

Curriculum Vitae for William Baumheuter

Full name: William Robert Baumheuter, II

Address: 1107 St. Margaret Drive

City: Cahokia, IL 62206

Telephone: (618) 215-5151

Date of birth: 09-12-1957

Areas of aviation expertise:

Issues regarding piloting and 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 –Private Pilot Airplane, Commercial Pilot Airplane, Instrument Airplane, Flight Instructor Airplane additional rating, renewal, reinstatement, Airline Transport Pilot Airplane, plus all single and multi-engine additional class ratings. Multi-engine Piston Airplanes flight test authorization (LOA)

Flight Experience:

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

Flight hours > 9,600 Multi-engine hours > 6,100

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

Types of aircraft flown:

Boeing/Stearman - PT-17 (Kaydet)

Cessna - 150, 152, 172(E,L,M,N,P,R,S,SP,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, 38-112, 28-140, 28-151, 28-161, 28-180, 28-181, 28R-200, 28R-201, 28RT-201, 28RT-201T, PA-32-260, 32-300, 32RT-300T, 34-200T, 44-180, PA31P, PA60-602P.

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

Socata/Aerospatale - 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 9-12-1957 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 and became 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.

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

Have since received authorization as Designated Pilot Examiner to issue all pilot certificate levels and additional ratings in single-engine and multi-engine airplanes. FAA Multi-engine Piston Airplanes flight test authorization.

Received additional certification as FAA Mechanic - Inspection Authorization 1996.

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 Advisory Board, Parks College of Engineering, Aviation and Science – March 2010 to present

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 Unites 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.

Fee Schedule:

Expert Witness or Consultation time: Examinations of wreckage, documents, evidence and exhibits, preparation of reports and exhibits, providing testimony: \$125.00 per hour.

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

Trial or Deposition testimony is \$1,250 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.