



MEMORANDUM FOR RECORD

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May 2, 2018

Accident Number: ERA18FA120

Subject: N106ER/ERAU: Previous Flight Crew Statements, Courtesy of ERAU. Follow up NTSB interview question regarding flight times and altitudes are notated.

Stephanie Tsim – IP

Flight - 3/28/18 (0630 – 0843)

- Short and soft field takeoffs – 5 soft field takeoffs
- 4 Power-off 180s
- Nothing abnormal noticed on pre-flight
- No rattling
- No issues with control surfaces or gear
- Normal post-flight inspection
- IP stated it was “like any other flight”
- NTSB Follow Up Interview Question: Average flight time for a given PA-28R-201 flight was 1.5 to 2.0 hours. Normally operates at 3,000 feet for maneuvers and climbs up to 5,000 feet while performing emergency descents.

Jeffery Carney – IP

Flight 3/28/18 (0850 – 1108)

- Flight was to practice maneuvers in Ashby practice area with landings at SFB
- Student did well with the four landings they did
- Nothing abnormal observed during preflight, flight, and post flight

Matthew Philbin – IP

Flight 3/28/18 (1120 – 1348)

- Flight was to practice emergency approach to landings in the field and landings at KFIN.
- No hard landings; He demonstrated a few power off 180s to the student. The student conducted a few soft field landings.
- He had to head back early because they were on 16 operations for the day.
- Didn't notice anything unusual during preflight, during flight or post flight.
- NTSB Follow Up Interview Question: Average flight time for a given PA-28R-201 flight was 1.5 to 2.0 hours. Normally operates at 3,000 feet for maneuvers and climbs up to 4,000 while performing emergency descents.

Stephen Cervantes – IP

Flight 3/28/18 (1120 – 1348)

- 8 Landings Total: 4 Short field, 2 soft field, 2 power off 180s
- No abnormalities noted during preflight
- SP was within ACS standards
- IP reported a normal flight

Austin Roberts – IP

Flight – 3/30/18 (0630 – 0857)

- End of course flight
- Nothing abnormal observed on preflight
- All maneuvers on flight were within ACS standards
- Some side load on one landing
- Engine bay saturated with oil

Jose Alvarez Rivera – IP

Flight 4/2/18 (0820 – 1030)

- Soft Field Landings and Traffic Pattern Operations at KFIN
- Performed about 5 landings, a few touch and goes
- No hard landings
- Didn't notice anything unusual during Flight, aircraft performed normally
- Didn't notice anything unusual during preflight
- No damage to the wing bolt; wing was intact
- Didn't notice anything unusual during post-flight

Adam Johnson – IP

Flight 4/2/18 (1345 – 1530)

- Didn't notice anything unusual during pre-flight
- No damage to the wing bolt; wing was intact (shake test)
- Didn't notice anything unusual during flight; aircraft performed normally
- Didn't notice anything unusual during post-flight
- Landings flight at KDAB
- Performed 8 landings, short fields; soft fields; power off 180s
- NTSB Follow Up Interview Question: Average flight time for a given PA-28R-201 flight was 1.8 to 2.0 hours, with a block time of 2.3 hours. Majority of the time the flight was operated at 1,000 feet, with an occasional climb up to 3000 for maneuvers.

Tom Zeleznik – IP

Flight 4/2/2018 (1610 – 1900)

- Flight for power off 180s and emergency approach in the south practice area
- Performed 5 landings consisting of 1 power off 180, 2 short fields, 2 soft fields
- No hard landings
- Didn't notice anything unusual during pre-flight and post-flight
- Didn't notice anything unusual during flight
- Wing bolt looked intact, no observed cracks

- NTSB Follow Up Interview Question: Average flight time for a given PA-28R-201 flight was 1.5 to 2.0 hours. Normally operates around 1,500 feet for maneuvers and climbs up to 3,000-3,500 feet while performing emergency descents.

Andrew Cavanaugh – IP

Dry time – 4/3/18 (0850 – 1024)

- IP and student conducted pre-flight only
- IP taught student to inspect wing spar bolt
- Nothing abnormal observed
- Oil observed in engine bay
- NTSB Follow Up Interview Question: Average flight time for a given PA-28R-201 flight was 1.6 hours. Normally operates at 2,500 feet. For maneuvers and climbs up to 4,000 to 5,000 feet while performing emergency descents.

Kelly Appleton – IP

Flight – 4/3/18 (1120 – 1340)

- Emergency approaches, landings
- Checked wing spar bolts on pre-flight
- Gently pulled on wings, no give observed
- No issues during flight
- No hard landings
- Nothing abnormal seen on post-flight
- All landings within ACS standards
- NTSB Follow Up Interview Question: Average flight time for a given PA-28R-201 flight was 1.8 to 2.0 hours, with a block time of 2.3 hours. Prefers the north practice area because it's less congested. She typically operates at 3,000 ft while not in the pattern.

Jacob Mortenson – IP

Flight 4/3/18 (1345 – 1530)

- Flight was to practice landings and maneuvers; landings at KFIN
- Performed 4 landings; 2 short field; 1 power off 180; 1 soft field
- No hard landings
- Didn't notice anything unusual during preflight.
- No damage to the wing bolt; wing was intact (shake test)
- Didn't notice anything unusual during flight; aircraft performed normally
- Didn't notice anything unusual during post-flight

Henrique Alejandro Sosa Rodriguez – IP

Flight 4/3/18 (1610 – 1830)

- Flight at KDAB on 7R
- Performed 5 landings consisting of 1 soft field, 2 short fields, 2 power off 180s
- No hard landings; 1 touch and go
- Wing bolt looked intact, no observed cracks; wing was intact (shake test)
- Didn't notice anything unusual during pre-flight; no abnormal write ups

- During post-flight, double checked the gear since it was windy with heavy crosswinds; checked wings again, nothing abnormal observed
- Didn't notice anything unusual during flight, aircraft performed normally

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