

I was assigned Yujia Qu as a remedial student in late February. I completed two flights with her on the route KVRB KPHK KOBE. The first lesson (2/26) she completed within standards with only an error while taxiing on the ground in KOBE. She was very eager to complete the lesson and was upset when I told her that she would have to complete the lesson again. But, when I informed her it was FlightSafety's policy to complete two lessons satisfactorily before solo and she was going to be flying under my endorsement, she understood. I completed the XC again with her on 2/27. Navigation, pilotage and communication were all within standards. I scheduled her for the solo flight on 3/4. I messaged her to say that for solo xc in the pre-private stage, I would need to endorse her FSA logbook, her personal logbook and give her a current-dated lesson sheet in order for her to complete the lesson. I gave her that endorsement prior to her flight on 3-4 for 3-4 under the condition that the weather in the afternoon was within solo minimums and that it was safe to make the flight. The weather was not satisfactory that afternoon, so we made the decision to cancel the flight and to try again the following day. The night before, I saw her assigned time was early in the morning and assumed that, with the weather trends, she would not be able to make the flight. I had a checkride scheduled for 1330 in KGIF, so I decided to not go to the flight line at 0600 and sleep to prepare for my upcoming check. Having checked the forecast and METAR, I assumed she would not be allowed to make the flight, as she did not have the properly dated personal endorsement, FSA endorsement or a current-dated lesson sheet. When I did not hear from Yujia in the morning, at either the 0600 meet time or 0630 ETD, I concluded that she had either not gone to the flight line due to the inclement weather or was not allowed to go because OPS would verify her endorsements, and seeing that they were nonexistent, not issue her an aircraft.

At around 0800, Brian called me to ask if I had been in contact with Yujia. I told him that I assumed she had not made the flight. He said that she had picked up the plane at 0600 with the intention of making the XC. I attempted to contact her on her cell phone without success and went immediately to the flight line. I contacted the Flight Service Station (FSS) and listened to LiveATC to try to understand the timeline of events. When I determined that FSS did not have a flight plan on file for her and she had not opened any flight plans, nor that she had requested flight following, I was still in doubt that she had embarked on the XC at all.