



## RECORD OF CONVERSATION

**Timothy N. Sorensen**  
**Aviation Accident Investigator**  
**Central Region**

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**Date: September 27, 2017**  
**Person Contacted: Randy Lane – Aviation Dynamix**  
**NTSB Accident Number: CEN17FA072 – Cleveland, Ohio**

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### **Narrative:**

Mr. Lane stated that his normal practice related to flight director/autopilot setup is to activate the flight director at or before reaching the runway hold short line. Once cleared for takeoff, the flaps are set and the pitot heat is turned on. When aligning with the runway heading, the heading bug in “centered” for takeoff. After takeoff, the landing gear and flaps are raised, and the yaw damper is turned on. When high enough, the autopilot can be engaged. The minimum height for autopilot use is 300 feet agl. He added that the autopilot is critical to flight safety, noting that “things happen fast” in that airplane.

Mr. Lane explained that he uses heading as the lateral flight director mode during takeoff. The heading bug is aligned with runway heading before takeoff. Once the autopilot is engaged after takeoff, the heading mode can be used until a nav mode is selected. He noted that using the takeoff lateral mode, rather than heading, provides for a wings level attitude. This might cause a problem during an engine failure on takeoff since a yaw due to the asymmetric thrust may cause the heading to wander.

Mr. Lane noted that static takeoff procedures were used during training, which allowed the engines to spool up before beginning the takeoff roll. He added that slight differences in the rate at which each engine spools up can require additional rudder inputs during the roll. Beginning the roll with both engines at or near takeoff thrust reduces the need for rudder inputs.

Mr. Lane noted that the proper procedure when engaging the autopilot is to verify that the green “AP” annunciation is present at the top of the primary flight display. This indicates that the autopilot is, in fact, engaged. He commented that the autopilot button on the flight guidance panel also has an indication light that illuminates when the autopilot is engaged. In his opinion, the lighting of the flight guidance panel is dim and the individual buttons can be difficult to see at night.

Mr. Lane recalled that twice during training, the accident pilot had pressed the AP XFR button on the flight guidance panel when he had intended to active the autopilot by pressing the AP button. In both instances, the accident pilot did not notice the error and Mr. Lane had to point it out to him.

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**Lane (September 27, 2017)**

Mr. Lane stated that most of his training experience is in the Mustang, Citation CJ1+, Citation CJ2+, and Citation 3 airplanes. The accident pilot was the first individual he had provided initial training to in the CJ4. For owner/operators, the Mustang is a common first type rating in a turbojet-powered airplane.

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**Date: January 3, 2017 / January 11, 2017**  
**Person Contacted: Randy Lane – Aviation Dynamix**  
**NTSB Accident Number: CEN17FA072 – Cleveland, Ohio**

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### **Narrative:**

Mr. Lane provided the initial training to the accident pilot in preparation for his Cessna 525 type rating. The training was completed in the accident airplane. The initial flights were business/personal trips for the pilot rather than strictly training.

Mr. Lane picked up the accident airplane at the Greensboro Cessna Service Center on October 15, 2016, and flew it to OSU. Mr. Lane and the pilot flew a total of about 50 hours over 30 flights, after which the pilot successfully passed the type rating practical test. On December 15, 2016, they flew from OSU to MCO and the airplane went into maintenance. The pilot completed a 3-day recurrent training program at Flight Safety while the airplane was in maintenance. The pilot then flew back from MCO to OSU single-pilot after the maintenance and training were completed.

Mr. Lane described the pilot as a “very sharp guy,” who “came to the lessons prepared.” The pilot was “all over the stuff.” Mr. Lane was comfortable with the pilot’s abilities; if he mentioned something to him once, the pilot would do it. The pilot previously flew a Cessna Mustang.

According to Mr. Lane, the Mustang is a good platform for pilots new to jets. When transitioning to the Citation CJ4, however, “things happen fast” (as compared to the Mustang). He added that “down low, things happen really quick.” Most pilots are behind the Citation CJ4 initially and the accident pilot was no different. However, the pilot transitioned well and was keeping up with the airplane at the end of the training.

Mr. Lane noted that there were a few minor issues with the airplane, but nothing significant and nothing safety of flight related. For example, the right side FMS controller would not initialize and the electrical power would need to be recycled. There was never an issue in-flight.

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