

From: [REDACTED]
To: [REDACTED]
Subject: Re: WPR18FA237 Airplane Accident
Date: Monday, April 27, 2020 11:56:26 AM

[CAUTION] This email originated from outside of the organization. Do not click any links or open attachments unless you recognize the sender and know the content is safe.

I am sorry I made a mistake on the Date and hobbs hours. My last flight was on 8/22/2118. Flight time was 0.9 hours with 8 touch and goes.

Andrew:

I modified the above paragraph. Sorry for the confusion.

I had a flight with CFI Dave Derby on the morning of August 22 2018 starting at 9AM. My log book indicates 0.9 hours with 8 landings. it was annotated and signed by by Dave Derby. We stayed at KSEE and flue at pattern altitude,1,388 MSL for touch and goes left closed traffic for 27L. No unusual radio calls just pattern calls. Flight was uneventful. Dave was in a good mood, very cautious and alert. We had a brief after flight review. I did ask him as I was leaving what other training's/flights he had after our flight. He stated he was going to do spin training with a CFI student. He added that he really didn't like spin training. That was the last I spoke with him.

I hope this helps. When the report in complete I do want to know the conclusion outlined in the final accident report.

Thanks
Francis Pahr
[REDACTED]

On Mon, Apr 27, 2020 at 11:46 AM Francis Pahr [REDACTED] wrote:
Andrew:

I had a flight with CFI Dave Derby on the morning of August 20 2018 starting at 9AM. My log book indicates 1.0 hours with 9 landings. it was annotated and signed by by Dave Derby. We stayed at KSEE and flue at pattern altitude,1,388 MSL for touch and goes left closed traffic for 27L. No unusual radio calls just pattern calls. Flight was uneventful. Dave was in a good mood, very cautious and alert. We had a brief after flight review. I did ask him as I was leaving what other training's/flights he had after our flight. He stated he was going to do spin training with a CFI student. He added that he really didn't like spin training. That was the last I spoke with him.

I hope this helps. When the report in complete I do want to know the conclusion outlined in the final accident report.

Thanks
Francis Pahr
[REDACTED]