



RECORD OF CONVERSATION JERRY ADCOCK

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I spoke Jerry Adcock, a pilot who provided SFAR & AC 91-89 training for the accident pilot. In a telephone interview, Mr. Adcock stated that he had been flying with the accident pilot since he had purchased N322TA (which would have been around 2012).

When asked to describe the kind of aviation skills the accident pilot had, Mr. Adcock answered that the pilot was an “average pilot.” The pilot could perform all the required maneuvers adequately and that he had the basics of flying the airplane down.

When asked about the last recurrent flight performed, Mr. Adcock recalled that nothing stood out in his memory about the flight. All maneuvers were accomplished and flown to the AC 91-89 standard.

When asked about the accident pilot’s airspeed control, Mr. Adcock replied that in his experience all the pilots he flies with “bring their A game”, so rarely is a pilot not on speed or slightly faster.

When asked about the accident pilot’s use of the autopilot, Mr. Adcock said that the pilot’s skills were “average”. He requires the pilots he trains to fly approaches with and without the autopilot. Adcock stress the importance of the autopilot as a tool to help pilots when they get task saturated.

When asked about flying a recurrency training flight in the required 4 hours, Adcock replied that for most experienced pilots, they are able to accomplish all the required maneuvers to the standards in more than enough time. The flight profile is pretty well established, and pilots are able to complete the training easily within the allotted timeframe.

Mr. Adcock said that he would review the pilot’s training sheets and would contact me if he recalls anything that might help the investigation.

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