



RECORD OF CONVERSATION

Dr. David Bowling
Senior Air Safety Investigator
Central Region

Conversation with: Antony Frank Michelli, Designated Pilot Examiner
NTSB Accident Number: CEN21FA026

Narrative:

Mr. Antony Michelli was the designated pilot examiner (DPE) who administered Mr. Aoki Nidal's Airline Transport Pilot (ATP) flight check on October 6, 2020.

Mr. Michelli reported that this was the second check flight he'd given Mr. Nidal, for his ATP certificate, and that he'd failed an earlier ATP check flight for allowing on an ILS approach, the course needle to "peg" to wall of the indicator. He reported that when Mr. Nidal returned for the recheck, it went well. He met the tolerances and the minimums, so Mr. Michelli passed him. Both checkrides were given in Mr. Nidal's Grumman AA-5A, N26136.

Mr. Michelli reported he reviewed Mr. Nidal's FAA Form 8710-1 Airman Certificate and/or Rating Application, and that he had the necessary minimums for an ATP certificate. Mr. Michelli reported on review of Mr. Nidal's 8710-1 that he had 1,650 total flight hours, 1,392 hours as pilot-in-command, 549 hours of cross-country flying, he was current in night time takeoffs and landings, had 160 hours of instrument time, and 1,065 hours in the class of airplane for the rating, that being the single-engine Grumman AA-5A, that he was flying at the time of the accident. He said he reviewed the form before Mr. Nidal showed for the check flight so that he could cross-reference it against the examinee's logbook. Mr. Michelli reported that Mr. Nidal's pilot logbook properly reflected the times on his form 8710-1. He reported that he also reviewed Mr. Nidal's aircraft logbooks and that the annual inspection, and checks on his airplane's VOR, transponder, and altimeter were current and within tolerances.

Mr. Michelli reported that although all the records looked good, it didn't seem to him that the airplane, N26136, was well-maintained.

Mr. Michelli also reported that the ATP was for a single-engine airplane only, and not a twin-engine airplane.

Before becoming a DPE, Mr. Michelli had been an inspector in the FAA Baton Rouge, Louisiana, Flight Standards District Office. He retired about five years ago after serving in the FAA for 35 years. He's been a designated pilot examiner since.

David Bowling