


RECORD OF <input type="checkbox"/> VISIT <input type="checkbox"/> CONFERENCE OR <input checked="" type="checkbox"/> TELEPHONE CALL		TIME 8:50 AM	DATE 02/23/2010
NAME (S) OF PERSON (S) CONTACTED OR IN CONFERENCE AND LOCATION Ron Cox (Ron Cox Aviation Services, LLC)		ROUTING	
		SYMBOL	INITIALS
SUBJECT Flight Training with Don Estell (follow-up questions)			
DIGEST Inspector Rhodes placed a call to Ron Cox for the purpose of addressing follow-up questions concerning the flight training he administered to Don Estell.			
Question: Did Mr. Estell receive an Instrument Proficiency check?			
Answer: Yes, Mr. Estell received an Instrument Proficiency check. Mr. Cox said he endorsed Mr. Estell's pilot logbook which was with him in the airplane (It is believed the logbook burned up in the post crash fire).			
Question: What facility did you & Mr. Estell work out of during his training?			
Answer: Corporate Air, Vero Beach (KVRB).			
Question: Did Mr. Estell have any maintenance work performed on the airplane during his training and did you see any maintenance logbooks?			
Answer: Mr. Estell did not have any maintenance work performed during this period. The aircraft was in excellent condition. All maintenance work on the aircraft was performed by Kevin Mead, Mead Aircraft, Hutchinson, KS.			
CONCLUSION, ACTION TAKEN, OR REQUIRED			
DATE 02/23/2010	TITLE Aviation Safety Inspector	SIGNATURE Mark A. Rhodes	

RECORD OF	<input type="checkbox"/> VISIT	<input type="checkbox"/> CONFERENCE OR	<input checked="" type="checkbox"/> TELEPHONE CALL	TIME 2:50 PM	DATE 02/22/2010
NAME (S) OF PERSON (S) CONTACTED OR IN CONFERENCE AND LOCATION Ron Cox (Ron Cox Aviation Services, LLC)				ROUTING	
				SYMBOL	INITIALS
SUBJECT Flight Training with Donald Allen Estell					
DIGEST <p>FAA Inspectors Phil Dixon & Mark Rhodes placed a call to Ron Cox concerning the flight training he administered to Don Estell during the period from 2/19/2010 - 2/21/2010 at Vero Beach, FL. Mr. Cox stated that he provides flight training under 14 CFR Part 91 to individuals to meet insurance company requirements. Mr. Cox said that he & Mr. Estell spent a significant portion of their 2 1/2 days of training working on operation of the Garmin GPS system. According to Mr. Cox, Mr. Estell was had some initial problems with the pilot GPS interface. When asked if Mr. Estell attained an appropriate level of proficiency with the GPS system by the end of his training, Mr. Cox stated he met the Private Pilot/Instrument Rating Practical Test Standards. Mr. Cox stated that Mr. Estell refueled the aircraft on 2/21 at Sebastian, FL (X26). The aircraft had 140 gallons on fuel onboard. The flight back to Vero Beach used 6.1 gallons. He also stated the fuel burn at the flight planned cruise altitude (16,000') for the return trip from KVRB to KCPS was 21.6 gph & the fuel burn during climb was 32 gph. Mr. Cox said he advised Mr. Estell to stop in Paducah, KY (KPAH) & reassess at that point as to whether or not to continue to KCPS. He said he was surprised to learn later that Mr. Estell had filed direct to KCPS. Mr. Cox said he was concerned that fatigue might be a problem for Mr. Estell due to the length of his day coupled with the intensity of the training he received. Mr. Cox also said they did a number of approaches with the autopilot coupled and it performed without any problems.</p>					
CONCLUSION, ACTION TAKEN, OR REQUIRED					
DATE 02/23/2010	TITLE Aviation Safety Inspector			SIGNATURE  Mark A. Rhodes	