

Communication Summary

September 16, 2020

From: Cirrus Embark Training Partner



Teams Conference call in, 0900 cdt with CFIs who supplied instruction to the pilot of N733CD.

On the call was M. Barnes CFI, D. Koehn CFI, R. Beach COPA, D. Eick NTSB Wx Group Chairman, A. Finne FAA Inspector, K. Gibson Continental Engines, E. Malinowski NTSB IIC, and B. Mayer, Cirrus Aircraft

Mr. Beach

- How did you approach the training for the 6 pack

VFR transition – looking outside

Inadvertent IMC – a challenge to train with a 6 pack

Sandel – not easy to use

ARNAV – old technology

- Completeness of training

Six lessons were completed

Looks complete in software from CFI side of it

CSIP end of training completed

- Training length

COVID restrictions strung out training timeline

By the end of May 2020 – pilot airmanship looking good

- Describe pilot's outlook at training

Eager – studied

Covered risk management – aware of pilot's intent to fly to Carolina as a destination

Not a lot of chance to see risk management skills

Did not fly at night or in IMC conditions

- What flying did you think he was going into

Carolina – Advised he should get an IFR ticket

Mentioned it's not the airplane's safety record – it's the mission that's flown with it that's important

Not in trouble if you land short safely

Night training might have been helpful

Wx products introduction

Pilot may have borrowed a friends Stratus – delayed wx info

Inspector Finne

- Any hood training given – do not recall any hood training

- Autopilot – some training

Follow heading – hold altitude

Worked – the installed type is clunky to operate

- Strike finder training – none --- unit not upgradeable

Mr. Eick

-What was the pilot's total time at the start of training – from memory, about 100 to 120 hours TT

-Did you feel comfortable with the pilot during training – above average

182 -> SR22 – sight picture transition

No issues with stick and rudder airmanship

-Could the pilot decode METAR/FAFs – yes

-Training on exiting inadvertent IMS – No extensive training

Encouraged pilot to get follow-on dual instruction

Inspector Finne

-Do you recall the pilot getting a ForeFlight wx briefing – no --- no recollection of going through a full

ForeFlight briefing

Used AviWx.gov – looked at their products

Made sure pilot was aware of AGL/MSL indications on wx products

Used Ipad to look at map pages with wx info on it

VFR transition – not sure what it is or should become

Training is not a high altitude or high performance sign off

Pilot was anecdotally told to go the next morning. His departure was not based on a lack of piloting knowledge on his part.

Concluded about 0942.

I can attest that the above summary is correct to the best of my knowledge:

Edward F. Malinowski
National Transportation Safety Board
Air Safety Investigator