

RECORD OF ☐ VISIT ☐ CONFERENCE OR ☒ TELEPHONE CALL		TIME 2:00 PM	DATE 08/08/2016
NAME (S) OF PERSON (S) CONTACTED OR IN CONFERENCE AND LOCATION Donald Cook, Flight Instructor for Lemay at Offutt AFB		ROUTING	
		SYMBOL	INITIALS
Robert Markise, ASI-Operations LNK FSDO			RLM
SUBJECT Investigation of Baron (N55NE) accident			
DIGEST Donald Cook is an important contact for the following reasons:			
1. Donald Cook completed an ATP checkride on July 13, 2016 as an applicant with Ronald Panting as the DPE.			
2. Donald Cook flew with the applicant Michael Trubilla on July 23, 2016; the day before the accident.			
3. Donald Cook actively flew N55NE in the previous days leading up to the accident.			
Information in regards to Don Cook as an ATP Applicant:			
Mr. Cook flew approximately 2.2 hours for his ATP Multi engine Checkride with Ron Panting on July 13, 2016. It was normal for the flight to takeoff with the fuel selector on the Mains and switch to Auxiliary after takeoff. Some maneuvers were conducted on auxiliary and some on the main fuel tanks. Steep turns were conducted by utilizing the mains, however; the stall series were conducted on the Auxiliary fuel selection. Ronald Panting failed an engine on an ATP check ride by the fuel selector. Upon the first sign of engine failure, Mr. Panting would announce that it was intentional. I specifically asked Mr. Cook where Mr. Panting's hands were during the memory procedure of the pilot.			
CONCLUSION, ACTION TAKEN, OR REQUIRED None			
DATE 08/08/2016	TITLE Aviation Safety Inspector	SIGNATURE 	

Mr. Cook said that he did not have his hands anywhere specific. I asked if Mr. Panting guarded the throttle quadrant during this procedure, and he said no, he did not. The maneuvers for his ATP checkride consisted of the following: Clearing turns, Steep turns, Power-Off stall straight ahead, Clean Configuration stall with 21 inches of Manifold Pressure, Autopilot Stall with gear-up/10 degrees of flaps/in a turn. All stalls were recovered at the first indication of the stall of either red warnings from the Aspen readout, buffet, or stall horn.

Information in regards to Don Cook as an instructor for Michael Trubilla:

Michael Trubilla was seeking a multi-engine ATP pilot certificate from LeMay via Part 61 flight training in the Baron (N55NE). Mr. Trubilla flew with Ronald Panting for the first few lessons. Mr. Cook provided the Part 61 dual instruction for Mr. Trubilla for 5 lessons prior to the accident flight. The area that the applicant was found to be the weakest area was landings. Mr. Trubilla was a KC-135 pilot and needed to practice the "sight picture" of a piston multi-engine. Mr. Trubilla would utilize rudder trim during single engine approaches but did not during the intentional shutdown and restart procedure.

According to Mr. Cook, the Baron flew on an ATP Certification checkride on Friday, July 22, 2016 at Offutt. After the completion of the flight, Don Cook flew the aircraft to Millard (MLE). The aircraft was refueled and Mr. Cook kept the keys to the aircraft and took them home. On Saturday, July 23, 2016, Don Cook flew with Mr. Trubilla for approximately 2.5 hours. The aircraft was refueled after the completion of the flight. The fueling was not observed by Mr. Cook. Mr. Cook said that the aircraft should have been topped off, prior to the accident flight.