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To: [Preston, David T \(FAA\)](#)
Subject: May 7th incident KACT
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On May 7, 2024 around 2000 UTC Michael Hinojosa and I planned his practice area solo flight to the west practice area over 7F7 and back to KACT. Before the flight, I briefed Michael that I was going to do a short flight with him prior to sending him solo since it had been 8 days since his last flight on 4/29/2024. That we were going to depart KACT, start going out to the practice area and then once we passed wildcat canyon, we were going to turn around and make sure he could enter the pattern at KACT and make a safe return. The flight went well with Michael doing the preflight, start up, run up, taxi, take off, and departure procedures with minimal input from me. Once we passed wildcat canyon, our outbound checkpoint to the west practice area, I instructed Michael to use the GPS to return back to KACT, once he got situated and made the turn, we listened to the weather and he called Waco departure to let them know we were coming back to Waco full stop. Once departure passed us over to tower, I called tower on the radio and asked for an option clearance to make sure that Michael's landings were safe and satisfactory per Universal Flight Concepts TCO standards. Michael made a steady approach and a safe landing all 3 times in the pattern with the first 2 landings being touch and go and the third one being a full stop. We then came back to the ramp where I got out of the airplane, and Michael was instructed to go to the west practice area and come back. I departed the airplane around 2100 UTC with the weather reporting 190 @ 7kts temperature 31.7 degrees celsius, dew point 21.1 degrees celsius, altimeter 29.69, visibility 10 or more sm, sky clear below 12,000 and ceiling at least 12,000. I felt that Michael's was able to get to the practice area and back safely, also with the landings he showed me prior to getting out of the airplane that he was capable of conducting the flight safely and that is why I sent him out to the practice area. Michael has 44 hours of total time with all of it being in the Tecnam P2010, conducting the preflight prior to our dual flight, the aircraft did not have any discrepancies in the log nor did it have any visibly seen to me. The tanks were full, the oil was at 6 quarts, and the airplane passed the preflight inspection without any discrepancies seen. This was Michael's third solo with the prior two solos happening without incident.

If you need anything else from me, please let me know

Denton Halford

