

Johns EKMB

Certificate Number - [REDACTED]

01/14/15

On the 01/12/15 (Monday), My flight Instructor called me to see if I had time to fly with a student time building who needed a safety pilot. I was free so I meet the student Mihoko Tabata at Massey airport. She was just landing from a flight with my Instructor so we meet and ~~talk~~ talked about what she wanted to do for the day. She wanted to do a cross country flight to Lake Wales ~~X07~~ (X07). We sat down to plan the flight together and I filed the flight plan to our destination after checking the weather and other related resources before flight. We took off with a full ~~the~~ tank and landed @ X07 about 1 hour 20 minutes later. At Lake Wales, we both decided to fly further south to Fort Myers KFMY because the weather was bad up to our north. We waited about two hours for the weather to clear enough for take off @ ~~X~~ X07 and then took off for KFMY. At KFMY, we got a courtesy rental car to go have something to eat and returned after about an hour to start the airport to prepare for our departure back to X50. After our airplane has been fueled, we proceeded to start the airplane and went through the checklist the same way we have done all day.

~~After~~ However, upon doing the run up,

I noticed the right magnetos was dropping about 300 RPM. I tried to do the run up to see if I could get it to clear but it didn't work and requested from ~~KFMY~~ KFMY Tower to taxi back to ramp for me to call and see if there was any thing I could do to fix before ending of a night and find somewhere to sleep. I got in touch with my instructor and got Neal's phone number. He worked me through the same procedure of clearing the Mags and when we started the ampere the second time, the run up was done again and the mags cleared this time and we decided on the go decision back to X50.

All through the flight, I discerned she had ~~com~~ command of the airplane and was part of every decision made during the flight. From my observation, she knew what she was doing and followed every instruction when needed. We had a lot of conversation about why she was true building and she said she wanted to get her ATP so she could get a job back home in Japan. She was trying to finish our timetable and help her sick Dad.

Jane E. King



1/14/2015

I Christopher Whyte flight instructor, [REDACTED] started a checkout on a C-152 for Mihoko Tabata on 1/12/2015 it was not completed. We started with a 1.5 HR ground on airspace & weather minimums in those airspace, systems on C-152, aircraft Docs, Pilot docs, briefed her on flying in and around XSO airport with surrounding airspace - looked at her license & medical, saw that she had a IPC in November 2014 also a flight review on 1/7/2015.

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We then went to pre-flight the airplane and fueled it.

We flew for over an hour did basic maneuvers and engine failure simulated to landing, we also did about 5 landings & then told her I can't sign her off for solo flights until I ~~fly~~ fly with her and see improved landings, that was my only reservation for her solo flights.

[REDACTED]
Christopher Whyte
[REDACTED]