as a man with very high expectations of himself and others in aviation and in business. He was not an individual who would lower his standards for anyone or accept second best from a student, friend, or colleague. Joe had very strong convictions regarding safety and he instilled this professional attitude into his students. The professional attitudes Joe upheld created safer, more diligent professional pilots and mechanics in the industry. He was looked to as a mentor by many of his aviation students.

Joe was very well connected in the aviation industry. It wasn't uncommon for students and graduates to seek aviation advise from him. He was always eager to share his knowledge and he truly cared about the success of his students and graduates.

He has brought achievement and success to the College of the Ozarks through his individual accomplishments and the successes of his students. Since 1972 Joe has focused on growing of the aviation department and expanding the airport. As Director of Aviation, Joe worked very hard to bring business to the airport.

My husband attributes his success as a pilot for a major airline to Joe. I am proud to say Joe Brinell was a very good friend of mine. Please feel to contact me personally if you have any questions or would like to discuss this further. I may be reached after May 21 at [REDACTED]  
[REDACTED]

Sincerely,

Susan A. Berryhill, BS, RVT



## Bowling David

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**From:** james michalski [REDACTED]  
**Sent:** Friday, April 28, 2000 11:32 PM  
**To:** Mr. David Bowling  
**Subject:** Joe E. Brinell

April 28, 2000

Mr. David Bowling  
NTSB, North Central Regional Office  
DuPage Airport  
31W 775 North Avenue  
West Chicago, Illinois 60185

Dear Mr. Bowling:

This electronic mail is in regard to a Joe E. Brinell.

I was a flight instructor at M. Graham Clark Airport from the fall of 1988 through May of 1990. I met Joe in my first semester at College of the Ozarks in the Spring of 1987. Throughout the next three and half years I obtained my instrument rating, commercial pilot certificate, certified flight instructor certificate, and airline transport pilot certificate under the supervision of Joe Brinell.

Through having Mr. Brinell as a classroom instructor, flight examiner, and supervisor, I saw him as one who had a genuine interest in the students.

Safety, professionalism, and integrity were qualities I observed in him, adapted into my life, and tried to pass along to my flight students. Joe expected high quality work and preparation for check rides from both myself and my flight students.

Joe Brinell was a safe professional, who through many dedicated years of service, made College of the Ozarks and M. Graham Clark airport, a place for the students to get a quality education and help build a solid work ethic to prepare for life beyond the college's gates of opportunity.

I have considered it a privilege to have known and worked for Joe E. Brinell.

We will miss him.

Sincerely,

James G. Michalski  
Trans World Airlines  
MD-83 First Officer

**Brian Hill**

Kirbyville, MO 65679

**David Bowling**

National Transportation Safety Board  
North Central Regional Office  
Dupage Airport  
31 W775 North Avenue  
West Chicago, IL 60185

Dear Mr. Bowling,

My name is Brian Hill and I am a corporate pilot operating out of the M. Graham Clark Airport at Point Lookout, Missouri. It has come to my attention that you are requesting comments from former College of the Ozarks students regarding Mr. Joseph E. Brinell and the atmosphere at the M. Graham Clark Airport.

It has been my privilege to know Joe Brinell since the fall of 1995 when I entered the College of the Ozarks as an aviation science student. Throughout the three years I spent at the College of the Ozarks I was actively involved in many aspects of airport life at the M. Graham Clark Airport. My workstation at the college was as a line crew worker under Joe's supervision. Joe expected all of his workers to be responsible and to take pride in their work.

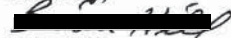
As a student in the aviation maintenance program I gained the knowledge and the skills necessary to easily surpass the requirements and become an A&P mechanic. This was accomplished in a professional yet relaxed atmosphere, except for the days when the FAA was there for a routine inspection. When an inspector with the FAA arrived, the mood at the airport, and in the classes, became strained. Instead of the FAA and the school working together for the benefit of all, there seemed to be an "us against them" or a "protective" attitude. This atmosphere resulted in the days of FAA visits being wasted. While we were still fulfilling the FAA requirements, we would only learn a fraction of our usual amount of material.

As a flight student I learned not only how to fly the aircraft, but I also gained a professional attitude as well. Throughout Mr. Brinell's ground school classes, he relayed not only the mechanics of aviation, but also the importance of a professional demeanor by all involved. This concept was further re-enforced on check rides. Although check rides with Joe could be considered a high stress environment, it was only that he pushed each individual to do his best and he accepted nothing less.

Upon completion of my degree at the College of the Ozarks, Joe helped me obtain a graduate assistantship at Central Missouri State University. This allowed me to complete a Master of Science degree in Aviation Safety before returning to the M. Graham Clark Airport as a corporate pilot. Operating out of Clark Airport on an almost daily basis, I routinely had the opportunity to converse with Joe on a number of issues. During this time period he became even more of a mentor to me, and we discussed a variety of issues from job advice, aircraft maintenance, and money issues, to weather concerns for specific flights. My most recent opportunity to fly with Joe came in August 1999 when I accompanied him on a test flight of the school's BE-55 Baron.

Joe's expectations of others were very demanding but always fair. He was a very busy man with responsibilities far more reaching than is generally realized. However, despite his busy schedule, he always seemed to make time to help others. He was very much a positive influence in my life and in the lives of many others.

Sincerely,

  
Brian Hill

Springfield, MO 65802

May 11, 2000

Mr. David Bowling  
National Transportation Safety Board  
North Central Regional Office  
Du Page Airport  
31 W 775 North Avenue  
West Chicago, Ill. 60185

Mr. David Bowling:

I am writing this letter to better inform you about Mr. Joseph E. Brinell. I had the privilege to be instructed by, work for, work with, be employed by, mentored to and, finally, be friends with Mr. Brinell. I first met Joe Brinell in 1983 when I started college at the School of the Ozarks, as it was called then. My first two semesters were very rocky and I left college until 1986. My return was not met with open arms. When I was in danger of not being accepted again, it was Joe Brinell, among others, who fought to get me back in. I worked at Joe's house doing carpentry to supplement my income during that first semester back because I had to pay for my first semester while I was proving to the college powers that I was serious about staying. Not only did Joe help me get back in, but he also helped me stay by his kindness and generosity.

Once back on track in school, I received my private, instrument, and commercial licenses while Joe watched my progression. He then approached me to become one of his flight instructors and took it upon himself to take time out of his summer schedule to instruct me. While being one of his flight instructors was a great honor and privilege because of limited positions, being Joe's friend was a much greater benefit in that he was always willing to lend a hand with whatever was the problem du Jour. After some time of being a flight instructor, I was able to go on trips in the school's Cessna 340 with Joe, taking the schools administrators about their daily business. Later I was entrusted by Joe to actually take trips by myself using other instructors as my co-pilot. During my time as one of Mr. Brinell's instructors we had weekly meetings about students' progress, problems, and upcoming phase checks. We also discussed professional standards endlessly with Joe constantly reminding us that we were the people who were setting examples for up and coming pilots. He always emphasized being professional, conservative and above all safety conscious. I instructed for Joe and also flew corporately with Joe for about two and a half years during college. During those years, I spent approximately 800 hours flying with Joe and I would have to say that Joe was absolutely the most safely conscious, conservative, and cautious person I have ever encountered. I have never seen him break the rules, bend the rules, or even suggest that it might be okay, not even just once. He never went below minimums on any of the literally hundreds of approaches I shot with him. He always insisted that two pilots be in the airplane and we never pushed the limits of bad weather nor the capabilities of our aircraft. There were numerous occasions that we had to divert to Springfield after missing the approach in Point Lookout. Joe never had a problem with simply landing in Springfield and renting a car to drive to Branson when the need arose.

In 1992, I received my first corporate position that eventually blossomed into a jet job flying Cessna Citations similar to the one the College of the Ozarks was destined to acquire. In April of 1998, College of the Ozarks purchased a 1994 Cessna Citation Jet CE525. Joe Brinell contacted me and asked me to come work with him in Branson, flying the CJ. We received our type ratings in August of 1998 and we flew together until February of 1999. During that time we flew approximately 200+ hours together in the CJ. Joe and I flew the Citation in various weather conditions and had occasion to shoot many instrument approaches. Joe was keenly aware of his inexperience with pure jet aircraft at that time and was extremely cautious and conservative during the time we flew together. We had occasion to shoot the GPS 11 approach many times as well as the runway 29 approach. When we were shooting the GPS 11 approach, we always had both the GNS-XLS and the KLN-90B dialed up to the same approach and we could display either box on the EFIS-HSI while backing up the approach with the second box. Never at any time did we ever descend below minimums on the GPS 11 approach or any other approach. Joe insisted on using the checklist in every phase of flight and we always backed each other up while executing instrument approaches. The EFIS display, as well as the backup display, not only showed the approach fixes but also the altitude limitations associated with the fixes. We always had the instrument approach charts clipped to the yoke and would use the altitude limitations labeled on the chart to set our altitude limitations in the altitude pre-select. I am sure you are aware, the GPS 11 approach is literally named after Joe Brinell and, after 30 years of flying into and out of the same airport, Joe knew the terrain better than anyone.

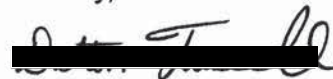
Joe's other responsibilities at the airport included airport manager, chief flight instructor, director of aviation, designated pilot examiner and, finally, area safety advisor for the Federal Aviator Administration. Over the years that I knew Joe, his attitude towards every aspect of his position can be summed up in two words, "Safety First". He always would look at every responsibility, problem, or situation through so called "safety goggles". I personally witnessed his duties from 1986-1992 and also shared in some of his duties as his employee from April 1998 through February 1999. He always insisted that all our aircraft be meticulously maintained specifically including 100 hour inspections, annual inspections, and airworthiness directives. He upgraded the entire training fleet's avionics packages and even had all the airplanes refurbished and repainted in the colleges own livery. As for the Citations maintenance, we utilized Cessna's own computerized maintenance program, parts program, and we took the aircraft to Cessna Citation service centers for its routine maintenance. In fact, he had a TCAS purchased that was to be installed just a few days after the accident. One of the main reasons for purchasing a Citation was its superb safety record.

Joe Brinell certainly left his mark on the College of the Ozarks not only through his unparalleled Aviation contributions but also through the thousands of lives he touched, one of which is mine.

I dare say that Mr. Joe Brinell was the finest pilot I will ever meet and his legacy is one of safety and professionalism and integrity. Joe's personal legacy speaks much like his professional one, but also includes undying friendship, loyalty and genuine caring.

I hope this letter will help you better understand the man, my friend, Mr. Joseph Edward Brinell. Please feel free to contact me if you need any further information.

Sincerely,



Dalton H. Trussell

## Bowling David

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**From:** D. & L. De Vries [REDACTED]  
**Sent:** Wednesday, April 26, 2000 5:46 PM  
**To:** David C. Bowling  
**Subject:** Joe Brinell

Mr. Bowling:

I am writing regarding Joe Brinell, who was involved in an accident at College of the Ozarks in December, 1999. It may be difficult to "encapsulate" my relationship and experiences with Joe in a note, but I'll do my best.

During the four years I attended College of the Ozarks as a student (1992-1996), I worked with Joe Brinell as both a flight instructor under his supervision, and as his co-pilot on countless corporate flights with school administrators and other officials.

My experience with Joe was nothing less than a priceless education. As Chief of O's Director of Aviation and a seasoned pilot, Joe taught me valuable lessons about everything from federal regulations to safety procedures. As I pursued a degree in aviation science, I regularly turned to Joe for advice and support. He was the type of person I still try to emulate---someone whose own actions and wisdom always spoke volumes about his love for flying and teaching. Indeed, Joe was my mentor and my friend.

As chief flight instructor, airport supervisor and a pilot, Joe always demonstrated total competence, conscientiousness and professionalism---in and out of the cockpit. Safety was always Joe's number-one priority (he was the one who taught me to NEVER fall prey to "get-home-itis" if weather conditions or other concerns arose), and to this day I take his coaching with me on every single flight. I am currently a first officer with TWA (I became employed there as a flight engineer in 1996, a few months after my graduation from college). I sincerely believe that I would not have been so passionate in my own pursuit of an aviation career---and as successful in securing one so quickly---without Joe's dedication and inspiration. I only hope that I can continue to meet the high standards Joe personally upheld and established for me---and for so many others---and I know I will never forget the impression he made on my personal and professional life.

Please feel free to call with any questions.

Sincerely,

Derek S. De Vries  
[REDACTED]

## Bowling David

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**From:** Mason, Roger A. [REDACTED]  
**Sent:** Tuesday, April 25, 2000 10:25 AM  
**To:** 'bowling [REDACTED]  
**Subject:** Joe Brinell

Mr. Bowling,

I am writing to explain my relationship, both personal and professional to Mr. Joe Brinell who was involved in an accident at College of the Ozarks in December, 1999 and of which you are the Investigator-in-Charge.

I first met Joe in August, 1971 when I enrolled at the school as a sophomore and I was assigned to the airport as a flight instructor. Joe was my supervisor. We did not have an aviation science major at the time so my academic counselor was in the business department, but Joe was more than willing to help all of the instructors achieve their academic goals. His advice in that area was invaluable.

One of the impressions I will always have of Joe is his professionalism toward aviation. I can say emphatically that the reason I am in the position I have attained today is due entirely to Joe's tutoring and counseling. I made it a point in my early career to emulate Joe because of his professional attitude and his safety awareness. I flew several hundred hours with Joe as a student and was impressed with the way he handled flight operations and any problems that he encountered. I will state that his standards were extremely high and he demanded the same from his students. I remember clearly several occasions that Joe would not begin the flight, or we diverted because the weather was not suitable for safe operations. This made quite an impression on me as a young pilot.

After school I was employed by an airline and maintained a close personal friendship with Joe through the years. When my oldest son became interested in flying, I insisted he attend the College to mentor under Joe because of Joe's high standards and professionalism. I was not disappointed. My son received the finest training at the hands of Joe that any pilot could ever receive and as a result, he too is employed today as an airline pilot.

Mr. Bowling, I could go on for quite some time regarding Joe's attitude, professionalism, work ethic, and approach to flying, but I think you can make the conclusion that I feel Joe was the consummate professional pilot. I owe my position in the industry to Joe and can only say that he was without a doubt the finest, safest pilot I have ever worked with. Anyone that would say otherwise has either very little aviation experience or has never worked with Joe and is making allegations based on hearsay.

If you have any further questions, please feel free to contact me at any of the numbers listed below. I can think of no better endorsement for Joe than to say that I considered him one of my best friends and would fly with him anywhere at anytime. Thank you for your time and consideration.

Roger A. Mason  
Assistant Chief Pilot, Western Region  
TWA  
[REDACTED]

## MEMORANDUM OF INTERVIEW

Reference: CHI00FA040, Branson, Missouri, on December 9, 1999, at 1512 central standard time (cst), Accident involving a Cessna 525 Citation Jet, N525KL, piloted by Joseph Brinell.

Interview of Mr. Curt Ladendorf, Senior Student in the Aviation Sciences at the College of the Ozarks, Pt. Lookout, Missouri.

Date: March 13, 2000 at 1635 cst

### SUMMARY

Mr. Ladendorf said he was a recent graduate of the maintenance school. He is a senior and will graduate in May. Mr. Ladendorf said that the Aviation Sciences Program was a good program. The school had good instructors.

Mr. Ladendorf said that he knew Joe Brinell. "It seems like he was always doing something, always busy." He said that it never looked like it (work) was getting to him.

Mr. Ladendorf said that he was close to finishing his instrument rating. He said that he had his private pilot certificate. Joe Brinell gave him his checkride. "It was good. I was nervous, but I was prepared."

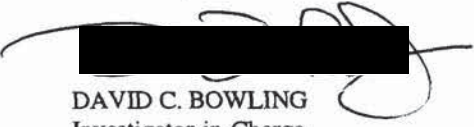
Mr. Ladendorf said Barton Moore was an acquaintance. He didn't know him well. He said that he did fly with him once. "He was checking to see how I was doing. We were up for ½ and hour. It was fine."

At the time of the accident, Mr. Ladendorf said he was on the field working in the maintenance shop. "Nobody knew where the plane was. I was up here (on the airport) 'til 7:00 p.m. answering phones."

Mr. Ladendorf described the weather as varied - sometimes rainy. It was light to heavy, to no rain. It was also hazy. He said that he was only there in the afternoon. He wasn't at the airport that morning when they Joe Brinell and Barton Moore took off for St. Louis.

Mr. Ladendorf said that the reasons he has heard for the cause of the accident were flameout, instrument failure, scud running. He said that (scud running) was one of many rumors.

As taken by:

  
DAVID C. BOWLING  
Investigator-in-Charge  
National Transportation Safety Board  
North Central Regional Office, Aviation