



## RECORD OF EMAIL

**Jackie Vanover**  
**Aviation Accident Investigator**  
**AS-20; General Aviation Accident**

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**Date: May 15, 2015**  
**Person Contacted: Mr. Curtis Potter (Chief Pilot/Department Chair)**  
**NTSB Accident Number: GAA15CA063**

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### **Narrative:**

The following is record of email received by Mr. Potter on this date: May 15, 2015.

Since I took over as Chief Pilot in 2008, I have made several changes to the safety issues related to this type of accident. Of course, student solo endorsement will always remain at the discretion of the CFI. However, I created a lengthy "Best Practices" document to enhance and standardize CFI practices. I hold instructor meetings semi-annually just prior to each semester. The last meeting was 02/07/2015. In that meeting I directly addressed the Part 61 requirements for student pilot training and solo endorsement. We provide a training syllabus and a checklist for FAR 61.87 pre-solo requirements. We require a pre-solo phase check for each student before their first solo. Needless to say, I was quite shocked to learn that none of those internal or FAR requirements were completed for this student. It should be noted that our program had not experienced a damaged aircraft for 12 years prior to September 2014. Since then, there have been two students who damaged aircraft. Both were landing accidents and both were illegally endorsed by the same CFI. I have already begun a thorough audit of safety practices. My belief is that the problem is not systemic but a serious judgment deficiency on the part of an individual instructor.