



RECORD OF CONVERSATION

Samantha Link
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Central Region

Date: May 27, 2022
Person Contacted: Mr. Jake Lindsey (Pilot's most recent flight instructor)
NTSB Accident Number: CEN22FA214

Narrative:

During a telephone conversation with Mr. Lindsey he reported the following:

- The pilot received most of his flight training from Spring City Aviation in Waukesha, Wisconsin.
- The pilot switched to the Timmerman Airport location and started flight training with Mr. Lindsey on March 5, 2022.
 - The pilot informed Mr. Lindsey that he felt his previous instructor was holding him back; he has not soloed despite having 40 hours of flight training.
 - Since then, the pilot and Mr. Lindsey had about 7 lessons.
 - Each lesson was about 2 hours long: about ½ hour of ground training, and about 1-1.5 hours of flight training.
 - All flights were conducted in N4978B
- Mr. Lindsey reported that their first lesson went “ok.” The pilot had about 40 hours of flight time, but he did not have the expected capability associated with that.
 - The pilot's maneuvers were ok; however, landings were a little abrupt.
 - Therefore, they spent several lessons (about 6) just practicing touch and go landings.
 - By the 6th lesson, the pilot's landings were much better.
- On the day of the pilot's first solo, they flew together first and everything went smoothly. The pilot then soloed for about one hour.
 - During the solo, the pilot conducted full stop landings, with a taxi back to takeoff.
 - The flight school does not allow for students to conduct touch and goes during solo flight.

- Mr. Lindsey reported that the student was a bit eager to solo because of how many hours he had.
 - The pilot was “super smart and very bright.”
 - They did a lot of ground and they talked through a lot of concepts. He knew them well and was very knowledgeable about ground aerodynamics.
- He did note that the pilot sometimes had an “always right” mentality. “He didn’t think he could do wrong and thought he knew what he was doing.”
 - An example: One day the pilot said he knew exactly how a standard rate turn feels. Mr. Lindsey and he talked through that and discussed all the factors that affect standard rate turns. In the end the pilot realized that the “feel” changes based on circumstances.
- On the morning of the accident, Mr. Lindsey and the pilot were supposed to start cross country training. Their plan was to fly to an airport further away. However, the weather away from the airport was not good.
 - Therefore, they decided the pilot could solo around the airport.
- Mr. Lindsey mentioned that the pilot constantly seemed rushed. And he was working with the pilot to slow down.
 - He was always rushed in conversations; always talking and speaking.
- The pilot did not have any common “little things” he would forget to do during training flights. He was great at following and using checklists.
- On average, the airplane itself flies about 2-4 times a day. Therefore, he estimated that the airplane has flown about 40-80 flights since the last maintenance. (Which was completed on 5/6/2022.)
- The Garmin 396 in the airplane turns on with the master switch. The pilot would have probably clicked “ok” to get it the unit going, but he likely did not use it during the flight.

END.

Submitted by: Samantha Link