

From: [REDACTED]
To: [REDACTED]
Subject: RE: ERA17FA119 Duette FL Beech BE-60 N39AG
Date: Friday, March 17, 2017 2:37:09 PM
Attachments: [REDACTED]

Hi Brian,

If I understand you correctly, we do not have a published flight training guide, or an SOP for instruction. We have gone back and forth (myself, my Chief Flight Instructor and other CFII's) with the plusses and minuses, and ultimately felt that writing some internal guidance may have unintentionally missed intent or have been too restrictive. In other words, while we may have tried to write a document that was 100%, most likely, we probably would have overlooked something or not emphasized important factors.

What we did agree on was that since the FAA had accepted standards that were written well enough that any effort we might put forward would not be an equal. We did agree and disseminate that our CFII should utilize the Aircraft Practical Test Standards and Airman Certification Standards (Private) along with the specific aircraft flight manual, whichever is most restrictive. This "most restrictive approach" was especially germane to simulating engine malfunctions and maneuvering (stalls) training. So, for stalls, in all cases, recovery is to be initiated at first sign of stall.

Our goal was to attempt to gain the highest degree of safe operating margins in every case.

I hope this helps.

By the way, I have a history in the USMC (active) then USN (reserve), 20 years.

Thank you, sir.

Paul

From: Rayner Brian [REDACTED]
Sent: Thursday, March 16, 2017 3:12 PM
To: Paul Liberatore [REDACTED]
Subject: RE: ERA17FA119 Duette FL Beech BE-60 N39AG

Sir, I'm sorry. Did I answer this?

I have one question off the top of my head: Do you have a company flight training guide? Specifically with regard to stalls, and stall recoveries in multi-engine airplanes?

Thank you,

Brian

From: Paul Liberatore [REDACTED]
Sent: Thursday, March 16, 2017 11:11 AM
To: Rayner Brian [REDACTED]
Subject: RE: ERA17FA119 Duette FL Beech BE-60 N39AG

Brian,

Mr. Bob Redfern has been a 1099 independent contractor for Access Flight Training Services LLC since October, 2011. Prior to this, I have known Bob since joining Aviation Training Management LLC in April, 2006. I had frequent conversation with him, usually at least two to three times per month along with frequent emails. I consider him to be a good friend, and I have consistently seen him and heard him express nothing but the highest professional regard and sincerity as an instructor. He loved his work and it showed in his many satisfied clients over the years.

I maintained a copy of his resume on the letterhead of Access Flight Training Services LLC only if requested by insurance underwriting companies. See attachment. I would review his resume with him about every two years and note any significant changes. I do not possess any of his flight records or training documentation as I expect the CFII's to maintain requirements independently. I do not know if he flew training events for another in-aircraft training company since October, 2011.

His last Duke training event with Access Flight Training Services was in February, 2013. He was scheduled to conduct Duke initial training in May, 2015; however, the sale of the aircraft was not completed. The Duke is not a popular aircraft that we receive request for training. His latest twin engine training was successfully provided in the Cessna 414 and 421 aircraft for seven pilots, coordinated by Van Air Aviation in Corpus Christi, TX in October, 2016. The POC for Van Air Aviation is Ruth Vandervlugt, (361) 526-4241. He conducted this yearly training since 2011 for Access Flight Training Services, and these pilots know Mr. Redfern well and can speak to his instructional capabilities. Overall, Mr. Redfern conducted about 10-12 training events per year for Access.

Please let me know if you have any additional questions.

Sincerely,

Paul

[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]
[REDACTED]



From: Rayner Brian [REDACTED]
Sent: Monday, March 13, 2017 12:53 PM
To: [REDACTED]
Cc: Rayner Brian <[REDACTED]>
Subject: ERA17FA119 Duette FL Beech BE-60 N39AG

Dear Mr. Liberatore,

Please allow me to offer my condolences again for your loss. We hope that our investigation will ultimately explain this terrible tragedy.

As discussed, I will need to examine the employment, training, and flight records for Mr. Redfern.

Please also provide a list of Mr. Redfern's most recent BE-60 students, and perhaps 4 of his most recent multi-engine students.

I hope you and your wife feel better very soon.

v/r

Brian

Brian C. Rayner
Senior Air Safety Investigator
NTSB - ERA
[REDACTED]
Ashburn, VA 20147

O - [REDACTED]
C - [REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

ACCESS FLIGHT TRAINING SERVICES, LLC

██████████ WILLOUGHBY, OH 44096
 OFFICE ██████████ FAX ██████████
 ██████████



NAME: **ROBERT (BOB) H. REDFERN, CFII**

██████████ Melbourne, FL 32940-6407
 Cell: ██████████ email: ██████████

<i>FLIGHT TIME</i>	TOTAL	MULTI	TURBINE	DUAL GIVEN
	20900	9355	0	18900

SPECIFIC AIRCRAFT / TIME

PISTON					
Baron 55/58/58P	155	Hrs	CE 400 Series	1750	Hrs
Duke	165	Hrs	PA-31 Series	210	Hrs
Bonanza	50	Hrs	PA-46 Series	215	Hrs
CE P/T210	15	Hrs	PA-23/34/44	6650	Hrs
CE 300 Series	395	Hrs	Aerostar Series	275	Hrs
CE 337T/P	10	Hrs	Aero Cmdr 500/520/600	55	Hrs

RATINGS and ENDORSEMENTS

- Com. Pilot, SE Land/Sea, ME, Gold Seal Flight Instructor (██████████) SE and ME, Instrument, Glider
- 2nd Class Medical
- Ground Instructor: Advanced Instrument
- Airframe and Powerplant Mechanic

EXPERIENCE

- Owner, flight training school, 1970's, Buffalo, NY.
- Florida Institute of Technology (FIT), Melbourne, FL Jan. 1978.
- Chief Pilot, CFI & ME, Instrument Examiner and FAA written examiner (Part 141), FIT Flight School, 1985. Instructed classes for the CFI/CFII Courses.
- Piper Aircraft, Vero Beach, FL 1988, Instructor. Principal Instructor for both ground and flight in the Malibu Mirage after co-developing the Mirage training program. Instructed in all Piper Models including the Mojave and Aerostar.
- FSI Academy, Vero Beach, FL in October, 1990, Chief Pilot for Swiss Air Airline training program.
- Contract instructing for Aviation Training Management Inc, Vero Beach, FL in August, 1997.
- Contract instructor for Access Flight Training Services, Willoughby, OH August 2011.
- Qualified in providing Initial and Recurrent training courses, ground and flight, in all Aerostars, Beechcraft, Cessna and Piper reciprocating twins and singles.

***EDUCATION***

- B.S. State University of New York at Buffalo, NY

FORMAL TRAINING IN EACH MODEL

- All Piper aircraft including Aerostar and Navajo with Piper Aircraft Corporation.
- All Cessna models – initial training through ATM Inc.