

RE: Aircraft Mishap, John O'Dell, Cessna T210N, N64EM

The following information represents data I have been able to obtain regarding the training and Private Pilot Practical Test results for John O'Dell, during the months of September and October 2016 at Double Eagle II Airport (KAEG).

The following information was obtained from David McVinnie, David McVinnie Aviation, Albuquerque, New Mexico, [REDACTED]

David McVinnie is an FAA Designated Pilot Examiner who conducted the Private Pilot ASEL Practical Test for Mr. O'Dell. The initial flight occurred in September 2016 and consisted of the ground evaluation and 0.7 hours of flight evaluation. The initial flight resulted in a Notice of Disapproval before the mission departed the traffic pattern. Areas of deficiency were the Soft Field Takeoff in which the pilot over rotated and the Short Field Landing in which the pilot flat-spotted one of the main landing gear tires. The aircraft flown was the mishap aircraft, Cessna T210N, N64EM.

The initial recommendation for the Private Pilot ASEL Practical Test was by John Doughty, Chief Flight Instructor, Bode Aviation Services at KAEG. I assume that the training leading up to the recommendation was conducted by instructors employed by Bode Aviation.

Statement by Richard L. Perry, CFI, CFII, MEI [REDACTED]

I have been a flight instructor since 1969 for the Air Force initially, and now as an independent flight instructor doing business as Perry Aeronautical Services, LLC in Albuquerque, New Mexico. At the time I was instructing Mr. O'Dell, I had a total of 6100 flight hours, 2560 ASEL, 2480 as flight instructor. Prior to becoming an independent flight instructor and assuming the training of Mr. O'Dell, I had served as Chief Flight Instructor, AMEL, for a Part 141 flight School in Albuquerque.

Following the initial unsatisfactory flight evaluation, I was asked to evaluate Mr. O'Dell's pilot skills and conduct remedial training, as required, to prepare Mr. O'Dell to continue the Practical Test. I do not keep the training records for my students, assuming they are the property of the student and having them retain the records following training. The notes in my flight log are extremely limited. I do not recall what syllabus was used for Mr. O'Dell's Private Pilot training.

My training with Mr. O'Dell consisted of four flights for a total of 8.1 hours. My initial evaluation of Mr. O'Dell was on 7 October 2016 with additional flights on 18, 19, and 20 October. My recommendation for Mr. O'Dell's Practical Test was dated 20 October 2016. He passed his Practical Test.

Remedial training following a Notice of Disapproval usually consists of one or two flights to address the deficiencies observed and ensure that there are no additional skill or knowledge deficiencies that would prevent a satisfactory completion of the Practical Test. My records and recollections are insufficient to allow a detailed report of the training Mr. O'Dell required. The fact that the training involved a total of four flights and 5-6 additional hours of instruction beyond my usual experience with students indicates to me that there were significant issues that needed to be addressed, but I have no recollection of what those specific deficiencies might have been.

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I have no record of providing an additional endorsement for solo operations, and I do not know when Mr. O'Dell's then current endorsement, if he had one, expired. To my knowledge, he did not conduct any solo flights between his two Practical Test flights.

I was asked to comment on the condition of Mr. O'Dell's aircraft. At the time I flew it four years ago, I did not observe any significant deficiencies that I recall. I do not know who conducted annual maintenance inspections or who performed the maintenance on the aircraft. At the time I flew it in 2016, it had a current annual inspection and a certified pitot static system and transponder.

I have not been in contact with Mr. O'Dell since completing his training in 2016. I do not know what additional training Mr. O'Dell received after he earned his Private Pilot rating. The minimum required by the FAA would have been a single Flight Review in the fall of 2018. I do not know what personal proficiency activities were part of Mr. O'Dell's efforts to maintain his flying skills.

My military experience and my experience as Chief Flight Instructor and Safety Officer of a military Aero Club involved a mandatory dual evaluation to regain landing currency if it ever lapsed and a minimum of one flight evaluation annually. Monthly training in safety topics was mandatory as well. Operating Certificates for Part 121 and Part 135 flight operations usually contain similar provisions. The flying club of which I am a member requires a flight with a CFI every 12 months as a minimum.

The safety records of organizations which require regular training and evaluations are significantly better than the safety record of private Part 91 operations of General Aviation aircraft. I believe that the relatively poor safety record for Part 91 GA operations is due to a lack of adequate proficiency training which is allowed by the minimum biannual evaluation requirement of the regulations. The FAA's WINGS pilot proficiency program seeks to address the lack of adequate training by providing incentives, reinforced by some insurance companies, for periodic flight and ground training. It is my experience that too few Part 91 GA pilots take their responsibilities as pilots seriously enough to ensure they maintain their proficiency and knowledge. I believe that the minimum regulatory requirements are inadequate standards for maintaining proficiency and knowledge required for flying safely. I understand that Mr. O'Dell's flight records may not be available. If so, that is unfortunate, because they should be evaluated to determine the pilot's history of training and practice to maintain flying skills and knowledge.

Richard L. Perry

CFI, Certificate Number [REDACTED]