

-----Original Message-----

From: Gareth Carter [REDACTED]
Sent: Saturday, June 22, 2013 06:58 AM Eastern Standard Time
To: Aguilera Jason
Subject: Re: Contact info

Hello Jason,

After having a bit of time to look back through and recall I just wanted to pass on some more information. I read through the texts and Troy asked about weight and balance, specifically how much fuel he could carry with the passenger load he had, and how to best arrange his passengers. I don't know how much fuel was in the Cessna at the time of departure, but he indicated to me that he was going to ask that only a certain amount was filled. I also recall you asking me if I had any issues at Flight 101. I was caught up in what happened yesterday that it just slipped my mind, but last year I did have an issue with an engine of an aircraft there. It would be May 2012, I was departing the airport, maybe 1500agl and turning away when I lost a couple hundred RPM and the front end began to shake. I handed control to my instructor who powered back which stopped the engine issues. We had enough power to level off and return to Pontiac with no further incident. I believe the issue was something related to oil in the engine cylinders. If you would like me to clarify anything, please contact me at any time.

-Gareth Carter
[REDACTED]

-----Original Message-----

From: Gareth Carter [REDACTED]
Sent: Friday, June 21, 2013 06:00 PM Eastern Standard Time
To: Aguilera Jason
Subject: Re: Contact info

I spoke with the person who I believe to be the pilot yesterday evening via text. He was renting from the FBO that I conducted my private training at between 2005 and 2012. As I was familiar with the aircraft there, he asked me a few questions regarding their operation, such as carburetor heat usage and weight and balance. I last flew a Cessna 172 in September of 2012, so I did not have my POH or aircraft weights available, so I suggested that he acquire a POH and the weights before flying to familiarize himself and get the weight prior to departure. I do not know how many hours he had, or of his time in a 172. He did his private training at Western Michigan University on a SR20 aircraft, and was checked out in a C172 in Florida in probably early May and at Flight 101 some time afterwards. He acquired his private pilot license in either late April or early May of this year. Until the name is released, I cannot wholly ensure that this information is relevant to the pilot, understandably.

Please contact me if you have any further questions. I will do what I can to assist. If you would like me to clarify any details, I will do so to the best of my ability.
