



RECORD OF CONVERSATION

Mitchell Gallo
Aviation Accident Investigator, Investigator-In-Charge (IIC)
Central Region

Date: August 1, 2017
Person Contacted: Kendra Slater
NTSB Accident Number: CEN17FA297

Narrative:

Kendra Slater stated William Leeds “expressed a lot of frustration” in the past couple of weeks about his multiengine airplane training. She said Mr. Leeds was a “very experienced pilot” and in the last two years he has wanted to pursue a multiengine rating. Mr. Leeds told her that during flight training, the flight instructor had him practice a lot of “engine stalls.” Mr. Leeds told her that if the engine stalls and you don’t react quick enough, then you “end up in a spiral.” Mr. Leeds told her that the flight instructor, who was providing his multiengine training, was his first flight instructor (James Bergman) for the rating. She did not know how Mr. Leeds met Mr. Bergman. She stated that Tom Renfro, who was one the flight instructors that provided Mr. Leeds with his single-engine airplane training, may know how Mr. Leeds met Mr. Bergman. She thought that Mr. Leeds was interested in purchasing the accident airplane, but she did not know what the arrangement was for its use was between the Mr. Leeds and the airplane owner. She said that he did not talk about the accident flight with her yesterday. She said that Mr. Leeds’ checkride was scheduled a couple of weeks ago, but his airman medical expired. The checkride was scheduled for tomorrow. She said the designated pilot examiner was someone from Kansas City. She said that Mr. Leeds travels a lot to medical clinics, which was his motivation for flying. He never told her why he wanted to get a multiengine rating. She said he was “feeling really frustrated” with the multiengine training he was receiving when they went for coffee. She was employed by Mr. Leeds at his medical practice, and she was also employed as a paralegal for his wife.

Mitchell Gallo
Air Safety Investigator

RECORD OF ☐ VISIT ☐ CONFERENCE OR ☒ TELEPHONE CALL		TIME 4:00 PM	DATE 08/01/2017
NAME (S) OF PERSON (S) CONTACTED OR IN CONFERENCE AND LOCATION Kerosene Holtz [REDACTED] [REDACTED]		ROUT NG SYMBOL INITIALS	
SUBJECT Kerosene Holtz			
DIGEST I was able to talk to Mr. Holtz at his work site Kaw Valley Aviation. He stated that he knew the two individuals involved in the crash, Kevin Bergman and Bill Leeds, and that they had been in their lobby prior to the flight. He stated they came in separately around 1920 local time on July 31st. Mr. Holtz stated they were discussing the training flight that they were about to do. Mr. Holtz stated that he was not a pilot but was interested and liked to learn all he could and observe the aircraft on the field. He stated he talked to Dr. Leeds who arrived first, he stated he had always liked his glasses that folded in the middle. He stated that Kevin Bergman arrived about 1920 and they were involved with going over logbooks and the training session.			
Mr. Holtz stated they weren't there very long and went out and got in their cars and drove down to the hangar where the aircraft was kept. He stated it didn't seem like very long and he heard them call on the radio that they were taxiing out to Runway 18 for takeoff. He stated that he saw them takeoff on runway 18 and then heard them			
CONCLUSION, ACTION TAKEN, OR REQUIRED			
DATE 08/03/2017	TITLE ASI MARSHALL ENSZ	SIGNATURE	

call final for runway 18 and he believed he saw them go by on the runway. He stated that he heard them call that they were back taxiing on runway 22 which he thought was odd and still didn't understand why they were doing that.

Mr. Holtz stated that there was another aircraft that called on the radio saying they were going to take off on runway 36 and he believed there was an exchange between the two aircraft as they acknowledged the take-off. He stated he then heard 22HW call that they were taking off on runway 18. Mr. Holtz stated that he remembered seeing them in the air as they passed the Building. He stated that they appeared to him to be very low in altitude and not climbing very fast and it surprised him as it was not usual. Mr. Holtz stated that he observed them turning left and proceeding East in the standard traffic pattern. He stated their speed did not appear to be abnormal to him. He stated he wasn't sure what went on from there believing he heard them call runway 18 again but wasn't sure. He stated that he heard a boom but did not think too much of it. Even when he heard the sirens he didn't think too much of it until there were a lot more sirens. Mr. Holtz stated that he went out and got in his personal car and drove down there. He stated he got out and walked up and saw Bill Leeds and Kevin Bergman in the aircraft with the emergency equipment around. He stated that he saw Bill Leeds in the left seat.

Mr. Hotz stated that before they left he asked them if they needed fuel and was told that they had a full tank of fuel and did not need any. He stated he said I'll get you when you get back.

RECORD OF ☐ VISIT ☐ CONFERENCE OR ☒ TELEPHONE CALL		TIME 9:30 AM	DATE 08/02/2017
NAME (S) OF PERSON (S) CONTACTED OR IN CONFERENCE AND LOCATION Tom Renfro [REDACTED]		ROUTING 	
		SYMBOL	INITIALS
SUBJECT Kevin Bergman instruction for William Leeds.			
DIGEST Mr. Renfro called the office and left a message. I returned the call and Mr. Renfro stated that he was a friend of Kevin Bergman and a very close friend of Doctor William Leeds. Mr. Renfro stated that he was somewhat familiar with Kevin Bergman's Background and believed he had gotten his instructor ratings maybe 10 years ago and had done a lot of single engine training but to his knowledge had done almost no multi-engine training. Mr Renfro stated that Doctor Leeds was probably Mr. Bergman's first multi-engine student. Mr. Renfro stated that Doctor Leeds was associated with a club, Advanced New Century Flyers at New Century Airport and flew their Cirrus Aircraft a lot. Mr. Renfro stated that Doctor Leeds had begun to complain to him and as recently as last week complained that Mr. Bergman took too many risks and made him nervous, particularly with single engine work during the training. Mr. Renfro stated he had talked to Dr. Leeds concerning switching instructors. Dr. Leeds was upset that Mr. Berman would not sign him off and that he wanted one more simulated check-ride before the actual checkride scheduled for August 2nd. Mr. Renfro stated that the owner of N22HW was personal friends with Kevin Bergman			
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and didn't want anyone else giving instruction in his aircraft. It was suggested that in order to get another aircraft they might have to go to Wichita to rent a twin. Mr. Renfro stated that Doctor Leeds had told him he would take the one more training session with Mr. Bergman and then he would never have to fly with him again.

Mr. Renfro stated he believed Mr. Bergman was a systems analyst for a company in Kansas City, with a name something like Volurum.

RECORD OF ☐ VISIT ☐ CONFERENCE OR ☒ TELEPHONE CALL		TIME 3:00 PM	DATE 08/02/2017
NAME (S) OF PERSON (S) CONTACTED OR IN CONFERENCE AND LOCATION Riley Phillip Teige [REDACTED]		ROUT NG	
		SYMBOL	INITIALS
SUBJECT Flight Review Given to Kevin Bergman March 18, 2017.			
DIGEST I called Mr. Teige to ask about the Flight Review he had given to Kevin Bergman. He stated he had read about the accident and had time to think. He stated Mr. Bergman was calculated and calm during the review and over all did well. The thing that was the biggest issue was an apparent tendency to a complacent attitude. He stated that when he asked Mr. Bergman was the v-speeds for the aircraft were his reply was they are all 80 kts. Mr. Teige felt that in the same way, he was a little unstable on landing approach, allowing his speed to be high. When asked, Mr. Bergman reportedly replied what does it matter if I can put it on the runway where I want to. Mr Teige stated that he warned him about such an attitude and told him he wanted to see improvement on an instrument Proficiency check that was planned for a later date. Mr. Teige stated that he believed he did see improvement on the second check.			
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