



RECORD OF CONVERSATION

Courtney Liedler
Aviation Accident Investigator
Central Region

Date: October 10, 2018
Person Contacted: Mr. Tony Darby
NTSB Accident Number: CEN18FA389

Narrative:

During a telephone conversation, Mr. Darby stated he flew with the pilot two days prior to the accident. The instructor expressed the pilot had a great attitude and was his best student; always wanting to learn and open to accept everything he was being taught despite having thousands of hours flying with the US Air National Guard. The instructor did not have the impression the pilot would be attempting an 'air show for his family.' That he believed the pilot was only attempting a 'fly by' for his family.

The instructor stated the pilot did not have any troubles with any aspects of their training. He noted it took the pilot a "little effort to get tailwheel landings down" but nothing abnormal. Mr. Darby said he was ready to sign the pilot's tailwheel endorsement after 6 hours of training, but insurance required 10 hours. Most of the training time consisted of taking off and landing in various conditions, such as crosswind, tailwind, normal, etc. He covered "a little" on performance characteristics; to include, stalls, high performance climbs, steep turns, and airplane performance on takeoff and landing.

No acrobatics were completed during his training with the pilot. The instructor was aware that one of the other owners flew acrobatics in the airplane with his son but did not with the other three owners. He explained that 3 of the 4 owners of the airplane were flight instructors. Mr. Darby explained the airplane was configured such that it could fly at airspeeds of 200mph.

The instructor stated there were no mechanical anomalies experienced during any of their training flights.