

Communication Summary

January 11, 2021

Communication From: Inspector Andrew Finne LIT FSDO



Federal Aviation Administration (FAA) Inspector Finne recovered, from the accident site, the logbooks for the pilot of N733CD. He, in part, reported:

The following times are based off the last entry made on August 2, 2020

Total Time is 162.0

Total Time in SR22 is 37.8

Last Year is 90.6

Last 6 mo. Is 30.7

Last 90 Day is 9.9

Total PIC is 74.9

Total Night is 14.1

Total Instrument (All SIMULATED) is 3.2

The airman was not 90 Day Night Current to carry passengers at night. This requirement was last met on May 29, 2020.

The airman was technically not qualified, according to his logbook and the CFI records, for the Private Pilot Checkride due to not meeting 14 CFR 61.109(5)(iii). Three takeoffs and three landings to a full stop (with each landing involving a flight in the traffic pattern) at an airport with an operating control tower.

CSIP Instructors did not provide any instrument training in the Cirrus.

Inspector Finne's Safety Recommendations:

Update Knowledge Test, Airman Training, and FAA documentation on current Weather Reports and Weather Briefings. E.G. NOAA's Aviation Weather Center transition to the Graphical Aviation Forecast.

Update FAA Documentation and Airman Training to include flying in thunderstorms at night for all levels of airman certificates. Emphasis on Cockpit Lighting during Lightning events to prevent temporary flash blindness.

Cirrus Embark Training to add an Instrument Flight, either simulated or actual, to their recommended list of lessons for transitioning pilots. The lesson would provide training on instrument flying in the Cirrus, autopilot usage, instrument usage, and recommended profiles.

Cirrus Embark Training to add an Emergency VFR into IFR Flight to their recommended list of lessons for transitioning VFR Only pilots. This lesson would provide training on how best to exit IFR conditions in a Cirrus Aircraft.

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