

Koza, Stephan (FAA)

From: [REDACTED]
Sent: Thursday, October 27, 2016 5:45 PM
To: Koza, Stephan (FAA)
Subject: Pilot information on Wayne Gilchrist
Attachments: scan0002.pdf

I am enclosing a summary of the checkout, flight review, and rental records on Wayne Gilchrist since he started flying with me. I do not have copies of his license or drivers license. He started flying with me in april of 2015 after a hiatus of about 12 years. I flew several hours with him to check him out in the Ercoupe, and also to perfect a method of communicatin using the voice box unit with the radios. During this time we also accomplished a flight review which I signed off on august 8, 2015. During this period I also took him through the proceedure to obtain a plastic license to replace his no longer effective paper one. I have also listed all his flighte from my rental records, and since I believe that this is the only aircraft that he flies, this should be his total flight experience during this period. I hope that this is sufficient information and if you have any furthur questions, please call me. sincerely Dan McCaffery

THESE FLIGHTS COMPRISE THE CHECKOUT
AND FLIGHT REVIEW FOR WAYNE GILCHRIST
IN ERCOPE N415WE

CLT 0914
F 180341A

4-16-2015	58M	LOCAL	1.1 FLT	
6-29-2015	58M	LOCAL	.9 FLT	
7-16-2015	58M	LOCAL	1.2 FLT	1.0 GROUND
7-17-2015	58M	LOCAL	.7 FLT	
8-8-2015	58M-EVY-58M		1.0 FLT	FLIGHT REVIEW SATISFACTORY

HE IS A PRIVATE PILOT OPERATING UNDER
SPORT PILOT PRIVILEGES. I HAD CHECKED
HIS PILOT CERTIFICATE AND DRIVERS
LICENSE. BOTH WERE VALID BUT THE
PILOTS CERT. NEEDED TO BE EXCHANGED
FOR A PLASTIC LICENSE, WHICH HE
HAD OBTAINED BY THE SECOND LESSON.
I DID NOT MAKE COPIES OF EITHER
CERTIFICATE.

PILOT HAS A TOTAL OF 58HRS DUAL, 13.6 PIC IN TYPE
PILOT RENTAL RECORD:

8-13-15	1.0	FLIGHT TIME	2-2-16	1.0 GND
8-23-15	.8	" "	2-20-16	.9 FLT INSTRUCTION
10-6-15	1.1	" "	3-9-16	.7 FLT TIME
11-4-15	1.1	" "	4-16-16	1.2 FLT TIME
12-4-15	.9	" "	5-26-16	1.1 FLT TIME
1-2-16	1.0	" "	6-14-16	.9 FLT TIME
			7-12-16	1.0 FLT TIME
			8-19-16	.7 FLT TIME
			9-14-16	1.1 FLT TIME
				1.0 FLT TIME

FAA Form 1360-33 (10/12) Supersedes Previous Edition

RECORD OF ☒ VISIT ☐ CONFERENCE OR ☐ TELEPHONE CALL	TIME 10:00 AM	DATE 10/20/2016												
NAME(S) OF PERSON(S) CONTACTED OR IN CONFERENCE AND LOCATION David Misek - Passenger N415WE [REDACTED]	ROUTING <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <th style="width: 50%;">SYMBOL</th> <th style="width: 50%;">INITIALS</th> </tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> </table>		SYMBOL	INITIALS										
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Lorraine Misek - Wife was present														
Cooper Medical Center Camden, NJ [REDACTED]														
SUBJECT N415WE Investigation														
DIGEST Mr. Misek stated the following about his flight with Mr. Gilchrist:														
1. They departed N14 for local sightseeing.														
2. They returned to fix a headset.														
3. They departed again and flew over Mr. Misek's house at [REDACTED] Cherry Hill, NJ.														
4. The pilot stated "something is wrong with the throttle" and adjusted the throttle and mixture controls.														
5. The pilot stated "we are going down."														
6. Mr. Misek noted the airspeed indicated 60 MPH. The aircraft struck trees and ended up upside down.														
7. Mr. Misek stated that it appeared the engine was running at low RPM.														
CONCLUSION, ACTION TAKEN, OR REQUIRED Investigation ongoing.														
DATE 10/20/2016	TITLE Aviation Safety Inspector	SIGNATURE [REDACTED]												

RECORD OF ☒ VISIT ☐ CONFERENCE OR ☐ TELEPHONE CALL		TIME 4:00 PM	DATE 10/19/2016
NAME(S) OF PERSON(S) CONTACTED OR IN CONFERENCE AND LOCATION Dan Fanim N14 FBO attendant		ROUTING	
		SYMBOL	INITIALS
Mort Stoverud N14 Mort's Aero Service			
			
SUBJECT N415WE Investigation			
DIGEST Spoke with both about the events at N14 concerning N415WE.			
1. This aircraft arrived about 1200. The pilot met the passenger and had lunch there.			
2. They both departed in N415WE but came back in. The pilot reported a headset problem.			
3. The pilot went to Mort's Aero Service for advice. Mr. Stoverud stated that the headsets had incompatible features (dynamic vs normal mics).			
4. They departed on their local sight seeing flight with the plan on returning to the airport.			
5. Confirmed via fuel log that fuel was not purchased at this location.			
CONCLUSION, ACTION TAKEN, OR REQUIRED Investigation ongoing.			
DATE 10/19/2016	TITLE Aviation Safety Inspector	SIGNATURE 	