

RECORD OF ☒ VISIT ☐ CONFERENCE OR ☐ TELEPHONE CALL		TIME 1:00 PM	DATE 08/22/2016										
NAME(S) OF PERSON(S) CONTACTED OR IN CONFERENCE AND LOCATION Glen L. Goss		ROUTING <table border="1"> <tr> <th>SYMBOL</th> <th>INITIALS</th> </tr> <tr> <td></td> <td></td> </tr> <tr> <td></td> <td></td> </tr> <tr> <td></td> <td></td> </tr> <tr> <td></td> <td></td> </tr> </table>		SYMBOL	INITIALS								
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SUBJECT FAA Interview of Glen Goss													
DIGEST Interviewed Mr. Glen Goss at Offutt AFB. Mr. Goss successfully completed his ATP ME with DPE Ron Panting two days prior to Mr. Panting's fatal accident. Mr. Goss took his check in the accident airplane, N55NE. Additionally, Mr. Goss worked with Michael Trubilla (the deceased applicant) for two weeks prior to the accident flight. Mr. Goss sat in the back of the airplane during Michael's instructional flights and Michael would in turn observe Glen's flights from the rear seats. Both Mr. Goss and Mr. Trubilla shared the same CFI, Mr. Dan Cook. Mr. Goss arrived for his ATP check ride at 9AM on Friday July 22, 2016, at the Offutt Aero Club, Offutt AFB. Mr. Goss told Mr. Panting prior to starting the practical that he did not want to be rushed, which Mr. Panting agreed not to rush him. Mr. Panting was very thorough using the most current PTS and a checklist. The oral lasted for 2 ½ hours and was heavy on aircraft systems. Mr. Panting and Mr. Goss got into the airplane at 11:30 AM. Mr. Goss said Mr. Panting had 1000 hours in Beech Barons. They departed Offutt and flew to the east practice area. They did airwork which included 3 stalls. During all the stalls, the stall warning system failed to operate. After the stalls, Ron gave Mr. Goss a heading change after which the right engine failed. Mr. Goss said the engine failure caught him off guard CONCLUSION, ACTION TAKEN, OR REQUIRED Thanked Mr. Goss for his time and ended the interview.													
DATE 08/22/2016		TITLE Aviation Safety Inspector	SIGNATURE 										

because it happened faster than they had done them in training. (30 seconds or less after the last stall) Mr. Panting failed the right engine by selecting the right fuel selector to the off position. During the final landing, the stall warning system activated just prior to touchdown. Mr. Goss said that the stall warning system had worked during his preflight and always worked on his training flights with his flight instructor, Mr. Cook.

Additional Information...

Mr. Goss also said that the unusual attitudes that Mr. Panting put the airplane in were aggressive. (right at 60 degrees of bank and pitch) Also, they ran on the auxiliary fuel tanks during all of the airwork maneuvers, which included the engine shutdown. The auto pilot was not used on the stall series, but Mr. Panting may have used it on the unusual attitudes maneuverers. (Mr. Goss had his head down and eyes closed) His flight instructor had used the auto pilot during engine failures to see if the student disengages the auto pilot during the recovery. Mr. Goss also stated that the throttles were off by $\frac{1}{3}$ to $\frac{1}{2}$ a knob space miss aligned.

During a discussion of the practical profile, Mr. Goss concluded that Mr. Trubilla and Mr. Panting most likely performed clearing turns, steep turns, and went into the stall series. The spin most likely occurred during the first stall. Mr. Goss also said that Michael didn't have a lot of GA experience. He was having problems with the sight picture on landing. An instructional flight had taken place in the traffic pattern with his flight instructor performing multi takeoffs and landings to correct the problem. Mr. Goss said that after Michael went through flight school in the Air Force, which included the T6 and T1, he was stationed at Offutt as a co-pilot in the RC-135 type of aircraft. Mr. Goss said that Michael's practical was for a restricted ATP.