



RECORD OF CONVERSATION

Michael Huhn
Air Safety Investigator
Western Pacific Region

Date: February 18, 2016 (R1)
Person Contacted: Mr. Barney 'Rebel' Wallace (flight instructor)
NTSB Accident Number: WPR16LA071

Narrative:

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

- Mr. Wallace is a weight shift CFI and DPE
- He was the pilot's primary weight-shift instructor and DPE
- The pilot was referred to him by the owner of the accident aircraft
- Mr. Wallace ('the CFI') conducted the bulk of the pilot's weight shift training
- The CFI instructs for weight shift and other aircraft out of two airports, Boulder City NV (BVU) and Lake Havasu City AZ (HII)
- The pilot first met and flew with the CFI on February 6, 2016 at BXK; the CFI had flown his Northwing Navajo (with a GT-5 wing) to BXK for an airshow/exhibit there
- They flew for 1.5 hrs on that day
- The pilot met with the CFI at BVU on Monday February 8, and resumed his lessons in the Navajo with the CFI on Tuesday February 9.
- The pilot accrued a TT in the Navajo of 9.5 hours with the CFI, and was then referred to another CFI (Mr. Leo Fitzgerald) to meet the FAR requirements
 - 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'
- The pilot flew 2 hours with Mr. Fitzgerald in the Navajo on Friday Feb 12, 2016
- Mr. Fitzgerald signed the pilot off to take his check ride with Mr. Wallace that same day
- The pilot then took a 1 hr check ride with Mr. Wallace on that same day in the Navajo
- Thus, the pilot had a weight shift TT of 13.5 hours at the time of his weight shift pilot and CFI signoffs, all of which was dual
- The CFI (DPE) signed off the pilot as a weight shift pilot and also as a weight shift instructor

- The CFI stated that the pilot was "very qualified" and that the pilot favorably "impressed" him with his skills
- The pilot never flew the Navajo solo during or after his training in it
- To the CFI's knowledge, the pilot's experience in the Navajo with the two CFIs was the pilot's only weight shift aircraft experience
- The pilot asked the CFI about the Evolution Revo several times, and the CFI strongly discouraged the pilot from flying that aircraft until he had more weight shift experience, and also then obtained specific instruction in that aircraft
- The CFI advised the pilot that he (the pilot) was "not qualified" to fly the Revo at this point in his experience/training level – his primary reason was that the Revo was a much more "sensitive" aircraft than the Navajo
- The CFI noted that the pilot was a "heavy smoker"
- The CFI mentioned to the NTSB IIC the phenomenon of "swing through" which is an uncommanded and undesired but normal dynamic of weight shift aircraft if the takeoff is conducted at too high a speed
 - After a too-fast liftoff, the 'carriage' swings forward and pitches up, since it is no longer constrained by the ground. Unless the pilot consciously pulls the control bar towards him, this swing through will increase the wing pitch attitude and angle of attack.
 - This can occur rapidly and dynamically, and can catch an unsuspecting/unfamiliar pilot by surprise
 - This can be unintentionally aggravated by pilots transitioning from fixed wing aircraft (airplanes), since the weight shift flight control inputs are exactly opposite those for airplanes.
- The CFI noted that the Revo is a very high performance aircraft, and that a first flight that was also solo, would be very different from the pilot's prior dual experience in the lower-performance Navajo.