



RECORD OF CONVERSATION

Albert P. Nixon
Aviation Accident Investigator
Western Pacific Region

Date: May 2, 2016
Person Contacted: Richard Coe (Owner of Sky Combat Ace)
NTSB Accident Number: WPR16FA097

Narrative:

During a conversation with Richard Coe the following is a summary and what he stated:

- Stated that Ben was a talented pilot.
- Characterized Ben's performance in the company and the company check out training program as average to above average.
- Ben had been employed by the company since August of 2015.
- Ben was off work for two days prior to the accident day.
- Ben was current and proficient from flying with company the prior months.
- Ben seemed ready to fly that day.
- It was Ben's second flight of the day.
- He was notified that Ben had not returned by the other airplanes.
- He took one of their Cessna airplanes and flew out to search for Ben's airplane.
- Subsequently, he located the wreckage.

- Sky Combat Ace (SCA) pilots wear parachutes.
- During low-level, check turns were used to clear.
- He stated the SCA standards were established.
- The following SCA standards were discussed:
 - Flight members will be in the building at least 30 minutes prior to scheduled customer show time.
 - Weather and NOTAMS were required briefing items.
 - Low level minimums for the EA-300 were 30 ft agl and 140 knots minimum, to ensure maximum G is available to avoid obstructions.
 - All aircraft will stay more than a mile in trail of the aircraft in front of them on the low-level.
 - Customers will be briefed not to touch the flight controls during the low-level portion.

- Pilots will continuously monitor the status and well being of their customers.
- Pilot will relay the status of their customers to each other via the following codes, so profiles may be adjusted as needed.
- "Code 1" means customer is good to go; Continue profile.
- "Code 2" means customer is starting to feel poorly; Ease up on the profile, perhaps watch for a bit.
- "Code 3" means customer is vomiting or preparing to vomit; Go to spectator mode.
- Pilots will maintain VFR conditions at all times.
- The SCA training syllabus was contained in the standards.
- The first training section dealt with local area orientation and advanced aircraft handling.
- The next training section dealt aerial dogfighting.
- The last section dealt with advanced Air Combat Maneuvering and executing a simulated "Red Flag" profile of a 3-ship or 4-ship.
- Each section was completed by successfully passing a checkride.
- Pilots may be cleared for certain profiles upon completion of that particular section of training.
- Successful completion of all training directed by the syllabus led to graduation and clearance for all mission elements contained in the syllabus including formation lead.



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Date: May 2, 2016
Persons Contacted: (Collin Crowther and Kyle Napier, Pilots who flew against accident airplane)
NTSB Accident Number: WPR16FA097

Narrative:

During a conversation with Collin Crowther and Kyle Napier, the following is a summary and what they stated:

- Ben seemed to be rested and in good spirits that day.
- It started as a normal day.
- Flew dogfighting profile.
- Ben called in his passenger sick to the formation.
- They thought Ben would not fly the low-level and stay high.
- On return to Henderson, airplanes were in loose trail.
- Ben was in the back, in 1-mile trail.
- After passing the dry lake ridgeline, Ben called them and said their vapor trails looked cool.
- They never heard from Ben in the traffic pattern.
- They asked tower if Ben had checked in.
- They notified company of Ben's status.
- Weather was ceiling of about 9,000 ft, smooth, light precipitation, and visibility was fine.
- Check turns were used during low-level flight to ensure terrain clearance.