



NTSB RECORD OF CONVERSATION

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Date: 10/15/2019

Person Contacted: Billy Goodeno (Acquaintance of Pilot, Wingman for Accident Flight)
NTSB Accident Number: ERA20FA009

Narrative:

The individual named above was interviewed via telephone. The following is a summary of what he reported:

- Mr. Goodeno, who was a private pilot, met the accident pilot for the first time at the Camden, SC EAA fly-in while he was camping at airport.
- Mr. Goodeno reported that the accident pilot lost the canopy in-flight on Saturday 10/12/2019. Mr. Goodeno believed the accident pilot Saturday night stayed at hotel in the local Camden, SC area.
- Mr. Goodeno reported that on Sunday morning, 10/13/2019, he allowed the accident pilot to ride in his airplane to search for the canopy that had separated from the accident pilot's airplane. The canopy was not located.
- Mr. Goodeno reported that the accident pilot told him he planned to go to Walmart to buy a motorcycle helmet so he could fly back to 84NC without the canopy. Mr. Goodeno informed the accident pilot he could borrow his motorcycle helmet, and the accident pilot accepted.
- Mr. Goodeno reported that he offered to fly the accident pilot home, however, the accident pilot was insistent that he fly his airplane home.
- Mr. Goodeno reported that the accident pilot stayed at his house Sunday night and they both agreed to fly in tandem to 84NC on Monday, 10/14/2019. Mr. Goodeno reported that he was interested in seeing the accident pilot's private airstrip (84NC).
- Mr. Goodeno reported that the accident pilot went to the guest room about 6:00PM or 7:00PM on Sunday. Mr. Goodeno reported that he believed the accident pilot received news that day, that his sister had died. He added that other than that unfortunate news, nothing was unusual about the accident pilot's behavior, and in the morning, he seemed to be alert and in good spirits. They ate breakfast about 9:00AM on Monday and arrived at the CDN airport about 9:30AM.
- Mr. Goodeno watched the accident pilot top off to the left wing with about 5 gallons. The accident pilot told Mr. Goodeno that he had full tanks after fueling and joked that he had 4 hours of fuel, and maybe they should just fly around all day.
- Mr. Goodeno reported that once the accident pilot got into his airplane with the helmet on (and no canopy), he could see that his head was below the roll bar, by atleast a couple of inches.
- Mr. Goodeno reported that after takeoff from CDN to 84NC, they both were flying in a loose formation side by side in their respective airplanes. He believed the ground speed was about 100 mph enroute. He believed they flew a direct route. There were some scattered layers of clouds enroute. It



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did not appear that the accident pilot was having any difficulties flying the airplane without the canopy.

- Mr. Goodeno reported that he last saw the accident airplane near HFF airfield. The accident pilot went over top of HFF's airspace and continued direct to 84NC, while he decided to go around HFF airspace in his route to 84NC.
- After proceeding around the HFF airspace, Mr. Goodeno reported that he flew over top of the house for landing at 84NC and turned left downwind and then left base for runway 9. He reported that he could tell that "the wind was wrong for the whole situation." He experienced a left quartering tailwind on final, which he believed was about 5-10 knots. He explained that the wind "hit me pretty hard." He noticed an increase in groundspeed about 5-10 knots on final approach to runway 9.
- Mr. Goodeno landed on runway 9 because the accident pilot explained that his private airstrip was a "one-way airport." Pilots needed to land on runway 9 and takeoff runway 27.
- He did not recall seeing a windsock. He believed the wind was from about 300° to 330°, and he experienced a "good bobble" during base to final and reported that the wind "had to be gusting" and was a tailwind or left quartering tailwind on final approach.
- Mr. Goodeno reported that after landing at 84NC, he became concerned that there was no sign of the accident pilot or his airplane. The hangar doors at the private airfield were closed and you could not see into the windows.
- He believed about 12:30PM, he tuned his radio in his airplane to the emergency frequency 121.5 to check for any ELT signals, but heard none.
- Mr. Goodeno called the accident pilot's cell phone several times. He reported at first, about 12:30 through 1:30PM, it was ringing and going to voicemail.
- Mr. Goodeno believed there was a chance that the accident pilot decided to fly to another airport, so about 12:50PM, he departed 84NC to start a search for the airplane. The wind was variable when he took off from runway 27. Mr. Goodeno reported that he flew to several nearby airports but saw no sign of the accident airplane.
- Mr. Goodeno reported that he started to become very nervous about 2:00PM, that something had gone wrong. He called someone at the local EAA chapter in Camden, SC and reported what had transpired over the day.