



RECORD OF CONVERSATION

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Western Pacific Region

Date: August 25, 2019
Person Contacted: Mr. Philip Goforth (Witness/Friend of the Pilot)
NTSB Accident Number: WPR19FA235

Narrative:

During a telephone conversation with Mr. Goforth he reported the following:

- The pilot lived outside of the United States and regularly flew a Commander 114 there.
 - He recalls the pilot having about 500-600 total hours.
 - The pilot would make trips to Texas to fly the accident airplane.
 - He recalls the pilot visiting on 3 separate occasions for an estimated time of 10 hours.
- The Midget 0100 was the pilot's first racing airplane. The pilot purchased the airplane earlier in the year and moved it to Big Spring, Texas about April. It took him a little bit to get used to the maneuverability of the airplane.
 - Since purchasing the airplane, he went to aerobatics school somewhere in Florida (unknown where). For that training he was flying an Extra 500.
 - The pilot also took a few extra lessons in a Citabria to improve his tailwheel experience. After this training, he had flawless takeoff and landings in the airplane.
 - The pilot was hoping to eventually race in the Reno Air Races. And was hoping to enter this year.
- The pilot was very safety orientated, meticulous, and took great care of his airplane. He made sure everything was perfect.
 - A few months ago, he experienced a canopy latch failure in flight. Instead of just throwing a canopy on and flying again, he meticulously analyzed and designed a better one.

- The airplane's previous owner also took excellent care of the airplane; the logbooks are very extensive.
- Sometime prior to the accident flight, the pilot mentioned to Mr. Goforth that he had recently rolled the accident airplane, but it didn't go particularly well. They discussed the maneuver, and how to enter and recover from it. The maneuver is required for the pre-race FAA check ride. The accident flight was the first flight after that discussion.
- Witness Statement:
 - The day of the accident, the purpose of the flight was to practice flying two airplanes in close proximity to each other (like they would at the air races). They took off together at about 0800. Mr. Goforth was the lead plane and they practiced about 4 ovals over the airport. The accident pilot wanted to try a roll, so the two airplanes climbed to about 4,000 feet above ground level. The pilot started a pretty steep dive and Mr. Goforth lost site of the airplane, so he turned his airplane. When the accident airplane came back into view, it was inverted and about level (maybe a little nose down). The airplane then entered a steep tight spiral (not a stall spin, a spiral). Mr. Goforth dove his airplane and yelled what to do over the radio. But the pilot never responded, nor did the airplane change. It continued to descend for about 4-5 more spirals when the airplane uprighted. Mr. Goforth continued to dive and yell over the radio. The airplane appeared to level about 500 feet above the ground, and it entered a slight about 180-degree right turn. Mr. Goforth noted that the airplane appeared to be going slower than before; however, there was no smoke, indications of any engine issues, or abnormalities. Mr. Goforth maneuvered his airplane to keep the airplane in sight. When he looked back, he observed a cloud of dust and airplane was on the ground. He conducted a few low passes to check on the pilot. Unable to help, he immediately headed back to the airport to contact law enforcement.

END.

Submitted by: Samantha Link