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November 2, 2005

Subject: Recommendation for Glen Gordon

To Whom It May Concern:

I purchased an RV-6, N442E, which was built by Mr. Gordon. I have owned the aircraft for 1-½ years. I am very pleased with the workmanship and with each inspection; I'm amazed at the expertise and the attention to detail that was given by Mr. Gordon.

I have owned six aircraft. The workmanship on this aircraft is superior to the previous 5 aircraft, which were all certificated aircraft. I would not hesitate to purchase any aircraft Mr. Gordon built.

Attached is a Statement of Qualification and training courses I've completed. I am currently an FAA Designated Pilot Examiner for the following certifications: Private, Commercial, Instrument, Airline Transport Pilot & Certified Flight Instructor.

Sincerely,



Alvin L. Bieber
Supervisory Principal Operations Inspector, Retired

Enclosures:
8 Pages

**EXPERT WITNESS DISCLOSURE - STATEMENT OF QUALIFICATIONS
ALVIN L. BIEBER**

FAA SUPERVISORY PRINCIPAL OPERATIONS INSPECTOR – GS 15 – Retired

OVERVIEW

I have spent the last 37 years evaluating Pilots, Instructors, Check Airman and FAA Inspectors.

I was responsible for certification and surveillance of Flight Schools, CFR Part 135 Air Carriers and Large Air Carriers certified under CFR Part 121.

Prior to my FAA service, I have held the following positions: Flight Instructor, Ground Instructor, Chief Flight Instructor, Pilot, Chief Pilot, Check Airman and Aviation Safety Counselor.

During my FAA Career, I served as an Aviation Safety Inspector, Principal Operations Inspector, Supervisory Principal Operations Inspector (General Aviation and Air Carrier). At the FAA Academy, I served as an Aviation Safety Inspector Instructor in flight and ground courses for General Aviation and Air Carrier Inspectors. I was also the Program Manager for the Convair 580 aircraft.

**EXPERT WITNESS DISCLOSURE - STATEMENT OF QUALIFICATIONS
ALVIN L. BIEBER**

CERTIFICATION AND RATINGS:

- Airline Transport Pilot - 1645224
- Airplane SEL MEL
- Type Rating - DC-9 B-737 CV340/440 CE-500
- Commercial Level Rotorcraft Helicopter and Glider

INSTRUCTOR RATINGS:

- INSTRUMENT, Airplane SEL MEL
- Rotorcraft Helicopter
- Advanced & Instrument Ground Instructor

FAA ACADEMY INSTRUCTOR QUALIFICATIONS

- General Aviation Fixed Wing Executive Aircraft and Helicopter
- Air Carrier Qualified in the CV-580 DC-9
- Air Carrier and General Aviation Job Functions

FAA FLIGHT TRAINING

[See Exhibit 1 - FAA Training History – Flight & Administrative Courses.]

FLIGHT EXPERIENCE **

- Total Pilot Time: **9235**
- Total Instructor Pilot Time: **6400**

***** This does not include 23 years of flight checks, CPT and simulator training experience.***

**EXPERT WITNESS DISCLOSURE - STATEMENT OF QUALIFICATIONS
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I am currently a Designated Pilot Examiner for the Federal Aviation Administration, Designation No. WP-07-149. This authorization allows certification of applicants for pilot certificates for private, commercial, instrument and airline transport pilots. These practical examinations are conducted in accordance with the Code of Federal Regulations (CFR's) Part 61 and the Practical Test Standards (PTS) appropriate to the pilot certificate sought. These pilot evaluations require comprehensive, specific content and standards.

Since February 2000, I serve as a Director on the Sedona Airport Authority Board. During my tenure, security and safety procedures have been adopted, which includes fencing, card gate access and separation of helicopter and fixed wing activities.

Since my retirement from the Federal Aviation Administration on August 1, 1998, I have conducted Code Sharing Inspections for American and Continental Airlines for approval to code share with Vietnam Airlines, British Midland and Eva Air. These inspections involved flight operation reviews in accordance with ICAO standards in the following areas:

1. Management/General
2. Pilot Hiring
3. Training/Standards
4. Line Operations
5. Flight Manuals/Documents/Data Control
6. Pilot Qualifications and Records
7. Scheduling
8. Aircraft Performance.

[See Exhibit 2 - Scope of Inspection Sample-Continental Airlines Code Share Review Checklist.]

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From November 1983 to August 1, 1998, I conducted certification functions for Pilots, and Designated Check Airman for aircraft, simulator, line and IOE (Initial Operating Experience) authorizations. I performed line and proficiency checks.

Since April 1984, my primary responsibility was Principal Operations Inspector for 4 domestic air carriers conducting scheduled operations by administering and monitoring safety issues. My job involved the following major certification projects: Upgrade to Domestic Operations Specifications for a 135.2 operator, certification of two new scheduled domestic air carriers and the addition of the following aircraft to America West Airlines Inc.'s certificate: DHC-8, B-757, B-747 for international operations and the Airbus A-320.

All of these projects required extensive planning and organization. Numerous meetings had to be conducted for approval/acceptance of aircraft operations manuals, flight operations manuals, stations manuals, minimum equipment lists and training manuals. A surveillance program had to be developed for each aircraft. The Boeing 747 evacuation required 4 attempts before satisfactory completion. It required 22 inspectors to conduct this evaluation. It was imperative that the evacuation be well organized and directed without any chance of the operator claiming a foul. It was very important that all participants involved understood the procedure and the satisfactory completion standards.

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Each aircraft added to America West's certificate also required proving flights, which are very costly. I served as Inspector in Charge of proving flights for the following aircraft: Convair 580, B-737, DHC-8, B-757, B-747 and A-320. Specific schedules and hourly requirements must be conducted with numerous simulated abnormals for flight deck and cabin crewmembers, station and maintenance personnel. The certification of an air carrier is a very long and complex process.

Since December 1986, I was the Principal Operations Inspector for America West Airlines Inc. They were the fastest growing scheduled air carrier in the United States. They grew from 3 aircraft and 32 pilots in August 1983 to 115 aircraft and over 1300 pilots, an excess of 2500 flight attendants and total employment of 12000. They were declared a Mega Carrier. With this type of growth, it was necessary to draw assistance from FSDO's [Flight Standard District Offices] all over the country, which induced numerous scheduling and organizational problems. During my tenure at the Phoenix office, I received 3 letters of commendation, 4 outstanding Performance Evaluations and 2 Exceptional Performance Evaluations.

From April 1979 thru November 1983, I served approximately equal time as an FAA Academy Instructor in the General Aviation and Air Carrier Sections in Oklahoma City. In the General Aviation Section, I was responsible for course development and revisions, and conducted flight and classroom instructions for FAA Aviation Safety Inspectors in both fixed wing and rotorcraft. On occasions, it was necessary to counsel students and coordinate students' progress with supervisors.

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The helicopter-training curriculum was particularly critical with numerous power-off landings each instructional day. I developed very specific guidelines for accomplishing maneuvers that enhanced safety. I developed an entire procedure for processing new instructors into the General Aviation Section.

From August 1981 to November 1983, I served in the Air Carrier Section as a ground, flight and job functions instructor. Shortly after entering the section, I was given the project to develop a Course Design Guide for the Convair 580. Unrated in the aircraft, I basically instructed myself in the systems and simulator and completed the Course Design Guide, which was approved without revision by the FAA Training Branch in Washington, DC. I also produced all the lesson plans' visuals and curriculums for the Initial, Recurrent and Simulator courses. I became rated in the DC-9 and Convair 580 and was assigned Program Manager of the Convair 580 courses. The course received outstanding critiques. I received an outstanding PER with a Quality In-Grade Award. During this same period, I also instructed in the DC-9 and Job Functions courses. I reorganized numerous lesson plans in the job functions area, which improved critiques in those subjects.

From September 1976 thru April 1979, I served as an Aviation Safety Inspector at the North Dakota General Aviation District Office (GADO) in Fargo. As a journeyman inspector, I planned itineraries on a regular basis, which involved conducting written examinations, flight checks and accident/incident investigations. My duties involved continuous coordination with airworthiness inspectors. I assisted the Accident Prevention Specialist during safety meetings by making technical presentations.

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I reviewed and approved applications for air show waivers. I planned and directed pre-air show briefings for the Blue Angels, Thunderbirds, Snow Birds, Army Knights and numerous other local air shows. On one occasion, I had to stop an air show to gain compliance with waiver requirements. The University of North Dakota had one of the most aggressive and comprehensive aviation programs. Their program required numerous Certified Flight Instructor and Chief Flight Instructor check rides and course evaluations.

The North Dakota GADO held an excess of 300 agricultural operator certificates. I assisted in developing a surveillance program, conducted certifications, and performed pilot examinations. During my tenure in North Dakota, I received two letters of commendation.

My experience as a Pilot, Chief Pilot, Flight Instructor and Ground Instructor prior to my government service is not listed here, but also contributed to my skills as a pilot, evaluator and manager.

My experience covers a broad spectrum of the aviation industry, with flight time in many different aircraft, and dealing with a variety of personnel in general aviation and air carrier operations from private pilot to Airline Presidents and CEO's. I am well qualified to make performance and hiring evaluations for operations personnel.

PILOT FUNCTIONS TRAINING

| DATE | COURSE TITLE | NUMBER | HOURS | LOCATION |
|-------|--|--------------------|-------|----------------------|
| 1976 | CESSNA CITATION 500 INITIAL TRAINING | OUT-OF AGENCY | 40 | SAC, CA |
| 11/78 | TURBOPROP INDOCTRINATION | 20706 | 80 | OKC, OK |
| 02/80 | BEECHCRAFT 90 KING AIR RECURRENT TRAINING | 20155 | 40 | OKC, OK |
| 04/81 | INSPECTOR PILOT TURBOJET EVALUATION | 21202 | 64 | OKC, OK |
| 02/82 | DOUGLAS DC-9 INSPECTOR PILOT INITIAL QUAL | 20006 | 168 | OKC, OK |
| 07/82 | CV-580 INSPECTOR PILOT INITIAL QUAL | 20001 | 144 | OKC, OK |
| 06/84 | DC-9 INSPECTOR PILOT STANDARD (SIM) CATEGORY 2 | 28377 | 40 | OKC, OK |
| 09/84 | DC-9-80 PILOT DIFFERENCES TRAINING | 28159 | 48 | OKC, OK |
| 02/85 | DOUGLAS DC-9 INSPECTOR PILOT RECURRENT QUAL | 20165 | 64 | OKC, OK |
| 06/85 | BOEING 737 INITIAL QUAL 28000 (PIEDMONT AIRLINES) | | 240 | WINSTON SALEM, NC |
| 07/87 | B-737 PILOT RECURRENT QUAL (UNITED AIRLINES) | 28001 | 64 | DEN, CO |
| 08/87 | B-737-300 DIFFERENCES TRAINING (SOUTHWEST AIRLINES) | 28215 | 48 | DAL, TX |
| 10/87 | B-737-PILOT RECURRENT QUAL (UNITED AIRLINES) | 28001 | 64 | DEN, CO |
| 11/87 | PRINCIPAL OPS INSPECTOR 21408 WINDSHEAR TRAINING | | 16 | OKC, OK |
| 03/88 | COCKPIT RESOURCE MANAGE- MENT SEMINAR | UNITED AIRLINES | 40 | DEN, CO |
| 04/88 | B-737 PILOT/FE RECURRENT (SIMULATOR) (AMERICA WEST) | 28378 | 34 | PHX, AZ |
| 03/89 | B-737 PILOT RECURRENT QUAL - (AMERICA WEST) | 28001 | 64 | PHX, AZ |
| 04/90 | B-737 PILOT RECURRENT QUAL - (AMERICA WEST) | 28001 | 64 | PHX, AZ |
| 04/91 | B-737 PILOT RECURRENT QUAL - (AMERICA WEST) | 28001 | 64 | PHX, AZ |