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Contact: ICAS Pilot, SME

The following is a synopsis of the information provided by ICAS (International Council of Air Shows), SME in a conversation by phone. These observations were made once the video transcription group was concluded:

- The density altitude was high at the accident location.
- The pilot entered the maneuver from a LOW AGL, lower than that compared to some other youtube videos we've seen of him flying the same maneuver.
- The accident pilot didn't hold his upline, and his upline leveled as he rolled.
- The accident pilot began the tumble from an orientation that added energy toward the ground. Had the pilot begun the tumble from the opposite orientation, it would have put his energy upward.
- The accident pilot did the maneuver to the left, making it harder to recover. Performing this maneuver to the right harnesses the effects of gyroscopic precession, lightening any opposing force.
- In the final moment, the accident pilot pulled and created an accelerated stall.