

Communication Summary

May 31, 2017

Information from: Mr. Johnny White, Flight Instructor



Summary & Factual Information: Mr. White reported, in part, that per our conversation I did train Mr. Hall in the Pitts S2A that had the accident. Mr. Hall bought it from me at the end of his training. After the sale I did fly with him from my home base KVJI to a little airport near West Palm Beach Fla. where he was based during the winter. During those flights he received additional training on flight planning, fuel management, cross country flying in a short range/short endurance airplane such as the Pitts S2A.

His Pitts check out training consisted of Ground and In-flight instruction in the following: Ground Training:

Basic aircraft maneuvers and the five basic controls, their purpose and forces and effects on the aircraft.

Lycoming engine with Bendix fuel injected engine operation.

Fuel system operation, management of fuel from top tank, range and endurance, measuring fuel quantity, use of fuel computer, fuel gauge, and proper fuel sump sampling.

Start up procedures both cold and hot method. Run up and power management in flight and leaning procedures.

Proper use of seat belts, parachutes and bail out procedures.

Traffic monitoring and avoidance.

Weight and Balance, normal and aerobatic loading

Review Tail Wheel theory, take offs, traffic pattern, approaches and 3 point landings.

Basic "Stick & Rudder" skills, aileron /rudder coordination both balanced and cross controlled, side and forward slips in preparation for 3 point attitude landings into the wind and cross winds, proper trimming of the airplane.

P Factor, Torque and Gyroscopic forces, how they effect the airplane and the controlling and compensation of them.

Slow flight, power on and off. AOA control. Stall recognition, prevention, and recovery power on and off, high speed / accelerated stall recognition, prevention and recovery.

Spin theory, true causes of the spin, how to recognize the incipient spin, prevent and recovery from normal upright and inverted, accelerated, crossover and flat

spins by normal recovery method, power on method and Emergency Maneuver Recovery Method. Upset recovery. Basic Aerobatic maneuvers: inverted flight with turns, Barrel, aileron and snap rolls on lines, loops, positive and negative, hammerheads, Cuban eights. vertical rolls and torque rolls and tail slides Taxi, take off, traffic pattern, approach and landing using a straight in and turning approach to a 3 point landing. Aborted landings, take offs, go-arounds, engine out approach and landing, In-flight power loss recovery, emergency landing field determination, approach and touch down preparation and technique.

Mr Hall had a General Aviation, Air Force and Airline background. He had not flown a light airplane in some time. He was an excellent student, and progressed very steady and in a reasonable amount of time to become proficient with the Pitts S2A. He emailed, telephoned regularly with questions and comments that indicated he was becoming more skilled and proficient. He was not the type of Pilot that settled for "Good enough."

The Pitts type airplane is probably the hardest airplane besides the Cessna 180 to fly well. It is very blind, powerful, light on the controls, sensitive, very responsive, has a lot of Gyroscopic forces, strong P Factor and torque. It stalls abruptly and spins readily as it should since it was designed to be one of the best aerobatic airplanes ever built. It is very unforgiving, yet most controllable airplanes in the world. It requires a light touch and keen Stick & Rudder skills.

I can attest that the above summary is correct to the best of my knowledge:

Edward F. Malinowski
National Transportation Safety Board
Air Safety Investigator