



RECORD OF COMMUNICATION

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Air Safety Investigator
Western Pacific Region

Date: July 9, 2019
Person Contacted: Mr. James Warmkessel (Flight Instructor)
NTSB Accident Number: WPR19FAMS1

Narrative: The following is a verbatim excerpt of an email response on this date by Mr. Warmkessel to an NTSB inquiry regarding his two recent flights (5/29 and 6/7) with the pilot who was suspected of disappearing with N3504A.

I was asked to perform a club checkout, which is essentially the flying portion of a Flight Review. As a general rule, I will ask the pilot to take off, fly to 4k and then perform a series of slow flight, Power-Off Stalls, Power on Stalls and Steep turns. Then we will return to the airport and Perform Short field takeoffs and landing and Soft field take-offs and Landings.

[The pilot] had told me that he had not flown in a year and that it should only take 30 minutes to complete the checkout process. As a side note the last time he attempted to fly, he taxied the plane into a tree.

After we took off [the pilot] was instructed to climb to 4k and turn left to a heading of 210. [The pilot] had substantial difficulty complying with that instruction. He consistently missed holding the heading that was given. He also had difficulty holding the assigned altitude. At no time was the aircraft out of control and I did not have to assume command, however, he could not comply with the instruction. We spent the entire hour practicing heading and altitudes. When we returned to land, his landing was surprising smooth.

In the time between our flights, I observed [the pilot] out at the airplane, reviewing the poh, radios and the heading indicator etc.

On our second flight, I detected that [the pilot] had left the baggage door open on the Aircraft and had asked him [about] his preflight and checklist usage. When we took off he was able to hold heading and altitude significantly better. I then asked him to demonstrate a steep turn. He was unsure as to the correct amount of turn that I desired, and I instructed him to turn the aircraft to 45 degrees bank. I then demonstrated the desired bank, He told me that he had never turned the aircraft more than 30 degrees. I was perplexed at the comment. At the end of that flight, he pressed me on how many flights it was going to take to regain his proficiency. I suggested that it was going to take a couple more before, I felt comfortable with him using the club planes.

At that time, I left on a 2 week vacation. I know that we had a number of canceled flights due to poor weather (fog) and that [the pilot] was pressing trying to get this checkout completed. I do not know the reason. I also know that [the pilot] told me that he liked to fly in the evening.