



## RECORD OF CONVERSATION

**Aaron M. Sauer**  
**Aviation Accident Investigator**  
**Central Region**

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**Date: April 18, 2013**  
**Person Contacted: Steve Kirik**  
**NTSB Accident Number: CEN12LA602**

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### **Narrative:**

During a telephone conversation, Mr. Kirik described himself as a close friend of Mr. Smith. Based on his observations of a witness video, he stated the flight looked perfect and there were no signs of degradation in Mr. Smith's flying during the performance. It appeared to Mr. Kirik that Mr. Smith may have overbanked during the crossover break turn. A friend flew the flight profile and noted extra Gs during that type of turn and bank. Mr. Kirik expressed that maybe Mr. Smith was slightly fatigued due to the practice flights from the day before, but he could not be sure. Mr. Kirik stated that Mr. Smith did have some G tolerance issues on previous flights. During one trail formation, Mr. Smith blacked out momentarily. After that event, Mr. Smith downloaded the USAF G-training online documents. Mr. Kirik believes that Mr. Smith may have been involved in two additional G-loc type situations. Mr. Smith never expressed any concerns with G-loc to Mr. Kirik, and Mr. Smith had participated in G-awareness ground school training.