



## RECORD OF CONVERSATION

**Jim Silliman**  
**Air Safety Investigator**  
**Central Region**

---

**Date: 6/28/15**

**Person Contacted: Mr. Adam Baker and Mr. Brian Correll. Airshow Performers**

**NTSB Accident Number: CEN15FA282**

---

### **Narrative:**

I met with Mr. Baker and Mr. Correll at the Cameron Memorial Airport on June 28, 2015, in the FBO building. We discussed the accident and the video recording of the accident that was placed on You Tube the day before. Both Mr. Baker and Mr. Correll are airshow performers and were familiar with the accident pilot and his airshow routine. Both had viewed the You Tube video of the accident flight numerous times and shared their thoughts about the flight and described the maneuvers that were flown during the flight.

The maneuver that the pilot was attempting to do was a Lomcevak maneuver, which is an advanced aerobatic maneuver. The video showed that the airplane did a course reversal and then flew straight and level before entering a knife-edge climb. The video shows that the angle of climb was about 30-degrees instead of the planned 45-degree angle of climb. The accident pilot intended to do a 45-degree knife-edge climb, perform the Lomcevak maneuver, and then continue the knife-edge climb. During the knife-edge climb, the airplane appeared to enter the Lomcevak maneuver by doing a climbing snap-roll to the left. Then the nose of the airplane pitched down and the airplane tumbled two times to the left while descending. The airplane appeared to enter a left spin and completed about two and a half revolutions before it impacted the terrain.

The turnaround or course reversal did not appear to have enough altitude. Normally it should be 800 – 900 ft agl and then get the nose down to get the airspeed and energy up before pulling up into the knife-edge maneuver. It seemed that he did not get enough airspeed before pulling up into the knife-edge – perhaps 10 to 20 kts too slow. And the altitude seemed to be about 200 ft lower than planned and didn't get the altitude that he planned during the maneuver.

The Lomcevak was entered to the left instead of the right. The airshow pilots stated that entering the maneuver from the left is less predictable than entering it from the right. It seemed that the

accident pilot didn't get enough top rudder in – not full right rudder. When the airplane started to tumble, the wings were not producing any lift. Without sufficient airspeed before starting the maneuver, the outcome was unpredictable.



## RECORD OF CONVERSATION

**Jim Silliman**  
**Air Safety Investigator**  
**Central Region**

---

**Date: 6/28/15**  
**Person Contacted: Mr. Kyle Franklin. Airshow Performer**  
**NTSB Accident Number: CEN15FA282**

---

### **Narrative:**

I met with Mr. Franklin at the Cameron Memorial Airport on June 28, 2015, in the FBO building. We discussed the accident and the video recording of the accident that was placed on You Tube the day before. Mr. Franklin is an airshow performer and he viewed the You Tube video of the accident flight numerous times and shared his thoughts about the flight and described the maneuvers that were flown during the flight.

Mr. Franklin stated that there was not enough energy in the maneuvers. The airplane did not have enough airspeed going into the Lomcevak and that makes it unpredictable. The accident flight did not have enough angle and not enough speed. He stated that the airplane was flown straight and level before entering the knife-edge climb instead of pulling into the knife-edge climb immediately out of the dive. He stated that 1/2 way through the tumble (Lomcevak) things were going bad.

He stated that the video appeared to show that the maneuver was started about 600 ft agl. He stated that he starts the maneuver at 1,000 ft agl and recovers at a hard deck of 500 ft.



## RECORD OF CONVERSATION

**Jim Silliman**  
**Air Safety Investigator**  
**Central Region**

---

**Date: 7/1/15**  
**Person Contacted: Mr. Gordon Evans**  
**NTSB Accident Number: CEN15FA282**

---

### **Narrative:**

Mr. Evans was standing at the far north end of the aerobatic box and was watching the airshow to the SSW of the box.

He stated that when the airplane was at the top of the maneuver, he heard the engine stutter, miss, or the power was pulled back. He said he thought to himself, "That aint right." It was at the top of the maneuver.



## RECORD OF CONVERSATION

**Jim Silliman**  
**Air Safety Investigator**  
**Central Region**

---

**Date: 7/24/15**  
**Person Contacted: Mr. Chris Christman**  
**NTSB Accident Number: CEN15FA282**

---

### **Narrative:**

Mr. Christman reported that he had a 13-minute flight with the pilot in the accident airplane on the morning of the accident flight. He stated that the takeoff was at 9:33am and landed at 9:46am.

Mr. Christman stated that he watched the pilot conduct the entire preflight. He stated that there was no problem with the engine. During the 13-minute flight, the engine and airspeed indicator worked okay. There were no indications of any problem with the airplane.

He stated that the pilot arrived at the airport about 8:15am and he was "bright, chipper, and alert." There was no indication that he had any physical problems and no signs of exhaustion, or anything like that. While he was flying, the pilot was serious and focused on flying. When I saw him later that morning, he was still upbeat and energetic.

Mr. Christman observed the accident flight from the ground with other airshow attendees. He stated he saw a "flash" about 2 seconds before the airplane started to tumble. He said it was a bright flash and not a reflection. He stated that he firmly believed that there was something wrong with the engine.