



RECORD OF CORRESPONDENCE

Michael J. Folkerts
Aviation Accident Investigator
Central Region

NTSB Accident Number: CEN21FA238

Mr. Jeff Edward, a representative of Lancair Owners and Builders Organization (LOBO), provided the following information concerning the accident pilot, Mr. David Lewis James:

The pilot was a member of the LOBO type club. He first joined LOBO in April 2016. The LOBO membership database showed that he reported 1,100 total hours, 300 hours as pilot in command in the Evolution and 385 total hours on his Evolution, which appeared to date from his initial LOBO registration entry in 2016. The pilot's experience was 1,585 total hours as of 5/9/2019, with 322 hours in turboprop aircraft (Evolution). On 10/1/2020 the aircraft maintenance records showed 421 total Evolution hours, a gain of 99 hours in seventeen months of the pandemic lockdown, putting the pilot at 1,685 hours as of October, 2020. FAA data indicated an additional 47.7 hours from October 2, 2020 to May 13, 2021 for a total of 1,732 hours.

The accident airplane (N515DL) was built in a build shop (Fibercraft) at Spruce Creek, FL where the pilot maintained a second home. [REDACTED] was the owner of Fibercraft. The aircraft received an airworthiness certificate from [REDACTED] on April 21, 2015. The pilot was listed as the builder of record. The pilot did not hold a repairman certificate for N515DL.

The pilot held a private pilot single engine land certificate and an instrument rating (airplane), as well as second class FAA aeromedical certificate issued June, 2020. According to his son, the pilot owned and operated a Cirrus aircraft prior to completing his Evolution.

The pilot received transition training from [REDACTED] at Elite Pilot Services (EPS) of Redmond, OR in 2015 after completion of his aircraft. [REDACTED] reported that his instrument flying skills were so poor that he could not endorse him for an instrument proficiency check (IPC) in accordance with 14 CFR 61.57. [REDACTED] stated that it would have taken considerable time to retrain the accident pilot to proficiency. [REDACTED] stated that was the only time he or his instructors had any training relationship with the pilot.

The pilot switched training providers in June 9, 2017 to Evolution Flight Services (EFS) in Daytona Beach, FL and completed recurrent training [REDACTED] CFII. The pilot completed recurrent training with EFS again on June 7, 2018 and May 9, 2019. The pilot did not take training with any recognized Evolution instructors in 2020 and 2021. [REDACTED] and [REDACTED], the owner of EFS, stated EFS sent the pilot a reminder to take recurrent training but got no response. [REDACTED] stated that he did not recall giving the pilot an IPC during those

events. He stated that he ordinarily did not give any endorsements for a flight review or an IPC unless the pilot requested one.

The pilot attended the 2016 LOBO Landing at Fairhope, AL. He attended the 2017 Santa Fe event, 2018 San Marcos, TX event, 2019 St. Louis event and the 2021 Las Vegas event. Weather flying, icing experimental aircraft maintenance and airworthiness, Aeronautical Decision Making were topics reviewed at every LOBO training event. Specifically, an Icing seminar and Single Pilot IFR seminar were given during the 2019 LOBO Landing which he attended. Additionally, these topics were published journal articles found on the LOBO website.

End of Correspondence