



MEMORANDUM FOR RECORD

Douglass Brazy
Air Safety Investigator
Eastern Region Aviation

February 12, 2019

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

Record of February 12, 2019 telephone conversation with Mark Lewis, the pilot rated passenger who was seated in the right seat.

Mr. Lewis said that on the morning of the accident, he had flown the airplane solo, and performed three touch-and-go landings at the Gainesville Lee Gilmer Memorial airport (GVL). He said that this particular model airplane “demanded currency”. The pilot/owner sent a text message to Mr. Lewis that morning as well, asking if he wanted to fly a trip that afternoon, to which Mr. Lewis agreed. He did not recall flying that trip (which was from Gainesville, Georgia to Charleston, South Carolina), or anything about the accident flight (the return flight to Gainesville).

Mr. Lewis had met the pilot owner a while ago and had provided instrument flight instruction to him in the past. He had flown with the owner several times in the accident airplane.

With regard to the airplane, Mr. Lewis said that it was “fun, a joy to fly but it was fast, and it doesn’t like ice.” He further offered that the airplane was “touchy, very pitch sensitive, and should be flown with two fingertips.” He added that while in cruise flight in visual meteorological conditions, it was easy to inadvertently deviate altitude either up or down, which required a continual scan of the instruments to ensure altitude was maintained.

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