

Communication Summary



Information from: FAA Records Review

Summary & Factual Information: FAA records for Mr. Cowden Clark Ward Jr were made available for review. The review, in part, included:

The pilot applied for an airplane multiengine land rating and he was issued a disapproval on February 23, 2008, for the complete retest of the flight portion of that rating. He subsequently was reexamined, and he was issued a private pilot certificate with airplane single and multiengine land ratings on April 19, 2008.

The pilot applied for an instrument airplane rating and was issued a disapproval on April 1, 2009, for unsatisfactory areas of operation to include preflight preparation, preflight procedures, air traffic control clearances and procedures, flight by reference to instruments, navigation systems, instrument approach procedures, emergency operations and postflight procedures.

On June 8, 2009, the pilot was sent a notice of proposed certificate action in reference to a flight he had conducted on January 1, 2009, in an area that had a published and established temporary flight restriction.

On September 3, 2009, he was reexamined on the unsatisfactory areas of operation and was issued a private pilot certificate with airplane single-engine land, multiengine land, and instrument ratings.

On January 5, 2010, the pilot was sent a notice for a 90-day suspension of his private pilot certificate in reference to his flight in the area of the temporary flight restriction.

On June 6, 2014, he applied for a commercial pilot certificate with an airplane multiengine land rating, satisfactorily passed the check ride for that certificate, and was issued a commercial pilot certificate with an airplane multiengine land and instrument ratings along with private pilot privileges in single-engine land airplanes.

The pilot was investigated by the FAA for a pilot deviation in the area of Austin Bergstrom Airport, near Austin, Texas, on July 6, 2014. The pilot did not operate the airplane that he was flying in compliance with air traffic control directions, which resulted in a loss of separation with a commercial passenger-carrying jet airplane. The investigation resulted in a recommendation for FAA Pilot Certificate Enforcement Action and Reexamination of the airman's qualification for his commercial-instrument certificate.

On October 8, 2014, the pilot applied a commercial pilot certificate with an airplane single engine land rating, satisfactorily passed the check ride for that additional rating, and was issued a commercial pilot certificate with airplane single-engine land, multiengine land, and instrument ratings.

On October 16, 2014, he applied to have an authorization to fly an experimental P51 airplane added to the ratings on his commercial pilot certificate, passed a check ride for that additional rating, and was issued a commercial pilot certificate with airplane single-engine land, multiengine land, and instrument ratings, and an authorization for experimental P51 airplanes.

The pilot was satisfactorily reexamined on February 12, 2015, for the pilot deviation near Austin, Texas. The reexamined areas of operation included preflight preparation, preflight procedures, air traffic control clearances and procedures, flight by reference to instruments, instrument approach procedures, and special emphasis areas to include positive aircraft control and aircrew decision-making and risk management.

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