

Specialist's Report – Attachment 1

Records of Conversations

OPERATIONAL FACTORS

ERA17FA119

Person Contacted: Larry Reese

Date / Time: May 12, 2017 / 0940 eastern daylight time

Location: via Telephone

Investigator: Marvin Frantz

During the conversation, Mr. Reese stated the following:

He held an ATP certificate, and had between 13,000 and 14,000 flight hours. He last flew with Robert Redfern in October of 2016 during a recurrent training flight required for insurance purposes. The flight was in a CE-421. It was a flight review, and an instrument competency check. He has flown yearly with Mr. Redfern, usually in alternate aircraft. One year he would fly in the CE-421 and the next year in the CE-414. These flights would be annual recurrent flight training for insurance purposes. The October 2016 training consisted of 2-3 hours of ground training, and a 2-hour flight.

He thought Mr. Redfern was one of the better instructors he had flown with. He was very knowledgeable. He did not use any non-standard techniques. He followed a training syllabus. For stall recognition and recovery training, he used common techniques, nothing unusual. Mr. Redfern had never scared him during a flight. He interacted well with Mr. Redfern, and he thought he was a good instructor. Based on his last flight in October, he thought that for his age, Mr. Redfern was doing really well. His schedule had slowed down a bit, but he considered him competent and safe. Mr. Redfern took the controls at the end of the flight and did an instrument approach under the hood.

For landing preparation, Mr. Redfern did teach that mixture and prop levers could be left back a little from the full forward setting. He said this was because it was a turbo-charged engine.

The recovery technique from a turning stall was to level the wings, lower the nose, and add power, all together.

The conversation ended at 1000.

Person Contacted: Jim Weite

Date / Time: May 12, 2017 / 1005 eastern daylight time

Location: via Telephone

Investigator: Marvin Frantz

During the conversation, Mr. Weite stated the following:

He held a commercial pilot certificate with multi-engine and instrument ratings. He had about 1,950 hours total time, and 550 hours multi-engine time. He flew in a PA-31 with Mr. Robert Redfern (the accident instructor) four or five years ago, for an initial course of training, and again a year later for recurrent training. His training included both ground and flight training. There was one full day of ground training, which was very thorough. Mr. Redfern knew the plane inside and

out. He was an old, crotchety guy, but very knowledgeable. Mr. Weite gained a lot of knowledge from the training.

The flight training was also very thorough. He had 2 or 3 flights for a total of about 6 hours. He was very comfortable flying with Mr. Redfern. He demonstrated a couple of maneuvers. During the recurrent training flight, he had had foot or leg surgery from a bike accident and had some trouble getting into the airplane. He still seemed very knowledgeable. His instructional style was described as direct. During flight training, he noticed nothing out of the ordinary. His insurance requirements changed after the first recurrent training event. He then needed only a yearly instrument proficiency check to satisfy the insurance company. That is why he did not fly with Mr. Redfern after the first recurrent event. Otherwise, he would have called him again.

During his flight training, his stall training was very thorough. He performed imminent stalls and Mr. Redfern demonstrated accelerated stalls. He did not observe nor was he taught any non-traditional techniques for stall recognition or recovery. He was never afraid when flying with Mr. Redfern. Mr. Redfern wanted you to understand how quickly things can go wrong.

He was more comfortable flying with him than most other instructors he had used. He did question whether you should perform accelerated stalls in this particular plane. Mr. Redfern had demonstrated these with him following along on the controls with the instructor. Mr. Redfern had demonstrated this because this was what could happen when a pilot was low, slow, configured for landing, and perhaps overshooting the turn from base to final. If you were distracted, forgot to add power and banked too steeply in attempting to get back to the final, you could quickly find yourself in a stall condition. He was taught not to add power first, but to roll level and put the nose down first. This had to be done quickly, because you were assuming this happened at a low altitude. When practicing normal stalls, he was taught to simultaneously lower the nose and add power.

The conversation ended at 1025.

Person Contacted: Jeff Jamak

Date / Time: May 12, 2017 / 1030 eastern daylight time

Location: via Telephone

Investigator: Marvin Frantz

During the conversation, Mr. Jamak stated the following:

He held a commercial pilot certificate with multi-engine and instrument ratings. He had 7,300 hours total flight time, and about 2,800 hours multi-engine time. He flew 100-200 hours yearly.

He last flew with Mr. Robert Redfern in October of 2016. This was a flight review and instrument competency check in a CE-414 airplane. It was about a 2.5-hour flight. He flew with him yearly for the past 6 years, alternating between a CE-414 and a CE-421. His training with Mr. Redfern followed a recurrent training syllabus.

He described Mr. Redfern's skills as "100%, no question." He was very knowledgeable and very thorough. He did not remember Mr. Redfern teaching any non-standard procedures or techniques. For stall recovery in a turn, he was taught to level the wings, lower the nose, then add power. He did not practice any single-engine stalls. Nothing he did with Mr. Redfern seemed different from previous ways he was taught. Nothing seemed out of normal.

He did not notice any decay of skills due to Mr. Redfern's age. He had a good, sharp mind and good reaction time. He had not noticed anything of concern in the past six years he had been flying with him for recurrent training. Before that, it had been 12-15 years since he had flown with Mr. Redfern. That was for initial training in the airplane. He enjoyed flying with him. He could have avoided flying with him if he wanted to, but he didn't. He said he was a good instructor.

The conversation ended at 1050.