

Curriculum Vitae for William Baumheuter

Full name: William Robert Baumheuter, II

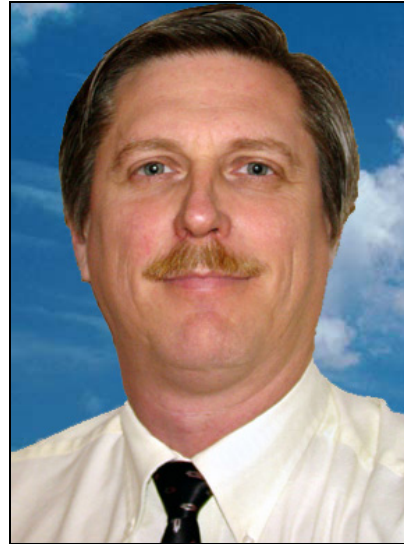
Address: 1107 St. Margaret Drive

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Areas of aviation expertise:

Issues regarding piloting, dispatch, maintenance and installation practices, procedures, qualifications, experience, FAR 43, 61, 91, 119, 135, and 141 regulations as they apply to the pilot and maintenance personnel and non-turbojet powered small (<12,500 lb.) aircraft.



Qualifications:

Airline Transport Pilot - Airplane Single and Multi-engine Land

Mechanic - Airframe and Powerplant

Gold Seal Flight Instructor - Single and Multi-engine- Instrument Airplane

Mechanic - Inspection Authorization

Ground Instructor - Instrument

FAA Designated Pilot Examiner –Sport Pilot Airplane, Administrative issuance of Flight Instructor renewals based on activity, duties and responsibilities and flight instructor refresher clinics, Administrative Issuance of Ground Instructor Certificates, (BGI, IGI, AGI). Issuance of Commercial Pilot Certificates, issuance and renewal of Flight Instructor Certificates based on Military Competency.

Flight Experience:

Began flying in 1981, certified as a CFI in 1986, ATP- ASMEL in 1989, DPE in 1991.

Flight hours > 10,000 Multi-engine hours > 6,000

FAR 135 line pilot 1987 - 2000, Chief Pilot of Downtown Air Service, Inc. Air Carrier ops 1990 - 2000.

Chief Flight Instructor at Parks College – St. Louis University FAR 141 Approved School NI1S349K July 12, 2016 - Present

Types of aircraft flown:

Boeing/Stearman - PT-17 (Kaydet)

Cessna - 150, 152, 172(E,L,M,N,P,R,S,XP), 172RG, 177, 177RG, 182, 182RG(R182), 210L, 310(I,L,N,P,Q,R), 337, 414, 414A, 421B, 421C, 425, 441.

Cirrus – SR20, SR22

Diamond – DA-20-C1 Eclipse

Mooney - M20, M20J (201), M20L (Porsche Mooney), M20M (TLS), M20R (Ovation)

North American - SNJ-5 (T-6)

Piper - PA22-150, PA23-250, PA28-140, 28-151, 28-161, 28-180, 28-181, 28R-200, 28R-201, 28RT-201, 28RT-201T, PA32-260, 32-300, 32RT-300T, PA34-200T, PA38-112, PA44-180, PA31P, PA60-602P.

Raytheon/Beechcraft - A23-24(Super Musketeer III), F35, A36, B36TC, 55, 58, 58P, 65-A90, B90, C90, BE200.

Socata/Aerospatiale - TB-9-9 (Tampico)

Stinson - 108-3 (Voyager)

Maintenance Experience:

Activities as FAA Certified Airframe and PowerPlant Mechanic w/Inspection Authorization including:

Normal/typical inspection, maintenance, repair and overhaul of mainly Cessna, Beechcraft, and Piper single and multi-engine aircraft.

Inspection, installation, maintenance, repair and overhaul of Continental and Lycoming reciprocating engines and accessory components.

Avionics installations and obtaining FAA field approvals of RNAV and GPS system installations.

Alternator/electrical alterations.

Acquisition of FAA Special Flight Permits for the operation of aircraft that do not meet current airworthiness rules.

Conformity inspections of aircraft for issuance of Export Certificates of Airworthiness.

Conformity inspections of imported aircraft for the issuance of US Airworthiness Certificates.

Conformity inspections for returning aircraft in experimental airworthiness category to standard airworthiness category after conclusion of flight testing for research and development and obtaining US Standard Airworthiness Certificates.

Background:

William R. Baumheuter, II born and raised in Cahokia, IL.

Attended Cahokia public school system grades 1 thru 12. 9-1963 thru 5-1975

Employed by General Motors Assembly Division (Chevrolet Corvette assembly plant) St. Louis, Mo. 12-1976 thru 8-1979.

Attended Belleville Area College 1-1980 thru 5-1981 for Aircraft Maintenance Technician School and Private Pilot Ground and Flight Training. Received FAA certification as Mechanic- Airframe and Powerplant 1-1981.

Worked as general contractor for Veterans Administration 6-1981 thru 6-1983.

Worked as aircraft mechanic for Lazy Eight Flying Club (flight school) 2-1983 thru 4-1984.

Assumed ownership of Lazy Eight Flying Club in 5-1984. Responsibilities included dispatch of aircraft, maintenance of school's aircraft fleet and customer aircraft.

Received FAA certification as Flight Instructor - Airplane 1-1986.

Incorporated Lazy Eight Flying Club into, was president of Downtown Air Service, Inc. 1-1986 thru 10-2000.

Received and held Downtown Air Service, Inc. FAA FAR Part 135 certification 2-1987 thru 10-2000. Air Carrier Operating Certificate #DOWA280D.

Served as Downtown Air Service, Inc. FAA Approved Anti-Drug Program Manager 1989-2000. Responsibilities included notification/compliance of safety sensitive employee random, reasonable cause and post-accident testing; maintenance of FAA required Anti-Drug Program records.

Director of Operations and Chief Pilot duties included the development, implementation and practice of FAA approved procedures for ensuring safe dispatch, operation, discrepancy identification, discrepancy correction and proper return to service after maintenance. These duties also included ensuring proper performance of maintenance along with the identification of current and future inspection/maintenance requirements (continued airworthiness) for numerous aircraft including those operated under the FAR 135 Air Carrier Certificate, along with procedures for FAR 91 operations of fleet rental aircraft/management of customer aircraft.

Completed FAA Designated Pilot Examiner Academy Curriculum 9-1990.

Designated by the FAA as pilot examiner 9-1990 with initial authority to issue 2-1991.

Previously held authorization as Designated Pilot Examiner to issue all pilot certificate levels and additional ratings in single-engine and multi-engine land airplanes. FAA Multi-engine Piston Airplane

practical test authorization. Currently authorized to issue Sport Pilot Certificates in airplanes, issue Commercial Pilot Certificates and Flight Instructor certificates based on Military competency, issue Basic, Instrument and Advanced Ground Instructor certificates, renewal of Flight Instructor certificates based on activity, refresher clinics or duties and responsibilities..

Received additional certification as FAA Mechanic - Inspection Authorization 1996.

Accepted position of Chief Flight Instructor for Parks College of Engineering, Aviation and Technology – St Louis University on June 1, 2016 and received FAA designation for that position July 12, 2016.

Completed Initial Department of Homeland Security Flight School Security Awareness Training 11-5-2004. Recurrent training continues.

Affiliations (past and present):

Aircraft Owners and Pilots Association (AOPA) - 1981 to present.

Safety Team Volunteer (FAASTeam Representative) 11-2007 to present

National Air Transportation Association (NATA) - 1987 to 1991.

Professional Aviation Maintenance Association (PAMA) - 2006 to 2007

Aircraft Maintenance Professionals (AMTSociety) - 2007 to present

St. Louis University Department of Aviation Science Industry Advisory Board, Parks College of Engineering, Aviation and Science – March 2010 to November 2016

AWARDS:

Certificate of Program Proficiency, Airframe and Powerplant Technician - Belleville Area College - 12-18-1980.

Prior expert testimony and consultation:

1. Mizewski v. Landing. February through July 1994. PA22-150. N7136B. Piloting and maintenance issues. Crashed during takeoff. For plaintiff. Consultation, examination of wreckage, written opinion, deposition. Case settled.
2. Nelson v. Dickson, et al. November 1996 through February 1997. PA32RT-301T. N2207B. Piloting and maintenance issues. Crashed during in-flight fire. For defense. Consultation, examination of wreckage, written opinion. Case settled.
3. Yarlbrough v. Burlington Northern Railroad. May 1997. For defense. Pilot certification issues. Consultation. (non aviation related case)
4. Testerman v. Robertson. April through May, 2000. PA32R-301 N8147B. Piloting and maintenance issues. Crashed during takeoff. For plaintiff. Consultation, examination of wreckage, written opinion, deposition. Case settled.

5. Brinell v. United States of America. February through May 2003. CE-525. N525KL. Piloting issues. Collision with terrain during Instrument Approach -CFIT. For Defense. Consultation. Plaintiff's civil complaint dismissed.
6. Metzger v. Thunder Air Charter, Inc. July 2002 through February 2004. CE-172RG. N5388R. Piloting and maintenance issues. Crashed during takeoff. For plaintiff. Examination of wreckage, investigation and consultation. Case settled.
7. Scott v. Mooney, et al. December 2003. M20M. N7775L. Piloting and maintenance issues. Crashed during fire after takeoff. For defense. Examination of wreckage, investigation and consultation. Case settled.
8. Twenty-One Sound Communications v. St. Charles Flying Services, Inc., et al. December 2002 thru December 2004. PA25. N6339Z. Piloting issues. Crashed after collision with obstruction - CFIT. For defense. Consultation. Plaintiff's civil complaint dismissed.
9. Puetter, et al v. United States of America. October 2003 through December 2004. CE-152. N5357M. Piloting and maintenance issues. For defense. Crashed during IMC flight. Examination of wreckage, investigation, exemplar flight testing, consultation, FRCP Rule 26 opinion, deposition. Case settled.
10. Johnson, et al. v. United States of America. September 2004 through April 2005. Mooney M20R. N88FJ. Piloting and maintenance issues. Crashed during IMC flight. For defense. Examination of wreckage, consultation. Plaintiff's civil complaint against defendant withdrawn.
11. King, et al v. Lakewood/Robert Hayes. May 2003 through November 2003. Beechcraft A36. N28JP. Piloting and maintenance issues. Crashed after engine failure during cruise flight. For defense. Examination of wreckage, consultation. Case settled.
12. Rott v. Phillison Aviation, Inc. February 2005 through December 2005. Beechcraft V35. N4890J. Maintenance issues. Crashed short of runway after fuel exhaustion/mismanagement. For defense. Examination of wreckage, ground and flight exemplar testing, consultation, trial testimony in Dakota County Minnesota, Judge McManus. 7-1 jury verdict for plaintiffs.
13. Ciocia/Hecker v. Shikalis Aviation Services, Inc., et al. October 2005 through November 2005. Piper PA-34-200T. N5636V. Maintenance issues. Crashed after takeoff at Montauk, NY. For Defense. Examination of wreckage, consultation. Case settled.
14. Morrison v. United States of America, et al. March 2005 through April 2006. Experimental RV-6A and Piper PA-16 mid-air collision @Sun N Fun 2002. N3333S, N5293H. Piloting and maintenance issues. For defense. Examination of wreckage, Consultation, FRCP Rule 26 opinion, deposition testimony. Case settled.
15. Johnson v. Mooney, et al. January 2006 through September 2006. Mooney M20R Ovation. N88FJ. Piloting and maintenance issues. Crashed during IMC flight. For Defense. Examination of wreckage, exemplar flight testing, consultation, written opinion. Case settled.

16. Swanson v. United States of America, et al. August 2005 through September 2006. Swearingen/M7 Merlin IIB (SA-26AT). N698X. Piloting and maintenance issues. Crashed during below minimums ILS approach at KCRG -CFIT. For Defense. Examination of wreckage, consultation, FRCP Rule 26 opinion. Deposition testimony. Case settled.
17. Gish (Taylor), et al. v. Mooney Aircraft Corporation, et al. December 2003 through October, 2006. Mooney M20K (252) N252MW. Piloting and maintenance issues. Crashed during IMC flight. For Defense. Examination of wreckage, consultation, written opinion. Summary judgment in favor of defense on all counts.
18. Bautista, et al. v. Mooney et al. February 2005 thru May 2007. Mooney M20J N658FT. Piloting and maintenance issues. Crashed after engine failure due to improper maintenance on magneto. For Defense. Examination of wreckage, consultation. Case settled.
19. Casey v Garmin, et al. March 2007. Raytheon/Beechcraft 58 Baron. Piloting and avionics issues. Crashed during IMC missed approach. For Defense. Consultation only. Case settled.
20. Estate of Donald Keller v. Courtesy Aircraft, Inc., et al. January 2007 thru May 2007. North American T-6-AT6D Texan. N7471C. Piloting and maintenance issues. Crashed during takeoff phase after engine failure. For Defense. Examination of evidence, consultation and written opinion. Case settled.
21. Kumm v Duffy's Aircraft Sales, et al. March 2005 thru May 2007. Cessna 414 (Riley Super 8) N414NG. Maintenance Issues. Crashed during defective approach to landing. For Defense. Examination of evidence, consultation, and written opinion. Case settled.
22. Kracke/Fox/Shearer v United States of America July 2006 thru October 2007. Beechcraft A36. N55448. Piloting and maintenance issues. Crashed after flight into thunderstorm. For Defense. Examination of wreckage, consultation, FRCP Rule 26 opinion. Deposition Testimony. Case settled.
23. Aubrey v Diamond Aviation, et al. December 2006 thru November 2007. Piper PA-28-180. N5320L. Piloting and maintenance issues. Crashed during VFR approach to landing -CFIT. For Defense. Examination of wreckage, consultation, written opinion. Case settled.
24. Rizer v Mooney Aircraft Corporation, et al. March 2006 thru January 2008. Mooney M20R Ovation. N1005P. Piloting and maintenance issues. Crashed during VFR approach to runway. For Defense. Examination of wreckage, exemplar flight testing, consultation, written opinion. Case settled.
25. Desch v Wingnuts Flying Club, Ltd. January 2008 thru June 2008. Piper PA32R-300. N8349C. Maintenance issues. Crashed after engine stoppage during flight. For Defense. Examination of wreckage, consultation. Case settled.
26. MacLean v. Overbye. November 2007 thru June 2008. Cessna 172S. N380SP. Piloting Issues. Head injury due to inadvertent starter engagement/ injury due to propeller strike to skull. For plaintiff. Exemplar testing, consultation, written opinion. Case settled.

27. Tillman v United States of America. January 2008 thru May 2008. Cessna 195. N22L. Mechanical Issues. Crashed into Atlantic Ocean after engine failure. For Defense. Consultation. Case settled.
28. Pease v Air Tolin, et al. October, 2008 thru March 2009. Piper PA-32R-301T N341MA. Mechanical Issues. Crashed after engine failure. For Defense. Examination of wreckage, Consultation. Case settled.
29. Wirt v Beacon Aviation, et al. December 2008. Piper PA-32-260. N3946W. Piloting and mechanical issues. Crashed after flight into known icing conditions. For Defense. Examination of wreckage, consultation. Case settled.
30. Varosi v University Air Center, et al. January 2009 thru February 2009. Beechcraft B-60 Duke. N999DE. Piloting and maintenance issues. Crashed shortly after takeoff into Airline Terminal Building due to inadequate preflight/improper rudder and trim settings. For Defense. Examination of wreckage, consultation. Case settled.
31. Gary Lewis v Granite Mountain Aviation. March 2009. Cessna 172L. N9897G. Mechanical issues. Engine failure during cruise flight after recent overhaul. For Defense. Consultation only. Case settled.
32. Kari Swan Johnson, et al v Ozark Aircraft Maintenance, et al. March 2009. Piper PA-32-300. N4032R. Piloting and mechanical issues. Crashed near airport at night. For Defense. Examination of wreckage, consultation. Case settled.
33. Wirt v Griffing, et al. March 2009 thru May 2009. PA-32-260. N3946W. Piloting and mechanical issues. Crashed after flight into known icing conditions. For Defense. Consultation only. Case settled.
34. Butler v Kelly Aerospace, et al. April 2008 thru October 2009. PA-28-181. N9578C. Piloting and mechanical issues. Crashed on takeoff due to fuel exhaustion. For Defense. Consultation, exemplar testing of aircraft, fuel system components and written opinion. Case settled.
35. Supinski v United States of America. February 2008 thru December 2009. Cessna 182T. N843MC. Piloting issues. Crashed during night MVFR go-around. For Defense. Consultation, FRCP Rule 26 opinion. Deposition testimony. Summary judgment in favor of defense on all counts.
36. Lin v Supan, et al. January thru February 2010. Piper PA-22-150. N13WA. Aeromedical, Piloting and maintenance issues. In-flight smoke/fire due to inadequate annual aircraft inspection/improper maintenance. For Defense. Consultation only. Case settled.
37. Davies, et al. v Palm Beach Avionics, et al. November 2008 thru March 2010. Cirrus SR-22. N969ES. Piloting and maintenance issues. Crashed at Statesville, NC (KSVH) after ILS approach due to pilot error/loss of control. For Defense. Consultation, sworn affidavit. Summary judgment in favor of defendant on all counts.

38. Sullivan v Orlando Avionics, Inc. et al. March 2008 thru May 2010. Beechcraft V35B. N9JQ. Piloting and maintenance issues. Crashed near Rock Hill Airport, South Carolina (KUZA) due to fuel system mismanagement. For Defense. Consultation, examination of wreckage, component testing, sworn affidavit. Case settled.
39. Southwest Aviation Specialists, L.L.C. et al v United States of America, et al. February 2011 thru October 2011. Beechcraft C90 King Air. N21SP. Maintenance, ownership and operational control issues. Right main landing gear collapsed upon landing at Baton Rouge, LA due to failed torque link/non-compliance with AD. For Defense. Consultation, FRCP Rule 26 opinion. Summary judgment in favor of defense on all counts.
40. Agape Flights, Inc. (Agape) v Covington Aircraft Engines July 2010 to February 2012. Cessna 208B Caravan. N954PA Inspection/Maintenance issues. Engine failure due to worn fuel pump drive shaft. For Plaintiff. Consultation, examination of engine components, FRCP Rule 26 opinion. Defendant's motion for summary judgement granted.
41. Biagioni v United States of America June 2013 to July 2013. Cessna 172N N8405E. Piloting issues. Pilot departed into IMC without an ATC clearance. CFIT. For Defense. Consultation only. Case settled.
42. Daniel L. Kirkland v Old United Casualty Company November 2103 to December 2013. Focke-Wulf FW-190 N190DK. Pilot certification issues. Pilot/Owner damaged aircraft on first landing while operating with an expired FAA Temporary LOA. For Defense. Consultation, written opinion. Defense motion for Summary Judgment granted.
43. Janice Murray v Teledyne Continental Motors, et al November 2013 to December 2013. Cessna 421B N1935G. Inspection/Maintenance issues. Right Engine caught on fire after takeoff due to improper inspection/maintenance, severe/extreme exhaust gas leakage at exhaust port, pilot lost control and crashed. For plaintiff. Consultation, exemplar testing. Case settled.
44. Edward R Pepper v Dale Kottwitz, et al February 2013 to March 2014. Privately owned airport/neighbor disputes/Piloting issues, FAA regulations and airspace jurisdiction/limits. For Plaintiff. Consultation, trial testimony in Franklin County Courthouse, Union, MO Courtroom 302 Judge Ike Lamke. Jury verdict in favor of plaintiff.
45. Gruber v Marshall, et al. October 2015 to January 2016. Mooney M20J. N57672. Crashed after takeoff into IMC conditions, lost control of aircraft. Piloting/Maintenance issues. For defense of maintenance facility. Consultation, inspection of wreckage. Case settled.
46. Miles v USA June 2015 to March 2016. Beechcraft C24R Sierra. N38029. Crashed after stalling during go-around at night. Eglin AFB. Maintenance issues. For Defense. Consultation, FRCP Rule 26 opinion. Case settled.

47. Curtis v USA April 2017 to March 2017. Beechcraft 95-B55 Baron. N36638. Crashed after stalling during go-around at LaGrange-Callaway Airport, GA. Maintenance issues. For Defense. Consultation, FRCP Rule 26 opinion. Trial Testimony. Judge Timothy C. Batten, Sr. Newnan, GA Federal Courthouse. Judgment for the Plaintiffs.

Fee Schedule:

Expert Witness or Consultation time: Examinations of wreckage, documents, evidence and exhibits, interview of personnel, preparation of reports and exhibits, providing testimony, etc. \$150.00 per hour.

Travel Time: to and from Depositions, Trial, Accident sites, Wreckage inspections, etc.: \$75.00 per hour.

Trial or Deposition testimony is \$1,500 minimum per day, plus all travel time and expenses.

All out of pocket expenses to be reimbursed at the actual amounts paid.

All work is billed monthly. Payment for invoices due within 60 days of date submitted, except when opposing parties are to pay deposition fees and expenses, payment must be made in full in advance of the testimony.