

RECORD OF	<input checked="" type="checkbox"/> VISIT	<input type="checkbox"/> CONFERENCE OR	<input type="checkbox"/> TELEPHONE CALL	TIME 10:00 AM	DATE 07/12/2002
NAME (S) OF PERSON (S) CONTACTED OR IN CONFERENCE AND LOCATION Dean Richard Sibley				ROUTING	
[REDACTED]				SYMBOL	INITIALS
Mr. Sibley was the recommending flight instructor for Mr. Michael Andrew Brand,					
pilot-in-command involved in fatal accident,					
SUBJECT Accident investigation , N8145M, CE-310, on 7/4/02.					
DIGEST					
Reviewed Mr. Sibley's pilot log book and flight instructor records. Mr. Sibley's records indicated he provided Mr. Brand with 5.2 hours of multiengine flight training, of which 1.8 hours were devoted to emergency procedure training, and 4.0 hours of ground instruction in a Cessna 310. This training was provided to Mr. Brand in preparation for Mr. Brand's multiengine practical test at the commercial level. Mr. Sibley stated that as he recalled, Mr. Brand was a better than average multiengine student. He said that he was well disciplined regarding use of check lists and seemed to catch on to the multiengine concept quickly. He attributed this to Mr. Brand's prior military helicopter training. I asked Mr. Sibley how he came to know Mr. Brand. He stated that Mr. Brand was given his name by a local aircraft salesman, Bob Cullin. Mr. Sibley stated that he used one of Mr. Cullin's Cessna 310s to provide the training to Mr. Brand. I asked Mr. Sibley to describe the technique he uses for simulating an engine failure. Mr. Sibley stated that between 0 and 50 % Vmc he retards the mixture control, above 50% Vmc up to 3,000 feet AGL he retards the throttle, and above 3,000 feet AGL he retards the mixture control. He then has the student then identify the inoperative engine, verify the inoperative engine by retarding the throttle, then moves the propeller lever for the inoperative engine aft approximately one inch(simulating feathering a dead engine) . Mr. Sibley said he then sets zero thrust for the single engine work. Note: Upon inspection of the power controls of the aircraft involved in this accident, I found the left throttle control half way back from full, right throttle was full forward, left propeller control aft approximately 1 inch, right propeller					
CONCLUSION, ACTION TAKEN, OR REQUIRED					
DATE 07/04/2002	TITLE Aviation Safety Inspector			SIGNATURE [REDACTED]	

control full forward, and both mixture controls full forward). I informed Mr. Sibley that our records indicated Mr. Brand failed the practical test at his first attempt at multiengine certification. I asked Mr. Sibley what he knew about the failure. Mr. Sibley stated that he had scheduled the multiengine practical test for Mr. Brand with a pilot examiner in Kingman, AZ, Mr. Joseph Sheble III. Mr. Sibley stated that the plan was for he and Mr. Brand to fly a Cessna 310 from Corona, CA, to Kingman, AZ, for the practical test, and that he would give Mr. Brand a practice test enroute to Kingman. Mr. Sibley stated upon meeting with the pilot examiner in Kingman, the examiner suggested that they fly him to Victorville, CA. The examiner stated that he had another test scheduled in Victorville and that since they were from Southern CA, he could test Mr. Brand enroute to Victorville. They could drop the examiner off in Victorville and continue home. Mr. Sibley agreed and the examiner and Mr. Brand left to go do the oral portion of the test. Mr. Sibley stated that he assumed Mr. Brand did well on the oral portion because the examiner did not say anything to him when he and Mr. Brand returned. Mr. Sibley stated they all boarded the Cessna 310. Mr. Brand in the left seat, Mr. Sheble in the right front seat, and Mr. Sibley in the rear seat area. Mr. Sibley stated that he was not able to hear what was going on as the examiner and Mr. Brand flew to Victorville because he did not have a head set. I told him that a document (PTRS) filed by the examiner with the certification file stated "APPLICANT DID NOT COMPLETE ENGINE OUT PROCEDURES, ALSO FEATHERED BOTH ENGINES, EMERGENCY DESCENT WAS NOT KNOWN". Mr. Sibley said he was not aware that Mr. Brand had failed the practical test until they landed short of their destination at Barstow/Daggett Airport. I asked him what happened then? Mr. Sibley stated that the examiner told him that Mr. Brand had failed the practical test and that he needed additional instruction and a re-test. I asked Mr. Sibley what tasks Mr. Brand failed. He said he assumed Mr. Brand had failed simulated engine failures but was not certain because the examiner did not make that clear. He said he and Mr. Brand takeoff at Daggett and he gave Mr. Brand additional instruction in engine failures (Mr. Sibley's record reflect 0.5 hours additional instruction). Mr. Sibley said he and Mr. Brand landed the airplane, the examiner got back into the airplane and he, Mr. Brand, and the examiner continued to Victorville, CA. Mr. Sibley stated that the examiner completed the re-test enroute to Victorville and issued Mr. Brand a temporary Airman Certificate at Victorville.

Note: An inspection of the Riverside FSDO's pilot examiner files, a discussion with the Riverside FSDO Manager, and a discussion with the pilot examiner's Principal Operations Inspector revealed that Mr. Sheble did not have authorization to conduct practical tests in the Riverside FSDO jurisdiction.