

Record of Conversation

Date: September 8, 2020

Person contacted: Randy Bauman, CFI, primary flight instructor for Kevin Herron

NTSB investigation: CEN20LA379

Reviewed notes from Teams call-in with Mr. Baumann – CFI for the accident pilot in N733CD

Meeting attendees:

R Baumann

R Beach – COPA

A Finne – FAA

K Gibson – Continental

E Malinowski – NTSB

B Mayer – Cirrus

Mr. Mayer asked for a basic understanding of Mr. Baumann's flights with the accident pilot

- Started primary training in C172 – took a break – completed private ground school with Spartan
- C182 – next airplane available for flight training
- Bought Cirrus
- Has S-TEC 55X autopilot issue – Failed to hold altitude --- Got it fixed
- Did two post-maintenance local flights with repaired autopilot – worked properly
- Cirrus specific training with D. Koehn in Tulsa
- Did two cross country flights, 50 mi requirement
- Completed Cirrus specific training with D. Koehn in Tulsa

Did you do any night or weather flights?

- Flew at night to meet FAR requirements

Any issues with autopilot flying?

- Pilot had normal basic understanding of autopilot – detailed operation not covered
- Flew with it in climb and to capture altitude

Pilot had no issues with night flying or instrument training

Mr. Beach asked about an assessment of the pilot's transition between the 172 -> 182 -> Cirrus

- No issues between the 172 and 182
- To the Cirrus – it was a faster airplane
- Instructor introduced concept of Gates in learning process
- Approach – teach power setting/configurations needed
- Attitude + power = performance
- Pilot did not make bad decisions during training
- Stupid things -> Don't do any --- talked with pilot about this concept
- Reminded him – Don't do stupid

Cross-country flights to east coast

- Third time making the trip -- Muskogee (KMKO) to Pickens County Airport (KLQK)
- First in 182 – delayed departure --- after arrival, returned early but caught by weather at fuel stop --- Mr. Baumann recommended to stay overnight
- Next was in the Cirrus – left late at night --- had flat tire, serviced and departed --- weather was not an issue on this flight

- Accident flight in Cirrus – Pilot called Mr. Bauman and advised he planned to fly around TStorm - -- Texted with a request to borrow a Stratos for his iPad – had used Stratos on both prior trips
- Pilot intended to depart Wednesday, but delayed until Friday when weather was clearing
- About 1500, pilot intended to depart at 1900 -- Mr. Bauman advised the pilot not to do that flight in the dark --- wait till the morning
- Surprised when pilot took off so late
- Not a person to deliberately fly into harm

Did he have experience with Stratos?

- Yes, using ForeFlight on iPad for weather

Inspector Finne asked how he flies recently under the hood

- The pilot was good at it

Did training include turning off strobes/cabin lights when flying in visible moisture

- Yes on strobes, nothing specific about cabin lights

Did he operate the autopilot in all modes – Pilot demonstrated basic knowledge of it

The S-TEC 55X autopilot captured altitude

Flew two maintenance check flights

Conducted an intro flight to a Mooney – did well – paid attention to details

Conducted one flight in F33 Bonanza

Conducted one flight in a Cessna 421

Pilot's family -> How did feel flying with him – believed they were calm and collected flying with him – looked forward to flying with him

Advised Mr. Baumann the airplane did a 20 degree turn and subsequently advised they were returning to MKO

S-TEC 55X autopilot – some AP can disconnect with a 70 degree bank – Garmin more prone to overbank disconnects

Mr. Beach advised 55X is a rate-based autopilot – will attempt to hold altitude/heading with turbulence – soldiers on

I asked if the pilot was trained in turbulent conditions in VFR/IFR --- calmly responded -- no unreasonable reactions

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Mr. Bauman reviewed the above notes and replied on December 30, 2020:

Overall notes look good. Just a reminder that David Koehn (a Cirrus Certified Instructor Pilot) gave Kevin his checkout in the SR22. That's why I didn't go into great detail regarding autopilot operations. I only addressed basic autopilot function and operation.