



RECORD OF CONVERSATION

Michael Huhn
Air Safety Investigator
Western Pacific Region

Date: February 17, 2016
Person Contacted: Mr. Martin 'Leo' Fitzgerald (flight instructor)
NTSB Accident Number: WPR16LA071

Narrative:

The following is a synopsis of the information provided by Mr. Fitzgerald in a telephone conversation on this date:

- Mr. Fitzgerald is a weight shift CFI
- The pilot was referred to him by another weight shift CFI and DPE, Mr. Barney 'Rebel' Wallace
- Rebel Wallace conducted the bulk of the pilot's weight shift training
- FARs require that the pilot obtain 2 hours of instruction (and a signoff to take his proficiency check ride) from a different CFI prior to obtaining a proficiency check by a DPE
 - That independent signoff is referred to as an 'instructor recommendation'
- Mr. Fitzgerald ('the CFI') flew with the pilot on a 2 hour flight on Feb 12, 2016
 - The flight was conducted at Boulder City airport, NV
 - The aircraft was owned by Mr. Wallace
 - The aircraft was a weight shift Northwing Navajo X-2
- The CFI "never touched the controls" during the flight
- The CFI said that the pilot was "very proficient"
- The CFI signed the pilot off to take his proficiency check with a DPE
- The CFI did not notice any physical limitations or indications of impairment (due to a reported accident in 2005)
- The CFI stated that the Navajo is "easy to fly" and is more "user friendly" than the Revo
 - The Revo is a higher-performance aircraft
 - The Revo is "more advanced"
 - The Revo is "more sensitive"
- The Navajo was equipped with a Rotax 912 engine
- The CFI understood that pilot was introduced/referred to Mr. Wallace by "Larry" (Mednick) (the owner/president of Evolution)

- o The CFI thought this was by phone, and was because the pilot was interested in purchasing a Revo at some point
- The CFI understood that the pilot was told of the accident Revo by Larry
- The CFI understood that the pilot was also told about another weight shift CFI in Marana, AZ (Neal Bumgardner or similar) but that that CFI never returned any of the pilot's calls