



MEMORANDUM FOR RECORD

Douglass Brazy
Air Safety Investigator
Eastern Region Aviation

May 19, 2020

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

Theresa Alberhasky, wife of pilot Robert Alberhasky, provided the following information via telephone on May 19, 2020:

The purpose of the trip was to visit a boat in Charleston, South Carolina. However, Mr. Alberhasky was not at the time night current (per FAA regulations) and he had not recently flown solo at night in his Piper PA28, or in N8448J [A review of Mr. Alberhasky's logbook and an aircraft usage log for N8448J did not reveal any flight time logged as night in the previous 90 days. Additionally, Mr. Alberhasky had not yet met the insurance requirements to fly solo in N8448J, day or night. As a result, he had asked his flight instructor, Mark Lewis, to fly the trip to Charleston and back to Gainesville with him in N8448J].

Additionally, Mr. Alberhasky had arranged for Mr. Lewis and another friend, Russel Reel, to receive the appropriate training in the Lancair, such that Mr. Alberhasky could fly N8448J with either them, and pursue training for his instrument rating with Mr. Lewis, and satisfy the insurance requirements.

Ms. Alberhasky added that, Mr. Lewis and Mr. Reel both had permission to use N8448J independently, which they did on occasion.

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This memorandum of record was provided to Ms. Alberhasky for review. On May 23, 2020, Ms. Alberhasky provided the following corrections/additions:

The purpose of the trip was to look at a boat in Charleston, South Carolina. This trip was scheduled to end during night conditions and Dr. Alberhasky was not current to fly at night. A review of Mr. Alberhasky's logbook and an aircraft usage log for N8448J did not reveal any flight time logged as night in the previous 90 days.

According to Mrs. Alberhasky, Mark Lewis was one of Dr. Alberhasky's closest friends and his flight instructor, in both the Piper PA28 and the Lancair Legacy;

According to Mrs. Alberhasky, Mark Lewis had been providing to her husband instrument flight instruction to obtain his instrument rating and instruction in the Lancair Legacy so he could become certified in the aircraft;

Dr. Alberhasky allowed Mr. Lewis to use either airplane at any time as a form of paying him back for providing flight instruction to Robert, which Mark Lewis did on a regular basis;

Dr. Alberhasky paid for Mark Lewis' formal Legacy instruction to become certified in the accident airplane so that he could provide Robert instruction when they flew together;

Dr. Alberhasky did not hold an instrument rating at the time of the accident but had been receiving instrument instruction from Mark Lewis;

Knowing her husband, Mrs. Alberhasky believes that Mark Lewis "was giving my husband instrument flight instruction at the time of the accident and was performing a practice instrument GPS approach as part of the training";

Because Dr. Alberhasky had not received the instruction from Sean Van Hatten to get checked out in the Legacy, it is Mrs. Alberhasky's understanding that Mark Lewis was giving Robert instrument instruction and would have been the pilot-in-command at the time of the accident because he was the only Legacy qualified pilot because they were flying at night.