



Eleazar Nepomuceno
Aviation Accident Investigator
AS-WPR

Date: June 2, 2022

Subject: WPR22FA195, Summary of Interview

Contact: Ryan Goss, Big Bear Airport Manager

Ryan Goss, the general manager for the Big Bear Airport, who told me he had witnessed the aircraft to take off about 1125 hours the morning of the accident. The pilot and sole occupant of the airplane, whom he had known for approximately 25 years. The pilot was an extremely experienced pilot, who served as a pilot in the armed forces, had retired after a career as an airline pilot for American Airlines, and had purchased the Meyers Fred Hornet aircraft, a high-performance acrobatic airplane, to practice acrobatic maneuvers. He flew about four or five times per week and typically flew out of the airport about the same time to the north, to the desert area over Lucerne Valley for about 35 to 45 minutes before returning to Big Bear Airport where he maintained his aircraft in a hangar.



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Date: June 3, 2022

Subject: WPR22FA195, Summary of Interview

Contact: Joseph Jensen

The witness reported that the same airplane as been doing aerobatic maneuvers in this area for at least 6 months. The day of the accident, the witness sated that he saw the airplane about 1130 and that the airplane was performing multiple maneuvers to include but no limited to inverted flight, nose-up climbing rolls, stalls, and steep dive recoveries. The witness saw the airplane do a barrel roll climb, stall, then invert into a steep nose-down dive. Shortly after the airplane was right side up, with wings level, and continued its steep descent. The witness lost the airplane behind 60 ft trees and assumed that the airplane was going to climbout but the instead heard a loud "thud"; he called emergency services shortly thereafter. The witness was about 0.6 miles from the accident site. The witness added that he did not see any parts from the airplane during the aerobatic maneuvers.