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**To:** [Rodi Jennifer](#)  
**Cc:** [Martin, Edward C \(FAA\)](#); [Halatsis, Nikolas \(FAA\)](#)  
**Subject:** 2019-05-08-N111JP-WRITEUP  
**Date:** Tuesday, June 11, 2019 12:35:14 PM

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Good afternoon Jennifer,

Below are my notes from last month and yesterday. You may have noticed it, but if not the write-up is a couple paragraphs below. The PIC was on his second solo flight in an M20J on mishap date. All other logged flights in the previous 3 years that we had in the logbook were in a P-28A. His first solo flight in the M20J the day prior was in CAVU weather/per his log notes. I am unfamiliar with the differences in flying these two different make/models, but the career GA pilot working next to me says there are significant differences. I have also included the Phone# and my brief notes from a discussion with the Moose lake mechanic today.

Thanks,  
Nick

2019-05-10/1030L ASI OPS/AW ARRIVED AT MOOSE LAKE AND MET UP WITH NTSB. AIRPORT WALKED TREE LINE IN DIRECTION OF FLIGHT PATH VISUALLY INSPECTED FOR IMPACT DAMAGE, NOTHING NOTED. INTERVIEWS CONDUCTED AT MOOSE LAKE HOSPITAL WITH HOSPITAL ADMINISTRATOR AND TWO NURSES THAT WORKED WITH THE DOCTOR/PIC. THE DOCTOR'S STANDARD WAS 2 DAYS A WEEK AT MOOSE LAKE. THE STAFF WAS NOT AWARE OF A STANDARD BACKUP OVERNIGHT PLAN OR HOTEL. THEY STATED THE DOCTOR HAD DRIVEN BEFORE IF THE WEATHER WAS NOT GOOD. THE PIC WAS PAGED AT 15:58 (PAGER LOG VERIFIED) TO RETURN TO THE HOSPITAL, FROM HIS CAR, TO GET HIS BLUE TOOTH PHONE PIECE. HE RETURNED SOON AFTER PAGE, PICKED UP THE DEVICE AND DEPARTED FOR THE AIRPORT BETWEEN 16:00 AND 16:05. (HIS NURSE PUNCHED OUT AT 16:06, HE WAS GONE AT THAT TIME). IT WAS A FIVE MINUTE DRIVE TO THE PARKING SPOT AT THE AIRPORT. EARLIEST ARRIVAL WOULD BE 16:00 + 5 = 16:05. IT IS A 2 MINUTE WALK FROM THE CAR DIRECTLY TO THE AIRPLANE = 16:07 AT THE EARLIEST. THE NURSE THAT DEPARTED AT 16:06 STATED IT WAS SNOWING ON HER CAR AND MELTING WHEN IT HIT THE CAR. THE ADMINISTRATOR THAT LEFT AT 17:00 SAID SHE HAD A COUPLE INCHES OF SNOW ON HER CAR, THERE WAS ENOUGH FOR SLIPPERY ROADS, AND SHE COULD FEEL HER CAR PUSHING THROUGH THE SNOW.

THE NEXT DAY THE DOCTOR WAS SCHEDULED TO WORK 60 MILES SOUTH AT MORA(KJMR), MN HOSPITAL/CLINIC. STAFF STATED; TWO DAYS AFTER MISHAP, ON FRIDAY, THE DOCTOR WAS FLYING TO GERMANY TO VISIT HIS DAUGHTER.

AT THE AIRPORT:

MET WITH CIVIL AIR PATROL, TOM FITZHENY, [REDACTED] HE STATED THE LAST PING ON THE DOCTOR'S CELL PHONE WAS 16:28 VIA AIR FORCE RESCUE COORDINATION [REDACTED] FORT WORTH SECTOR SUPERVISOR WAS CONTACTED REGARDING CLEARANCE, [REDACTED],

CLEARANCE WAS GIVEN OVER THE PHONE AT 16:28 LOCAL.  
1-800-WX-BRIEF WAS CONTACTED, THEY VERIFIED THAT THE PIC HAD CALLED, AND GOT A WX BRIEF AT 15:41, THIS BRIEFING WAS LOGGED COMPLETE AT 15:45.

OTHER POINT OF CONTACT:

BOB MATARELLI [REDACTED], LOCAL PILOT, DID NOT KNOW PIC, KNEW LOCAL MECHANIC.  
LOCAL MECHANIC, STEVE KORHONEN [REDACTED], SUPPOSEDLY FAMILIAR WITH PIC, MESSAGE LEFT NO REPLY.

POC LARRY? OWNS HANGAR THAT THE PIC USED FOR WINTER PLUG INS.

QUENTIN ANDERSON AIRPORT MGR [REDACTED].

2019-06-10 ASI OPS/AW MET WITH NTSB AT AIRLAKE WENTWORTH HANGAR. PILOT LOGBOOK RECOVERED. LAST FLIGHT REVIEW CONDUCTED 10/31/2018 BY CFI THOMAS BAILEY [REDACTED] 4,182 FLIGHT HOURS LOGGED AS OF 5/7/2019. NO FLIGHTS LOGGED IN AN M20J IN THE LAST 3 YEARS OTHER THAN 10 FLIGHTS SINCE 4/7/2019. ALL OTHER FLIGHTS IN THE LAST 3 YEARS WERE IN A P-28A. OF THE 10 FLIGHTS IN THE M20J, ONLY 1 OF THEM, CONDUCTED 5/7/2019 THE DAY BEFORE THE MISHAP, WAS A SOLO FLIGHT LOGGED AT .9 TO MORA, MN, KJMR, WEATHER ON 5/7/2019 IS LOGGED CAVU. PRIOR TO 5/7/2019, THE 9 DUAL GIVEN FLIGHTS LOGGED IN THE M20J = 9.4 HOURS. THE DUAL GIVEN ENDORSEMENT IS DRAWN WITH A LINE, NOT EVERY LINE IS PROPERLY ENDORSED, THIS LEAVES US TO BELIEVE THE SAME INSTRUCTOR DID ALL OF THE DUAL GIVEN 9.4 HOURS.

2019-06-11 CALL BACK RECEIVED FROM MOOSE LAKE MECHANIC STEVE KORHONEN. HE HAD MET PIC ABOUT HALF DOZEN TIMES. DOES NOT THINK HE HAS HANGAR KEYS AND ACCESS TO TOOLS SUCH AS A BROOM. MENTIONED HE KNOWS A GENTLEMAN THAT SAW THAT PLANE SITTING THERE AT 16:15. STATED HE HAD SEEN THE PIC TAKE OFF IFR OVER THE YEARS, BUT DID NOT HAVE PERSONAL KNOWLEDGE OF OTHER RISK TAKING ACTIVITY REGARDING FLIGHTS IN MARGINAL WEATHER.

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[REDACTED]  
[REDACTED]  
[REDACTED]