



Ataflight Scheduling System

https://[REDACTED]

Usage Log: #29239
Jack Jergovich
Friday 06/27/25, 1:00 PM

DATE	CLIENT	RESOURCE	TIMER	START	END	DURATION
27 June 2025	Jack Jergovich					
		N1293T PIPER PA-34-200	tach	2917.2	2917.56	0.36
		N1293T PIPER PA-34-200	tach 2	12138.18	12138.62	0.44
		Oscar David Marles Cruz	ground	128.2	128.2	0.0
		Oscar David Marles Cruz	flight	1772.8	1773.6	0.8
		N1293T PIPER PA-34-200	hobbs	8358.61	8359.41	0.8



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Usage Log: #29291
Jack Jergovich
Activity Type: Flight Instruction
Sunday 06/29/25, 9:00 PM

DATE	CLIENT	RESOURCE	TIMER	START	END	DURATION
29 June 2025	Jack Jergovich					
		N1293T PIPER PA-34-200	hobbs	8369.25	8370.1	0.85
		N1293T PIPER PA-34-200	tach	2925.27	2926.0	0.73
		N1293T PIPER PA-34-200	tach 2	12146.11	12147.0	0.89
		Oscar David Marles Cruz	flight	1783.6	1784.5	0.9
		Oscar David Marles Cruz	ground	128.2	128.2	0.0



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Usage Log: #29316
Jack Jergovich
Activity Type: Flight Instruction
Tuesday 07/01/25, 3:00 PM

DATE	CLIENT	RESOURCE	TIMER	START	END	DURATION
01 July 2025	Jack Jergovich					
		N1293T PIPER PA-34-200	hobbs	8380.0	8381.35	1.35
		N1293T PIPER PA-34-200	tach	2933.2	2934.28	1.08
		N1293T PIPER PA-34-200	tach 2	12154.16	12155.3	1.14
		Oscar David Marles Cruz	ground	128.2	128.2	0.0
		Oscar David Marles Cruz	flight	1790.0	1791.4	1.4



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Usage Log: #29324
Jack Jergovich
Activity Type: Flight Instruction
Thursday 07/03/25, 1:00 PM

DATE	CLIENT	RESOURCE	TIMER	START	END	DURATION
03 July 2025	Jack Jergovich					
		N1293T PIPER PA-34-200	hobbs	8394.95	8395.72	0.77
		N1293T PIPER PA-34-200	tach	2944.36	2944.8	0.44
		N1293T PIPER PA-34-200	tach 2	12165.19	12165.6	0.41
		Oscar David Marles Cruz	ground	128.2	128.2	0.0
		Oscar David Marles Cruz	flight	1801.9	1802.7	0.8



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Usage Log: #29357
Jack Jergovich
Saturday 07/05/25, 10:00 AM

DATE	CLIENT	RESOURCE	TIMER	START	END	DURATION
05 July 2025	Jack Jergovich					
		N1293T PIPER PA-34-200	hobbs	8401.56	8404.41	2.85
		N1293T PIPER PA-34-200	tach	2949.15	2951.54	2.39
		N1293T PIPER PA-34-200	tach 2	12169.96	12172.43	2.47
		Oscar David Marles Cruz	ground	130.2	130.2	0.0
		Oscar David Marles Cruz	flight	1808.6	1811.5	2.9



Ataflight Scheduling System

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Usage Log: #29376
Jack Jergovich
Activity Type: Flight Instruction
Monday 07/07/25, 1:00 PM

DATE	CLIENT	RESOURCE	TIMER	START	END	DURATION
07 July 2025	Jack Jergovich					
		N1293T PIPER PA-34-200	hobbs	8407.56	8409.11	1.55
		N1293T PIPER PA-34-200	tach	2953.91	2955.12	1.21
		N1293T PIPER PA-34-200	tach 2	12174.87	12176.06	1.19
		Oscar David Marles Cruz	flight	1815.7	1817.3	1.6
		Oscar David Marles Cruz	ground	130.2	130.2	0.0



Ataflight Scheduling System
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Usage Log: #29492
Jack Jergovich
Activity Type: check out flight
Wednesday 07/09/25, 1:00 PM

DATE	CLIENT	RESOURCE	TIMER	START	END	DURATION
09 July 2025	Jack Jergovich					
		N1293T PIPER PA-34-200	hobbs	8429.71	8430.83	1.12
		N1293T PIPER PA-34-200	tach	2971.37	2972.15	0.78
		N1293T PIPER PA-34-200	tach 2	12192.29	12192.98	0.69
		Won Youdeok	ground	6.6	6.6	0.0
		Won Youdeok	flight	670.5	671.6	1.1



Ataflight Scheduling System

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Usage Log: #31800
Ziyad Abdullah A Alghrabi
Activity Type: Flight Instruction
Wednesday 07/09/25, 11:00 PM

DATE	CLIENT	RESOURCE	TIMER	START	END	DURATION
09 July 2025	Ziyad Abdullah A Alghrabi					
		N1293T PIPER PA-34-200	hobbs	8433.73	8440.89	7.16
		N1293T PIPER PA-34-200	tach	2974.35	2979.12	4.77
		N1293T PIPER PA-34-200	tach 2	12195.2	12199.9	4.7
		Jack Jergovich	flight	0.0	7.1	7.1
		Jack Jergovich	ground	0.0	0.0	0.0

FAA Report: Instructor Familiarization and Check-Out Flight for Piper Seneca I

Subject: Instructor Familiarization Training and Performance Review

Aircraft Type: Piper Seneca I

Instructor: Jack Jergovich

Date of Report: 7/10/2025

Flight Hours Completed: 8 hours

Flight Training Program: Multi-Engine Instructor Familiarization and Check-Out Flight

1. Introduction:

This report outlines the performance and evaluation of Jack Jergovich, who has recently completed the required instructor familiarization and check-out flight for the Piper Seneca I. Over the course of a series of flight sessions totaling more than 8 hours, Jack demonstrated satisfactory competence in handling the Piper Seneca I in accordance with established standards and procedures. The flight training culminated in a successful check-out flight with the Assistant Chief Instructor, which was completed to the satisfaction of both parties.

2. Familiarization Training:

The initial familiarization training was conducted over multiple sessions, during which Jack showed proficiency and an understanding of standard operating procedures for the Piper Seneca I. The training covered all essential maneuvers, emergency procedures, operation of the aircraft's multi-engine systems, and familiarization with local airspaces and procedures relevant to the area of operations.

- **Training Areas Covered:**

- Aircraft systems and operation
- Multi-engine procedures (engine-out scenarios)
- Standard checklists
- Abnormal and emergency procedures
- Local airspaces, their boundaries, and relevant air traffic control procedures
- Local airfield operations and associated procedures

Throughout the training, Jack adhered to the appropriate checklists and maintained a strong commitment to safety protocols. There were no observed deficiencies during the training, and all maneuvers were executed in a manner consistent with FAA guidelines for multi-engine aircraft operation. Jack demonstrated good knowledge of local airspace and operational procedures, ensuring full compliance with regulatory standards.

3. Standard Operating Procedures for Landing Configuration:

As part of the training, Jack consistently followed the established checklists and standard procedures, including the **GUMPS check** (Gas, Undercarriage, Mixture, Propeller, and Seatbelt) prior to landing, as outlined in the checklist and training manuals.

For the **landing configuration**, the following procedural steps were highlighted:

- The **Pre-Landing Checklist** is completed **1.5 miles from the Final Approach Fix (FAF)** if conducting an instrument approach.
- At **1,000 feet** above the runway, the **Red levers forward (mixtures), Blue levers forward (props), and 3 Green light Check** is completed—ensuring that the appropriate landing gear indications are present, the landing gear is down and locked, and the **landing clearance** has been received. The checklist involves checking the **mixtures, props**, and confirming the landing gear is down and locked with visual confirmation of the landing gear through the convex mirror which is notable and visible when the landing light is on at night.
- At **500 feet**, the same checks are repeated, confirming that the gear remains in the correct position and the appropriate systems are functioning.

An important feature of the Piper Seneca I, which was utilized during the training, is the **radio altimeter**. The radio altimeter was operational, providing an important reminder to extend the landing gear. At **100 feet AGL**, the pilot is prompted with a call-out: "**100 feet, check landing gear**", until touchdown is made. This is critical for ensuring that the gear is deployed and locked before landing.

Additionally, the **throttle switch for the landing gear** is audible **only if the landing gear is not down or if it is down but not locked**. This warning ensures that the pilot is made aware of any gear configuration issues before attempting to land.

Jack also demonstrated full awareness of the **three green lights**, which confirm the landing gear is down and locked. Notably, these green lights remain illuminated at night and do not dim when the navigation lights are turned on, ensuring that the pilot can always confirm the status of the landing gear, regardless of lighting conditions.

4. Traffic Pattern Procedure:

For **traffic pattern operations**, the standard procedure followed was as follows:

- The **Pre-Landing Checklist** is started while on the **downwind leg** of the traffic pattern to ensure early preparation for landing.

- The landing gear is extended before the turn to **base leg**, leaving only **flaps at 25 degrees** for the base leg.
- **Full flaps (40 degrees)** are deployed on the **final approach**, if required for landing.

This procedure ensures a safe and efficient approach, with the landing gear extended at an appropriate point in the pattern, allowing for a stable configuration as the aircraft nears the runway.

5. Stable Approach Consideration:

A **stable approach** must be always maintained, especially below **1,000 feet AGL**. This is critical for a safe landing, and Jack consistently demonstrated awareness of this requirement throughout the training.

- Below **1,000 feet AGL**, it is imperative that the approach remains stable in terms of both vertical speed and airspeed.
- A **call-out verification** is performed at this altitude to ensure the stable approach is being maintained. At **1,000 feet AGL**, a call-out confirming the landing gear is properly extended and that all necessary checks have been made is mandatory. This verification ensures the crew is fully prepared for a safe landing.

Jack demonstrated consistent adherence to this standard, performing all checks and maintaining the stability of the approach well below 1,000 feet AGL.

6. Behavior and Safety Considerations:

During the familiarization training, there were no observable behaviors or actions that would suggest any risk of Jack landing with the landing gear up. Jack consistently demonstrated high levels of awareness and adherence to all checklists, including the **GUMPS check** and proper handling of landing gear procedures. He was attentive to all gear-related reminders and showed a proactive approach to maintaining situational awareness, both during the training and check-out flight.

The aircraft's operational systems, including the **radio altimeter** and **gear warning systems**, were fully functional, and Jack responded appropriately to all visual and audible cues, ensuring a safe landing configuration throughout the training.

Report Prepared By:

Oscar David Marles Cruz
MEI Instructor
NS Aviation Academy

July 10th, 2025

RE: Statement of Training Provision and Evaluation of Mr. Jack Jergovich

I, Youdeok Won, as an Assistant Chief Instructor, provided an initial proficiency check flight to Mr. Jack Jergovich on July 9th, 2025 in order to make him provide training for NS Aviation, Inc students.

Mr. Jergovich and I flew PA34 (N1293T) 1.1 hour, evaluated based on ACS Standard and NS Aviation Operational Manual. Performed pre-flight procedures, engine start and taxi, radio communication, standard local airport procedures, take-off, in-flight maneuvers (Slow flight, stalls, steep turn, VMC demonstration, etc.), emergency procedures (Engine fail scenario, emergency descent, in-flight fire scenario, instrument approach in one engine failure, etc.), and landing.

During evaluation, Mr. Jergovich showed checklist flow with his verbalization, performed flight maneuvers within the standards, acknowledging of emergency procedures. The concerning part was his radio communication and familiarization with Piper Seneca. He omitted to call the ATC during making initial call (e.g. "N1293T request taxi" instead of "Ground, N1293T request taxi) so I gave an instruction to correct him, but he forgot to do in correct way after. However, I considered that a minor concern. He was scheduled to do Cross-Country lessons before he starts to teach in-flight maneuvers and operations. I agreed with that idea since he needs more time to familiar to the type of aircraft. He said he has minor hours in Seneca but a lot more in multi-engine complex airplanes. He did not forget to lower gears during required maneuvers (slow flight, stalls), emergency procedures and especially for landing. So the accident that Mr. Jergovich had is a surprise to me.

I certainly the statement above is true and correct.

Youdeok Won

Assistant Chief Instructor
NS Aviation, Inc