



MEMORANDUM FOR RECORD

Douglass Brazy
Air Safety Investigator
Eastern Region Aviation

November 18, 2018

Subject: NTSB investigation ERA19FA049, N8448J, Lancair Legacy RG, Gainesville, Georgia, November 17, 2018.

Russel Reel (telephone [REDACTED]), a friend of Robert Alberhasky, came to the accident scene and provided the following information:

Mr. Reel had previously flown with Mr. Alberhasky. He was monitoring the accident flight on Flight Radar 24, and it appeared to him that they may have flown a practice approach. They had done so frequently in the past.

Mr. Reel added that the forward visibility in the airplane was “not very good”. Their typical approach speed was 120 kts, with 90 kts over the [runway] numbers. He noted that runway 23 had a precision approach path indicator (PAPI) lighting system.

Mr. Reel added that the airplane has wet wing fuel tanks, with a [total] capacity of 62 usable gallons. The flight from Charleston executive airport to Gainesville should have been about 1 hour and 5 minutes, he estimated the fuel used would have been about 16-18 gallons. They would typically switch fuel tanks every 15 minutes to ensure balance, the airplane was sensitive to weight changes.

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