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Aviation Safety - Central Region

Date: 27 February 2025

Subject: CEN24FA228

Contact: Barbara McMahon, CFI

According to an endorsement in the pilot's logbook, Barbara McMahon, provided the pilot's most recent flight review on July 11, 2022. In a telephone conversation, she stated that she did not recall the pilot specifically. When she provided instruction, it was normally in 400 series Cessna airplane or a Piper Malibu.

When asked about what simulated engine out maneuvers she normally conducted during a flight review, she stated that she simulates an engine out on one of the takeoffs, has the pilot perform a simulated engine out approach, and also sets up an engine out in the traffic pattern on downwind for the pilot to turn base and final using engine out procedures.

When asked what she expects a normal pilot to do with the flaps during a traffic pattern approach she responded that the pilot should use approach flaps until the landing was assured. She stated that all of her flight reviews were flown until the pilot met or exceeded standards.

When she reviewed her emails, she found an email from the pilot which jogged her memory. She recalled that the pilot had purchased a Cessna 421C from a previous student of hers who had referred the CFI to the accident pilot. She provided him the 5 hours in N245T and then his recurrency, likely in the same airplane. This was corroborated by the pilot's logbook which contained an entry dated July 11, 2020, which stated that the CFI had given the pilot 5 hours of dual instruction with an endorsement for a biannual flight review. The training and flight review were logged in N245T.

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