



RECORD OF CONVERSATION

Joshua Lindberg
Air Safety Investigator
Central Region

Date: 11/29/2017

Person Contacted: James Smith, witness

NTSB Accident Number: CEN18LA019

Narrative: In a telephone conversation with Mr. Smith, he stated the following:

- He saw the airplane coming from the south to the north over the highway
- The airplane then banked to the west (left)
- He did not see any smoke or flames coming from the airplane while it was in the air
- A large white trailer in the field blocked his view of the airplane as it impacted the ground, so he did not see the final impact, but he observed everything up to that point
- He heard the impact and saw the explosion
- He proceeded to the accident site and helped as best he could

End of conversation.



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Date: 1/29/2018
Person Contacted: Bill Garrison, Ag Air Service Inc.
NTSB Accident Number: CEN18LA019

Narrative: In a telephone conversation with Mr. Garrison, he stated the following:

- Kyle was previously employed by Ag Air Service Inc from March 30, 2016 to June 7, 2017
- In his first year Kyle flew an Air Tractor 301 with a reciprocating engine
- Kyle was “ok” as an ag pilot in his first year
- On one occasion he had an engine failure due to a cracked cylinder. He jettisoned the load and made it back to the airport safely. He did an excellent job during the emergency
- In his second year he flew a turbine airplane, the Air Tractor AT-400
- On another occasion Kyle departed with a partial windscreen obscuration due to frost. He didn’t completely clear the frost from his windscreen and was also taking off to the east in the morning which limited his forward vision. During the takeoff he came very close to hitting another airplane on the ground
- One of the other Ag Air Service pilots said that Kyle made very tight turns
- Mr. Garrison and the more senior pilots had cautioned Kyle about making tight turns
- Kyle was ultimately terminated from the company for insubordination and not showing up to work after a holiday weekend.

End of conversation.



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Date: January 4, 2018 and March 26, 2018

Person Contacted: David and Dain Guetersloh, airplane owners

NTSB Accident Number: CEN18LA019

Narrative: In a telephone conversation with David and Dain, they stated the following:

- The typical procedures for this type of flight is to lay a line of smoke from the airplane's smoker during the turns between spray passes
- The pilot uses the smoke to track the wind direction and then to plan his flight/spray path
- The pilot was formerly employed in Kansas and he was fired from that crop dusting job
- The pilot used worksheets to track his flights, chemicals, and times
- They will send the pilot's hand written worksheets to the IIC for review
- They calculated the turn times using the pilot's worksheets and the pilot would have had to make 8-10 second turns between spray passes in order to match the times that he reported
- A normal turn should take about 30 seconds, so he thinks the pilot was doing something to make his turns a lot faster and a lot tighter
- The pilot was covering a significant amount of acreage in a short amount of time. There is no way he was making 30 second turns
- Ag pilots in the US are trained to make 30 second turns. The 30 second turn is used as an example in the Turn Smart video that all ag pilots watch for the continuing education credit for Professional Aerial Applicators' Support System (PAASS)

- Most ag pilots are trained to fly straight out for about 10 seconds after they finish a pass, they then turn either left or right and complete a 270° turn in the opposite direction. This type of “P” shaped turn will get the pilot in line for the next spray pass
- Dain believed it’s likely that the pilot was executing a “hammerhead” type turn
- A hammerhead turn is where a pilot pitches the airplane nose up and climbs, at the top of the climb the pilot uses the rudder to change the direction and start descending. The pilot would then extend the flaps when exiting the turn and during the descent
- Extension of the flaps helps to decrease the stall speed and increase lift at a critical moment in the turn. It’s easy to stall the airplane in this situation
- If the airplane is stalled at the end of the hammerhead turn, it’s hard to regain control of the airplane with minimal altitude remaining
- The use of flaps in a turn is up to pilot preference. Some pilots make slow flat turns with no flaps. Some pilots make quick turns with flaps extended, although it’s not a safe practice.

End of conversation.



RECORD OF CONVERSATION

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Date: November 28-29, 2017

Person Contacted: Joann Hollis, pilot's mother

NTSB Accident Number: CEN18LA019

Narrative: In a text message conversation with Mrs. Hollis, she stated the following:

11/28/17 - I don't know if this means anything, and I know you cannot take second hand information. I asked Kyle today if he remembers the crash. He said he does. I asked him if he knew what caused the crash and he shrugged his shoulder. I asked him again if he knew what caused the crash and he shook his head no. I asked him if the plane was doing well before the crash and he said yes. I asked if he knew if anything was wrong with the plane and he shrugged his shoulders. I asked if he knew if the plane was repaired correctly. He shrugged his shoulders. Kyle is not going to survive they say here. Maybe not even the next couple of days. I don't know if he will be alert if you come to nod yes and no, but, he might be. I wouldn't want to put him through much and I wouldn't want it to be long or stressful. Not more that 5 or 6 yes/no questions.

11/29/17 - Yesterday was one of Kyle's most alert days. He was off his morphine drip. Last night, his brother was telling him that he was in a bad crash. He became agitated. Since he is intubated, he has to communicate with us pointing to letters on an alphabet board. He had us write "I landed the plane in a field." I questioned him if he was making an emergency landing. He nodded yes. I will send you the video.

A review of the video taken on 11/29/17 showed the pilot with his mother asking him if he was making an emergency landing – he replied yes. She asked him if the airplane was on fire before he crash – he replied yes. She asked if he knew what caused the fire – he replied no then finally yes. She asked if it was the fuel tank that caused the fire – he did not know.

End of conversation.