



MEMORANDUM FOR RECORD

Heidi Kemner
Air Safety Investigator
Eastern Region Aviation

October 13, 2018

Subject: ERA19FA010
Who: Ken Rieder – Pilot of other airplane

In a conversation, Mr. Rieder stated following:

- They left Cincinnati, OH, around 10 AM on October 12 and arrived into Culpeper, VA, 11:50 AM.
- They hung out at the airport and rigged fireworks. It takes about 2 hours to rig up the rest of the airplane. They ate lunch and finished everything up at 4 PM. They had dinner at 6 PM and sat at the FBO until the night portion of the airshow began.
- Ken was the lead airplane. He was always in the front. They would start next to each other and then get further and further apart.
- They had flown this particular night show routine 3 other times within the past 30 days. This would have been the 4th time.
- The sequence lasts about 5 minutes and they were in the middle of the show when the accident occurred.
- The maneuver was the easiest of the bunch that they did in that routine. It was a double roll and they were level with the horizon.
- Ken was usually 100 yards in front of the other airplane. People told Ken that just before the accident happened, the accident airplane was 300-500 ft behind his airplane, which was normal.
- If you looked up the Redline Airshow, they did that specific routine 2 weeks ago in Oregon, and there is an entire video of the routine online.
- People said it sounds like he did a 2.5 roll instead of 2.
- We command to set the fireworks, and then command the roll. "Fire 5 and roll."
- Darkness wise, this airshow was maybe an 8 out of 10. We've performed in darker. This one was a little bit on the dark side so he was flying high. They

usually fly at 500 ft, and for this airshow he was flying at 700 ft so he was more comfortable.

- The accident airplane had a 360° camera mounted on the glareshield. It should record track, altitude, airspeed, audio, and view what the pilot was doing.
- There was also a Garmin G3X installed in the panel. That should record data as well.
- When asked about the accident pilot's disposition on the day of the accident, he was not overly excited, he was just normal that day.
- There was a little delay in the start of our show, but nothing really out of the ordinary that would make him worked up.
- He didn't think the accident pilot had any medical conditions.
- The accident airplane had about 100 to 120 hours of flight time on it.
- When we started our routine, we started at 1,500 ft and the wind was 8 knots coming from the west.
- Overall, it sounded like he lost situational awareness. Ken had more aerobatic experience than the accident pilot and he had more situation awareness than him.