



National Transportation Safety Board

Office of Aviation Safety – Central Region

Interview Summary – CEN15FA187

Date: April 1, 2015
Location: Pleasanton, Kansas
Interviewer: Arnold Scott, NTSB
Interviewee: Capt. Clarence Easley
[REDACTED]
Pleasanton, KS 66075

Capt. Easley was asked to relate what he observed. He stated Mr. Siegel had flown in earlier that day and had lunch with him in Pleasanton. He introduced him to his pilot-passenger, Brian Decker, and told him that Mr. Decker was not current as a pilot, and that he wanted to return to flying. He agreed he would fly with Mr. Decker in the near future.

Capt. Easley did not observe the beginning of the takeoff roll, but he stated Mr. Siegel usually used the entire length of the runway. He stated the airplane was in an extreme nose-high attitude when it lifted off the ground, similar to a soft-field takeoff. He didn't know if the tail had struck the ground. It was his impression that the airplane "was behind the power curve" and never did "fly out of ground effect." There was a slight right crosswind, about 020° and between 5 to 7 knots. The airplane drifted to the left of the runway extended centerline and collided with the tops of the trees. Capt. Easley said the nose was so high, he didn't think Mr. Siegel ever saw the approaching trees over the nose. He added that Mr. Siegel had flown into his airstrip many times. He also said Mr. Siegel was somewhat hardheaded and was not open to constructive criticism.

Capt. Easley is a retired Northwest Airlines Boeing 757 pilot and an experienced flight instructor.

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Interviewee: Noel Jurgens
[REDACTED]
Mound City, KS 66056

Mr. Jurgens was asked to relate what he observed. He stated he and Capt. Easley were standing out front of the hangar and watched the airplane lift off in an extremely high nose attitude. The airplane didn't seem to be climbing and it clipped the tops of the trees to the left of the runway. It crashed inverted and immediately caught fire.

Mr. Jurgens is a licensed airframe and powerplants mechanic with inspector authorization.