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Air Safety Investigator  
Western Pacific Region

**Date:** October 5, 2023

**Subject:** WPR24FA004, Memorandum for Record

**Contact:** Bryse Green, Director of Standards, Hillsboro Aero Academy

The following is a synopsis of the information provided during an in person interview.

The pilot receiving instruction, Barrett J. Bevacqua, started with this flight school in March of 2023. In July of 2023, he obtained an instrument rating and in September of 2023, he obtained a commercial pilot certificate, airplane single engine land. As part of his flight training, he had received approximately 10 hours of familiarization training, in a Piper Seminole. To the staff's knowledge, the accident flight was his first instructional flight with Michele Cavallotti. The accident flight was conducted under Part 91 and was an instructional flight. It was Barrett's first flight in his multi engine training program. There is no set syllabus for the commercial multi engine training program, it is proficiency based, however, it is common for the first multi engine training flight to include slow flight, power off stalls, power on stalls, accelerated stalls, VMC demonstration, emergency maneuvers, and steep turns.

Mr. Bevacqua was part of the Ascend Program with The Alaska Air Group. He was recently selected as "Student of the Quarter" by the Alaska Air Group and was commonly referred to as a role model to the other students in the flight school.

Mr. Michele Cavallotti started as a flight instructor with this flight school in March of 2023 and had previously been a student with them. He completed his multi engine land (MEL), Part 141 checkout on June 5, 2023 and then began instructing in multi engine airplanes. To the staff's knowledge, he had accumulated a total of 357.4 hours of total flight experience, and 114.4 hours were in a multi engine airplane, of which

80.1 hours were of dual given in a multi engine airplane. He had instructed at least three multi engine students.

For multi engine instructors, no additional spin training is provided, however spin awareness training / discussion is conducted during the Part 141 checkouts. Intentional spins are prohibited in the Piper Seminole.

Normally, when a student starts the multi engine course, the first VMC demonstration is conducted by the flight instructor. Subsequent VMC demonstrations are normally student led, with flight instructor guidance. When conducting a VMC demonstration, the maneuver is terminated, and a recovery is commenced at the first indication of a stall or loss of directional control. For private pilot students in the multi engine course, stalls are taken to a full stall. When students enter the commercial program, stalls are recovered at the first indication.

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**Date:** October 11, 2023  
**Subject:** WPR24FA004, Memorandum for Record  
**Contact:** Kayo Van DeMark, Japanese Program Director

The following is a synopsis of the information provided by Ms. Van DeMark in an e-mail correspondence.

Ms. Van DeMark conducted the multi engine land check out for Mr. Michele Cavallotti. Overall, his flight was good. They did all the maneuvers that we had to do for the check out including stalls and Vmc.

She asked him to perform a power on stall to private pilot standards and a power on stall to commercial standards. Both of them were coordinated stalls. She did not see any critical problems. During the Vmc demonstration, he pulled the left engine power to idle and the right engine was set to full power, at AS 90 knots. He stated that, 1 degree per second to pitch up. She believed he utilized almost full rudder, didn't use the full rudder for the operating engine. He recovered as soon as we got a yaw motion by reducing the engine power to idle and pitch the airplane down. During the ground session, he demonstrated a good understanding of the material.