

From: Elizabeth Lillard
Sent: Saturday, June 18, 2016 1:36 PM
To: Latson Tom

Mr. Tom Latson, NTSB

Thank you for your phone call. I would like to provide you with as much information as I can to help you in the accident investigation involving Dana Gray.

My most recent flights with Dana were on 9/15/15, 9/23/15 and 9/28/15. You asked me to describe what Dana and I did during these flights.

These three flights were considered the first flights of her Instrument training. We had a preflight and a post flight discussion with every lesson. Specifically, before our lesson on 9/15/15, we talked about Checklists, Preflight, Basic Instrument Control and reviewed the PAVE and IM SAFE checklists. On 9/15/15 we did climbs, turns, descents, instrument scan, pre and post flight and discussed collision avoidance and runway incursions. On 9/23/15 we did more of the same and added compass turns, timed turns and introduced VORs. On 9/28/15 we did VOR intercepting and tracking.

You also asked me if these three flights could be considered a BFR. That answer is no.

You asked me what my experience is in the Cirrus. I am a Cirrus Trained Instructor. I have over 1100 hours of dual given with 80 hours of that being in a Cirrus.

The last question you asked me was "Have I seen Dana in a stressful situation?" I will say that she handled every situation that we had been in with composure and was able to maintain control of the airplane, comparable to any student I have worked with.

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Elizabeth Lillard

From: Ross Fischer
Sent: Wednesday, June 15, 2016 2:24 PM
To: Latson Tom
Subject: N4252G Accident Information

Tom,

Thank you for your phone call today. I wanted to provide you with some information regarding my most recent flights with Mrs. Gray and offer any assistance that I can be of in this matter.

I flew with Dana only twice after she was certificated. Once on 8-4-14 and once on 9-24-14. Both flights were recurrent training flights, but neither flight would complete the requirements of 14 CFR 61.56 for a flight review.

In regards to Dana's ability to handle stressful environments, I only flew with her a handful of times, the few times I observed a stressful situation, she handled it within acceptable levels and retained composure and the ability to fly the airplane.

As for my qualifications, I am the Chief Instructor for First Global Aviation, a Cirrus Training Center, and a qualified Cirrus Standardized Instructor Pilot. I have around 400 hours dual given in cirrus aircraft, 500 cirrus total. 2900hrs total.

Please let me know if you need any more information.

Ross Fischer
Vice President
Oklahoma Aviation