

# FAA Designated Pilot Examiner Surveillance Summaries

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Presented in reverse chronological order, the following are FAA surveillance summaries for the five most recent ATP check rides that FAA Designated Pilot Examiner (DPE) Gene Reynolds completed:

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ATP Applicant:           Stephan Azab  
Check Ride Date:        04/28/2016  
Airplane Flown:         Cessna 310F (N6770X)  
Phone Number:         [REDACTED]

Prior to leaving for the flight portion of the check ride, Mr. Reynolds went into great detail with Stephan about what maneuvers would be performed. Mr. Reynolds also briefed with Stephan about the three-way exchange of flight controls that could take place at any time during the check ride. Stephan discussed that during the run-up of the aircraft it was discovered that there was a needle on the rpm gauge that was sticking and that the airplane was taxied back to the ramp and maintenance was performed on the gauge which was swapped from a parts aircraft that the owner of the aircraft had. This process took about 3 hours to complete but when completed the gauge operated correctly. A pre-takeoff briefing was conducted by Stephan explaining to Mr. Reynolds the series of events that would need to be done in case of a simulated or possibly real engine failure during and after takeoff. Mr. Reynolds agreed to what the applicant had said during the briefing but Mr. Reynolds also verbalized his own pre-departure checklist while holding short of the active runway so that they were both on the same page. After takeoff from the North Little Rock Airport they did steep turns, unusual attitude recoveries, stall series followed by multiple instrument approaches at both Little Rock (KLIT) and North Little Rock (KORK) with two of those approaches being conducted with a simulated engine failure.

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ATP Applicant:           Cynthia McKenna  
Check Ride Date:        04/12/2016  
Airplane Flown:         Cessna 310F (N6770X)  
Phone Number:         [REDACTED]

She was responsible during the flight portion of the check ride to conduct the briefings and checklists. They departed south towards Pine Bluff and completed their inflight maneuvers (steep turns, stalls, unusual attitudes) then they completed a single engine ILS to KPBF with a missed approach. They followed this approach with an additional single engine ILS with a landing to a full stop at Pine Bluff, AR. They conducted an aborted takeoff at Pine Bluff followed by a normal takeoff and flight to Little Rock. They completed a VOR-A approach at Little Rock with 2 turns in holding with a circle to land on the approach. Mr. Reynolds and Cynthia discussed the procedures for positive exchange of flight controls and the pre-takeoff briefing prior to their flight. Additionally, Cynthia stated in here pre-takeoff briefing to Mr. Reynolds what procedures she was going to follow for handling an engine failure after takeoff and Mr. Reynolds was in agreement with her briefing.

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ATP Applicant: James Propst  
Check Ride Date: 03/26/2016  
Airplane Flown: Cessna 310F (N137)  
Phone Number: [REDACTED]

The check ride started in Walnut Ridge, AR conducted steep turns, unusual attitude, Vmc demonstration and stall series. Continued flying to Blytheville, AR to conduct ILS approaches. James discussed that there was extensive pre-flight and pre-takeoff discussion of positive exchange of the flight controls and a briefing on what the expected procedures were if the aircraft happened to experience inadvertent engine failure during the takeoff roll, just after rotation, or on climb out from the airport.

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ATP Applicant: Derek Monnier  
Check Ride Date: 03/19/2016  
Airplane Flown: Piper PA-34-200T (N8165Y)  
Phone Number: [REDACTED]

They departed North Little Rock, AR airport to Pine Bluff, AR during the enroute portion of the check ride they conducted airwork (stalls, unusual attitude recovery, steep turns) then an engine failure and restart. They then conducted two ILS approaches to Pine Bluff with a simulated engine failure. This was followed by a rejected takeoff due to simulated engine failure then a normal takeoff. They headed to Little Rock, AR and completed a GPS approach with a circle-to-land. The applicant stated that they briefed the positive exchange of flight controls and the engine failure during takeoff briefing both right after the oral portion of the test was completed and just prior to takeoff. He stated that Mr. Reynolds was overly organized and meticulous with all of the portions of the practical test.

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ATP Applicant: Jimmy Propst  
Check Ride Date: 03/05/2016  
Airplane Flown: Cessna 310F (N137)  
Phone Number: [REDACTED]

Gene had conducted 5 different check rides for Mr. Propst in the past 2-3 months (cfi renewal flight, multi-engine commercial instrument, multi-engine instructor, ATP multi-engine, and ATP single-engine) Additionally, Gene Reynolds conducted several other check rides for his two sons. He explained that Gene was always overly prepared and always asked to see all of his documentation including picture identification to verify the applicant had all of the required information. A thorough pre-flight and pre-takeoff briefing was conducted both on the ground prior to flight and in the aircraft before starting the engines for the flight. It was stated from Mr. Propst that Gene was very anal and methodical in regards to his preparation and planning that took place prior to and during a check ride.