

Joshua Young
Air Safety Investigator
AS-ERA

Date: 1/25/2024

Subject: ERA24FA096, BFR Flight Instructor

Contact: Randal Rose, Flight Instructor, ATA Flight School

Mr. Rose was interviewed by phone in relation to his flight review he performed for Mr. Kebe the morning of the accident. In attendance were the IIC and one other NTSB investigator, FAA personnel, and the party coordinator for Textron Aviation. Below is a summary of that conversation.

- Can you tell us a little bit about what you did for the flight review?
 - 1 hour of ground, in flight did clearing turns, stalls, steep turns, multiple other maneuvers and 2 landings.
- How would you describe the pilot's flying?
 - Solid, nothing of concern.
- Was the pilot night current?
 - Yes.
- Did you do any instrument flying during the BFR or was it only VFR flight?
 - It was only VFR flight, unusual attitudes was one of the maneuvers which was accomplished once by reference to only the flight instruments.

- Did you use foggles or do any simulated instrument flight?
 - No
- Which airplane did you accomplish the flight using?
 - N737VC, the accident airplane.
- Did you use the autopilot at all or go through it's usage?
 - No, Mr. Rose was not sure if the airplane had autopilot installed or if it was inoperative.
- Did the airplane have any issues before, during or after your flight?
 - No the airplane was solid, the RPM drop during the magneto check was less than 100 RPM.
- How much experience did the pilot have in the Cessna 172?
 - He was not sure but when the student was offered to do the flight review in either a Piper or the Cessna he chose the Cessna.
- How much flight time did the pilot have?
 - About 700 hours.
- Did you make any copies of the pilot's logbook?
 - No
- How would you describe the pilot?
 - He was a fit guy and seemed in good health.
- Was the pilot from around the area?
 - No he was from Texas but he liked the school when he was a student there and had come back to rent and time build.

Mr. Rose was thanked for his time and help with the investigation.

On January 29, 2024, Mr. Rose was emailed by the IIC and asked to describe the flight instruments aboard N737VC. He responded on 1/31/2024, and his response is below:

"Hello, sorry for the late response. The instruments were mostly a 6 pack, except for 2 G5s one for the attitude indicator with airspeed and altitude readings, and the other for the heading indicator. The GPS was a Garmin 375, but everything else was a standard 6 pack."