

7/18/16.

This morning I met with my student Chris Nielsen to prepare him for his instrument checkride.

We got started on his iacra at 810 am approx. we then did some ground instruction in my office. to ensure his knowledge was sound for the checkride. At about 945 am we went to dispatch to get ready for a final flight before his checkride. I had planned last night to meet frank at 1000 am in the USU dispatch so I could sign his weight and balance. The last time we flew was I believe June 30. (I don't have my logbook with me and talon is locked) he went on vacation to new York after our last dual flight to visit his brother and mom.

He had completed 2 other solo flights prior to this flight this morning's scheduled solo flight. I had Ashley Martinez ensure his weight and balance was in order and sign it prior to flying like with all flight operations here at USU.

This morning Frank acted as he always does. Ready to fly, excited to fly. We discussed getting him a copy of the slow motion video I had taken on our last dual flight to Alpine WY. He had been working really hard to perfect the commercial maneuvers including; lazy 8, 8 on pylon, steep turns, chandelles, steep spirals, stalls and recoveries. We are unable to practice spins in the DA-40 but we had discussed the acronym for recovery from them PARE. And per the DA-40 POH specifically power idle, full opposite rudder, full forward on the stick ailerons neutral.

Frank came prepared for every lesson, he would study areas that were unclear after each flight. Frank respected the aircraft and knew the operating limitations. I cannot imagine a scenario where would willingly put himself in an unsafe situation. He followed the USU sops and program handbook. He brought his go pro camera with him on cross country flights so that he could better learn ATC communication. At first when I learned that his aircraft was down and that the ELT signal seemed to be coming from the Blacksmith Fork canyon, I thought, No that cannot be, I have instructed him on the dangers of flying through canyons, He knows that there is no need to do such a thing, especially while practicing these commercial maneuvers.

His demeanor was upbeat, positive. He was always using the critique that I had for him after maneuvers and then he would implement modifications to better the maneuvers. He was one of the students that made safety a priority.

Taylor Dawson

7/18/16

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CFI

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Exp 2/18