

DCA22MA193

OPERATIONAL FACTORS

Group Chair's Factual Report - Attachment 13
Email from West Isle Air chief pilot re training dates
May 1, 2023

From: Shane Carlson [REDACTED]
Sent: Monday, May 1, 2023, 8:52 PM
To: VanDerKamp James [REDACTED]
Subject: Re: Operations Group Factual Report - Group Review

Hi Jim

Thanks for updating the paragraphs to clarify things between the two companies. Just reading it from the outside looking in, some of this didn't make sense.

Here is the table highlighted:

Date of hire - West Isle Air	May 29, 2015
Initial proficiency check DHC-2 - West Isle Air	May 22,,2015
Initial proficiency check DHC-2- Northwest Seaplanes	July 07,2013
Initial proficiency check DHC-3 - West Isle Air	July 29,2021
Initial proficiency check DHC-3 - Northwest Seaplanes	June 19, 2017
Most recent recurrent ground training DHC-2 ^[3]	May 02, 2022
Most recent recurrent ground training DHC-3 ^[4]	June 30, 2022
Most recent competency check ^[5]	July 29, 2021
Most recent takeoff and landing currency DHC-3	September 04, 2022
Initial operating experience check DHC-3 ^[6]	July 30, 2021
Initial operating experience DELETE - REDUNDANT	July 30, 2021
Most recent emergency procedures training ^[7]	June 30, 2022
Most recent emergency evacuation drill	June 30, 2022


Initial Operating Experience is per type of aircraft. Once you complete Initial Operating Experience (IOE) of a minimum of 5 hours (reduced from 10 hours per additional landings) a FAR 135.299 check is conducted. IOE is conducted only once per type of aircraft so most recent is redundant. Annually each pilot is required to have a .299 route check per class and category of aircraft. Jason's most recent was in the DHC-3. So checks are alternated generally so his recurrent proficiency (FAR 135.293b) and route check (FAR 135.299) was to be conducted in the DHC-2 and a .293a check for the DHC-3. Hopefully this clarifies how we alternate the checks in single engine seaplanes being the same class and category.

Let me know if you have any questions.

Best

Shane Carlson



On Mon, May 1, 2023 at 12:10 PM VanDerKamp James < wrote:

Shane,

I changed this paragraph as you suggested. It now states:

“The pilot flew for both Northwest Seaplanes and West Isle Air on a seasonal basis, typically May through October from 2015 until the end of the 2021 season. The two companies transitioned to a single FAA Part 135 certificate – West Isle Air, in 2022. He initially checked out in the DHC-2 Beaver seaplane with Northwest Seaplanes on July 07, 2013, and his initial check in the DHC-3 Otter seaplane on June 19, 2017.[\[1\]](#) “

I added the statement:

“The chief pilot confirmed that the pilot’s base month was in August, therefore, on the date of the accident, the pilot was in his late grace month[\[2\]](#) with a check scheduled that week.”