

Communication Summary

June 27, 2019 and July 4, 2019

Information from: Mr. David Wright, MEI



Summary & Factual Information: Mr. Wright was asked for his recollections of the pilot and dual instruction given to the pilot. He was subsequently asked his recollections of the airplane. He, in part, advised:

I am the Chief Flight Instructor at United Flight Systems in Houston. In October 2018, I was asked by Mr. Kendrick if I could train him in his Cessna C337 as I was the only Multiengine Instructor at that time. I told him that I had no C337 experience, but he had me fill out his insurance documents regardless. I sent on the documents to his insurance company listing my flight experience. I was completely honest reporting 0 (zero) flight hours in C337. Within a few hours, the insurance company responded in the positive that I would be covered as a flight instructor for Mr. Kendrick in his C337. Additionally, I told Mr. Kendrick that I could not provide instruction to him until I complied with 14CFR61.195(f) {requires minimum 5 hours of Pilot in Command in Make & Model of Multiengine Airplane}. He allowed me to fly his airplane that afternoon in order to build Pilot in Command time. I flew the aircraft for approximately 2 hours. We put the aircraft in his hangar at the end of the flight. I never heard back from Mr. Kendrick. The first time I was even reminded of his name was a phone call from an insurance adjuster(?) just after Mr. Kendrick's accident. The insurance adjuster was seeking information on next of kin. My name was the only name on the insurance policy, it was assumed that I knew more of the family. I didn't even remember Mr. Kendrick's name until the insurance adjuster informed me about the C337 accident.

I provided Mr. Kendrick an hour of instruction in a Flight Training Device (Redbird AATD) set up as a conventional multiengine aircraft. I flew his aircraft approximately 2 hours as Pilot in Command.

The aircraft had a paint job that appeared to be done [by] spray paint can. The avionics were old. The powerplants operated nominally (within parameters). It appeared the aircraft had not been updated, but was airworthy. All primary systems operated nominally.

I can attest that the above summary is correct to the best of my knowledge:

Edward F. Malinowski
National Transportation Safety Board
Air Safety Investigator