

## **AIRCRAFT TRAINING SERVICES, LLC.**

Notes regarding Adam Helmerichs, flight training as I recall them today (11/10/2022)

### **Mirage Training**

- Adam first came for training in his new (2007) PA46-350P Mirage on 8/21-22/2022 with a reported 380 hours TT in a Piper Saratoga
- We completed 7 hours of ground and 5.7 hours of flight training.
- I gave him an average score and signed a pressurization endorsement at completion.

### **Meridian Training**

- Adam came for training in his new 2005 PA46-500T Meridian on 10/23/2022 with a reported 460 hours TT including 50 hours in his Mirage. We trained every day till 10/28/2022, completing a total of 10 hours of ground and 15.1 hours of flight training.
- I gave him a low average score at completion of the training.
- His a/c had just completed an extensive rebuild since being involved in an off airport, power failure landing with extensive damage. Before he took delivery of the plane he called, and we talked quite a while regarding how I felt about a rebuilt, totaled PA46. He sent me photos of the previous accident and I was quite concerned. However, the a/c was delivered to KLWC by a ferry pilot with no apparent issues. After an extensive pre-flight inspection, I determined the plane had been rebuilt in a good workmanship manner. And in fact, other than the items I have listed below the plane flew well and didn't seem to have many of the issues I regularly see on a/c of this age that have never been wrecked. My thought was that they must be a good shop and have corrected different issues that tend not to work well. As I recall this was a very low time airframe, and it showed.
- Items that in my opinion were not working as they should.
  - The PFDs were not exactly in agreement as to airspeed, there seemed to be about 5 knot difference between them. I figured it probably came from the two independent ADAHRS's.
  - The Garmin 530 was in the #1 Com/Nav position and was not WAAS upgraded. The Garmin 430 was in the #2 position and had WAAS. I could see no switching to allow the displaying of the #2 GPS over to the #1 PDF. And if, the #1 PDF was not upgraded to WAAS or couldn't display the information off the #2 GPS (the only one that was WAAS

capable) that would explain why we were unable to fly an RNAV approach with glide path/FD/or A/P coupled from the pilot's PDF.

- The two PFDs were not displaying the same information for a RNAV/GPS "needles". I learned later the Meggitt PDFs required an upgrade for them to work with a WAAS receiver. Don't know if that's true but makes sense to me.
- The Magic 1500 A/P and flight director would also not capture the Glide Path on an RNAV approach.
- We determined that after several practice approaches the ILS worked well on both Garmin's and PDFs. I advised Adam to only use ground-based approaches until the problems could be corrected. He informed me he already had all new Garmin equipment ordered and would be installed in January including two G500 PDFs, two GTN 750s along with a new GFC500 autopilot. I told him to be careful and only fly ground-based approaches until that installation was complete.
- The training was routine except because of Adam's relative low flight time we spent all week together. This gave me the opportunity to cover all training and systems procedures adequately. Adam generally flew the airplane well. Because of the avionics issues he had to hand fly most of the practice approaches we did. I would grade his performance at average however I thought for a low time pilot he did well.