



RECORD OF CONVERSATION

John Lovell
Air Safety Investigator
AS-10 Major Investigations Division
Office of Aviation Safety
National Transportation Safety Board

Date: 03/04/2010
Person Contacted: Mark Wykoff (Witness)
NTSB Case Number: CEN20FA110

Narrative:

The following is a synopsis of the information provided by Mark Wykoff in a telephone conversation regarding CEN20FA110.

- He prefaced his statement saying that he was a drill instructor at Fort Rucker, Alabama, and is familiar with aircraft, although he is not a pilot.
 - He stated that he was proceeding in the northbound lane on I-55 and was passing a wooded area on the left and right and as he emerged from the wooded area, he saw the accident airplane.
 - He said it was alarming because the airplane was flying low and it appeared to hover and added that he never before saw a fixed wing airplane hover in the air like an Osprey tilt-rotor aircraft before.
 - He said that the airplane as going from east to west and it started to turn to the south. As it turned, he stated that he saw the left wing suddenly drop and the airplane descended straight down like a lawn dart impacting the ground. He added that he believed he saw it rotate one time as it descended.
 - He further stated that after a few seconds, the airplane erupted in flames followed by black smoke and it was at that time that his vehicle passed through some of the smoke. He said he pulled over but there was nothing that could be done because the airplane was engulfed in flames.
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Date: 03/04/2010
Person Contacted: Sergio Murer (Witness)
NTSB Case Number: CEN20FA110

Narrative:

The following is a synopsis of the information provided by Sergio Murer in a telephone conversation regarding CEN20FA110.

- He stated that he was driving north on I-55 and out of the corner of his eye he saw a small white airplane that was flying low (about 500 feet or so) in a westerly direction.
- He saw it do a hairpin turn like in a Bugs Bunny cartoon and headed straight down impacting the ground and was immediately engulfed in flames.



RECORD OF CONVERSATION

Michael J. Hodges
Air Safety Investigator
Central Regional Office
Office of Aviation Safety
National Transportation Safety Board

Date: 03/16/2010
Person Contacted: Mark Wykoff (Witness)
NTSB Case Number: CEN20FA110

Narrative:

The following is a synopsis of the information provided by Mark Wykoff in a telephone conversation regarding CEN20FA110.

- He was driving north of I-55 in his vehicle and was about ½ mile away from where the airplane impacted the ground.
- He observed the airplane flying east to west. The airplane looked like a V-22 Osprey in flight.
- He saw the left wing go down, as the left wing abruptly dropped.
- The airplane went straight down like a lawn dart.
- He did not see the airplane impact the ground.
- He did not see the airplane spin.

Date: 03/11/2010
Person Contacted: Timothy Hartman (Witness)
NTSB Case Number: CEN20FA110

Narrative:

The following is a synopsis of the information provided by Timothy Hartman in a telephone conversation regarding CEN20FA110.

- He was southbound on I-55 in his vehicle and was about 500 yards north of where the airplane impacted the ground.
- He saw the airplane coming nose down, and it was vertical.
- The airplane did 2.5 rotations while it was coming down vertically.
- There was an explosion after it impacted the ground.
- No abnormal sounds were heard prior to impact.

VOLUNTARY STATEMENT
(NOT UNDER ARREST)

PAGE NO. 1 OF 1 PAGES

Curtis J Pryor

, am not under arrest for, nor am I being detained for any criminal

offenses concerning the events. I am about to make known to Detective Michael Bloch
Without being accused of or questioned about any criminal offenses regarding the facts I am about to state, I volunteer the following information
of my own free will, for whatever purposes it may serve.

Ph. [REDACTED]

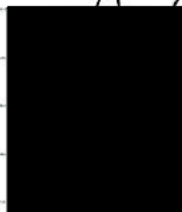
I am 53 years of age, D.O.B. [REDACTED]

and I live at [REDACTED]

Mt Vernon City, IL

My Brother's girl friend & I left The house At 8:20 AM going TO Doctor's OFFICE
in Lincoln, IL we took Rt 10 East ABOUT 8:45 AM AS I WAS Driving
OSUerd: A Small PLANE Flying West OF I-55 It PULLED UP & STALed
out. Moved over TO left tried correct. went into Barrel roll then i
Notice The Smoke Then pulled over waited Emg' units
spoke TO Robert Sherren

Ginger Haggard Brother's girl friend



I have read each page of this statement consisting of 1 page(s), each page of which bears my signature, and corrections,
if any, bear my initials, and I certify that the facts contained herein are true and correct.

Dated at Logan County Sheriff's Office, this 3 day of March, 2020

WITNESS: Det./Sgt. Michael Bloch, 194 [REDACTED]

Signature of person giving voluntary statement

**Andrew Lee Hamm
Synergy Flight Center
2823 E. Empire Street
Bloomington, IL 61704**

Subject: Written Statement of the events 3rd March 2020 which pertain to the accident of N157SF.

Environmental Conditions:

Condition were VFR.

Cloud: Clear, with the exception of one or two small clouds at around 2000'-2500' MSL.

Turbulence: Very light chop was experienced through out the flight. When operating at around 1300' MSL, chop intensity increased, but was still considered light chop.

Bird Activity: Below 1300' MSL, estimate 200' AGL. There was a large number of bird activity. Flocks of around 50-200 (estimate) white birds were seen through out the area. The amount of flocks observed were higher in the Lincoln, IL area. This may have simply been due to that they were more noticeable to the observing aircraft when we were operating at lower altitudes.

Activity:

0900 Central Time: Meet with a client (Gary Glimer) that I was training in our Cirrus SR20G6 (N516PT). Was informed that the ELT of N157SF had gone off by Andrew Dustman. We discussed that we thought that it was most likely a false alarmed. We checked the ADS-B tracker at the front desk to see if we could find aircraft, but it was not showing up.

~0930 Central Time: Mr. Dustman asked if we could head out to the Lincoln area as his dad had heard that an airplane had crashed.

~0945 Central Time: I took N516PT with Gary Glimer acting as an aircraft observer to look for the N157SF and myself (Andrew Hamm) acting as the pilot at the controls of the aircraft. We departed KBMI towards KAAA. I had planned to first head over directly to KAAA to see if N157SF was down at or near the airport. We assumed that they would most likely be there needing a pick up.

Enroute to the KAAA area we cruised at around 2800' MSL to keep safe, but lower altitude in order to have an effective scan of the area. 2800' MSL is 200' outside the immediate CAPS deployment altitude if we were to encounter any sort of emergency. The lower altitude was used to maintain cell phone reception, incase the FBO would try to get a hold of us.

Aircraft was under Autopilot Control. Aircraft was monitor the local CTAF and made announcements prior to entering the area.

1000 Central Time: A text message was sent to Mr. Dustman (see attached image below) when we were 5 min out from KAAA. We received a message that the plane was down by the highway.

N516PT then started an Autopilot descent down to 2000' MSL and started to follow the highway using HDG mode in the aircraft. Once paralleling the highway, we continued the autopilot descent to around 1500' AGL. Unknown aircraft wreckage was spotted on the highway. Once spotting the aircraft and scanning the area for any possible threats (obstructions or other aircraft) an autopilot descent was made down to 1,400' MSL to observe the aircraft wreckage. The aircraft was kept high enough for the CAPs system to be available.

Once making a path of the site, the aircraft was turned around via manual control, once leveling the autopilot ALT mode was initiated toward the site. Observing that there were large flocks of birds, the aircraft's altitude was increased a few hundred feet higher to maintain better separation from the birds. All lighting on the aircraft was

turned on to help increase visibility to the birds (landing light (wingtip), strobes (wingtip), navigation/position lights (wingtip), and anti-ice lighting (fuselage lights projecting onto the wing).

After making several path across the site (turns made manual through flight controls, level observation paths made with the autopilot), N516PT made orbiting turns around the site via manual control to try to identify the path.

After several passes and not able to positively ID the aircraft, N516PT departed the area via autopilot control. Contact via cell phone was made to Mr. Dustman to report that there was aircraft wreckage on the highway, but couldn't be identified as N157SF, due to the lack of remaining wreckage. Mr. Dustman then received a phone call from the IL State Police and cut communication with N516PT.

All that was observable from the air were the wings and the burned. Pictures were taken by the observer at the time when it was safe to do so. This pictures were submitted earlier to the NTSB.

N516PT safely returned to the KBMI. Enroute to KBMI, a friend who works at the KSPI control tower (Chad Jennings) contacted me to check to make sure that I was safe. He had heard that a Cessna from Bloomington, N157SF had gone down in the KAAA area and wanted to make sure that it wasn't me.

While turbulence was noticeable, at no time did the aircraft's ESP (Garmin Electronic Stability and Protection system) kick on.

Tue, Mar 3, 10:01

5min our from KAAA

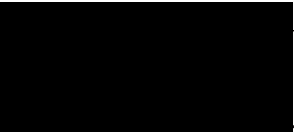
5min our

5min out

It's near the highway

According to the faa

We are heading back

RECORD OF ☐ VISIT ☐ CONFERENCE OR ☒ TELEPHONE CALL		TIME 08:40CST	DATE 03/05/2020
NAME (S) OF PERSON (S) CONTACTED OR IN CONFERENCE AND LOCATION		ROUTING SYMBOL INITIALS	
Kevin Seals (unsure of spelling of last name).			
Hanson Professional Services			
SUBJECT			
CEN20FA110 N157SF Accident Lincoln, IL			
DIGEST			
Mr. Seals called Inspector Krongos (FAA IIC) to discuss bald eagle nest location. The purpose of the accident flight was survey work contracted by Shoener Environmental Inc. to locate active bald eagle nests. Mr. Seals informed Inspector Krongos the eagle nest was located 1/4 mile North of the powerline (spaning across the interstate), West of the interstate near a creek, in a large sycamore tree. Mr. Seals stated the eagle's nest was active for about 5 years but the tree had been "undercut" and was leaning over. Mr. Seals suspects with the recent flooding the tree will soon fall. Mr. Seals continued that when the tree was undercut, the eagle's nest fell out and the eagle abandoned the tree. Mr. Seals stated he believes the young eagles were still visiting ("perching in) the tree, but there was no active nest.			
CONCLUSION, ACTION TAKEN, OR REQUIRED			
Inspector Krongos thanked Mr. Seals for the information and added this form to the accident file.			
DATE 03/05/2020	TITLE FAA Inspector-In-Charge (IIC)	SIGNATURE 	

Statement

I got brought into the surveying job because Mitch reached out to me asking if I would be interested in helping out. I offered and then he said he did not need me. Mitch was on a trip for the airlines and at the last minute needed someone to fly for the survey company, so I stepped up. I do not know whether Matthew Hanson reached out to Synergy Flight Center about the survey work and was then referred to Mitch or whether Matthew reached out to Mitch directly. Matthew worked for Shoener Environmental Inc., as senior ecologist. Shoener is a consulting firm with many different office locations that help energy companies obtain permits for pipelines, wind farms, or solar farms. Matthew was given tasks in the Bloomington area for future wind turbines. I learned from Matthew that in order for them to get permits, they have to scout for Bald Eagles and their nests within 15nm and 10nm radius of where the windmills will be going up. His company had him scout via air and by foot. They were collecting various data on the nests, the trees the nests were in and whether the nests were active, etc. Synergy Flight Center is the only FBO in Bloomington that offers flight lessons and planes for rent. I would assume that is why Matthew asked them if they would be interested in contract work for a couple of flights.

Mitch originally asked me February 20th if I was interested in doing some survey work. Then on February 25th he said that he did not need me anymore. On February 27th he reached out to me and asked if I could check someone out. After that fell through, we decided that I would do the first flight on Sat. I couldn't do Friday and the weather wasn't going to be flyable. Matthew Hanson flew into Bloomington, IL via airlines on February 27th from Colorado and had plans to stay until March 6th. His partner that was working with him on the project was Kevin. Kevin lived in Champaign, IL so he drove in for the project. Matthew originally wanted to fly three days, 27-29. Due to not having pilots those days and weather. The three days took place February 29th, March 1st and 3rd. I am a full-time student and part-time flight instructor up north and could not work it into my schedule to fly the survey until February 28th. Weather was also not good until Sat. Once Mitch and I agreed that I would be flying, Mitch gave me Matthew's number so I could touch base with him Thursday and come up with a game plan. Matthew and I discussed that Friday would not work and agreed to Saturday. He informed me what the purpose of the flight was and the areas we would be flying. We set a time to meet at Synergy Flight Center Saturday morning and I asked for his and his partner's weight so I could do a weight and balance. He said they both weighed between 190-200lbs.

Friday on my way home from school, I stopped by Synergy Flight Center to confirm that the plane was good to go for Saturday and clear up any confusion there may have been about this work.

Saturday was a perfect flying day, clear and barely any winds. I met Matthew and Kevin at 7am Saturday at Synergy Flight Center. Things were a little crazy because everything was thrown together at the last minute and not everyone knew what the plan was. I met with Matthew and Kevin to discuss the flight plan and what they wanted me to do. I also signed the NDA and gave it to them. I preflighted the plane which was a Cessna 172SP and had it fueled. We left Synergy around 8am to head up north to do the first plan. I sat in the left seat as pilot and Matthew sat up front with me in the right seat. Kevin sat in the back behind me for weight and balance purposes. I have a stratus which is a data tracking device, they asked me to track our

flight to compare with their tracking devices that Kevin held onto the whole flight. Kevin was also the note keeper. Matthew had his phone with maps on it and a camera he had rented somewhere in Bloomington to try out and take some pictures of the nests, but the photos were not a necessity for the job. We flew around looking at all the nests they knew about and also looking for new nests. Safety was always our number one priority. Neither Matthew nor Kevin pressured me into going lower or slower. We always discussed our intentions and made sure that we were on the same page. Saturday was not windy, so twice I put the plane into a slow flight configuration so the plane would go a little slower. When we came up on a nest Matt wanted the nests on his side of the plane so he could see down into them and also asked that I circle the nest a couple times so they could get a couple good looks at it. They were patient with me in finding the nest myself so I could get set up to circle it at the speed and altitude I wanted to. We never circled it too many times because Matt did not want to disrupt the eagle if one was in the nest. Once we finished the work that they had planned for the day we headed back to Synergy. We got back to Synergy at approximately 10:45am. Once back on the ground, we discussed what the plan was for the other days. They said the day went perfectly, they saw everything they wanted to see and would love to keep the same pilot moving forward since it worked so well.

I was able to move some stuff around in my schedule and fly a second day, March 1st. We agreed that I would get to Synergy around 6:30am to fuel and preflight the plane and they would get their around 7:00am. As Saturday night rolled around, I kept checking the weather and noticed it was going to be a little windy with possible wind shear. I asked Mitch for his opinion since I always looked up to him and he had way more experience than me. He said to "send it." I also texted Matthew Saturday night to warn him that it may be a little more windy and bumpy tomorrow.

When I arrived at Synergy Sunday morning, the plane had not yet been pulled out because the line guys were unsure if we would still be going due to the winds. I briefed Matt and Kevin on the winds, and we all agreed that if it got too windy, we would quit and come back. Matthew had sent me an updated flight plan Saturday night that we discussed Sunday morning as we would be going to a new area to the south. We all went out to the plane together to get it fueled and preflighted. We left Synergy around 7:30am and started the south plan. It was a little bumpy but something we all felt that we could handle. We kept the same seat configuration as it seemed to work the day before. I tracked the flight again. I did inform them though, that I would not be willing to do slow flight configuration flying or get too slow because of the winds. We got most of the area to the south complete except for one to the way south but since I had informed them that I needed to be back by 10:30 we finished up and started heading back to Bloomington airport around 10am. We got back to the airport around 10:15am. Once we landed, we discussed further plans. I let them know that I was not able to keep flying with them since I had to head back to school and that Mitch was going to be home later in the week to finish them up. They agreed to that and said they would probably revisit some of the nests to the south and hit the way south area that we had yet to get to. Mitch was originally going to fly with them Wednesday but was able to get home earlier. I spoke with Mitch on the phone Monday night, the 2nd and he made plans to finish their last day flying Tuesday instead. He said that they had sent him the flight plan for Tuesday. I know he also had to sign an NDA and that was the last communication I had with Mitch.

Matt and Kevin told me that when we weren't flying, they were doing a ground portion of their work. They were just driving around the countryside looking at the nests from their car to see what they could find from the ground.

Before these two flights I had never met Kevin or Matt. My first-time meeting both of them was Saturday before we got in the plane. I flew around five and half hours with them, so I got to know them a little bit. They both were very nice guys and loved their jobs. They taught me everything I could possibly want to know about Bald Eagles and birds in general. They were a pleasure to fly with. They never pressured me into anything, and safety was always their number one concern. They said multiple times, "do whatever is safe." Matthew sat up front with me and never asked for the controls. All the flying was for me to do. He and Kevin were always looking out the window or taking notes about the nests. Matt told me that he had some time in small planes previously doing this for his job. He also talked about past experiences in planes with other pilots. He did mention that this was his first time having a girl pilot. I honestly could not have asked for better passengers. They were quiet when I needed to talk with ATC and let me do my things before we took off.

I have always looked up to Mitch. I met him several years ago and ever since have been close friends. Whenever I had an aviation question, I always asked him. I got to fly with Mitch a handful times. I also got to work under him for a whole summer crop surveying. Mitch was very smart and knew aviation well. I valued him so much as a pilot he was the one I had fly over seven hours with me to bring home my plane I had just bought. I knew I could always count on him in the cockpit to know the right thing to do. Mitch was very driven and hard-working. He was flying for Air Wisconsin and running Synergy's flight school. I think sometimes young aviators can get ahead of themselves and let their egos get too big. I sometimes wondered if he had too much on his plate.

I currently do not work for Synergy Flight Center. Back in 2017, I worked for Synergy as a CSR (Customer service representative) for 6 months. Since I own a plane and keep it on the field and knew Mitch, I would go in there every once in a while, but I really do not have much of a connection with them. Since I haven't worked there since 2017, I have no bases upon which to form an opinion of Synergy's safety or culture. However, I was surprised that Synergy called me the morning of the crash and asked for the names of the passengers I flew on Saturday and Sunday. I provided them the first and last name of Matthew and Kevin's first name. They asked me several times if I could remember Kevin's last. I never could. They also if they were the only two and whether Kevin worked for Shoener as well. In addition, Synergy asked for a copy of the NDA which I emailed to them. Later, Synergy asked me for Mitch's dad's phone number, which I didn't have but told them I could try to get. I never got Mitch's dad's number but was able to give them Mitch's mom's number. Over the course of several additional texts and phone calls Tues., morning, I provided Synergy the hotel Matthew was staying in Bloomington, information regarding the vehicles that Matt and Kevin were driving Sat. and Sunday and Shoener's CEO's contact information.

I was on my way to class when I received a text from my brother about a small plane crash on 55 in Springfield (My brother is a pilot too.) He didn't know any details and I didn't think much of it. Not long after that is when Synergy contacted me about the names of the

passengers I had flown on Sat. and Sun. Synergy would never answer my questions about whether it was Mitch's plane that crashed that morning, but I pieced it together on my own.

These are the facts to the best of my recollection.

Mickael Ashworth

Timeline of how I got involved

(Text message exchanged between me (Mickael-MA) and Mitch-MJ)

February 20th

Mitch: "Would you be up for doing contract work using Synergy's plane next week? We need 5 hours of flying between the 27-29 with a company that scouts raptors and eagle nests and then potentially another whole day of flying? \$25 an hour and work under a 1099 for taxes so you would file them yourself and we pay you in whole"

Mickael: "Yes, I could do it over the weekend possibly."

End of conversation

February 25th

MA: "Do you still need me to fly or else I am going to make plans"

MJ: "Do not need you, go ahead and make plans"

Thursday February 27th 4:57pm

MJ: "Are you around?"

MA: "Kinda whats up?"

MJ: "Wanna do me a huge favor?"

MA: "What's that?"

MJ: "Are you checked out in 157?"

MA: "Not per Synergy probs haven't flown it in years"

*we speak on the phone

(Mitch wants me to check out Synergy's line guy. He is not 90 day current. Wants me to do 3 take off and landings with him in my plane, since I am not checked out in Synergy's plane)

*after phone call

MA: "But how will my plane count for Synergy"

MJ: "Yeah fuck I literally just thought of that"

MA: "Will Andy let me do it in 157"
"Ask Andy if I can do 157"
"They don't even have to pay me"
"When I took it for crop thing I wasn't Synergy checked I don't think"

MJ: "Working on it, talking to Andy now"

MA: "Okay just let me know"
"Has the kid ever flown 157"

MJ: "No"
"That's the issue"

MA: "Oh... has he flown a glass cockpit?"
"He's gonna need more than 3 landings"

MJ: "I believe so just not been check out in 157"
"He's got a shit load of time in R model"

MA: "Well it matters if he has glass cockpit time or not. Not what model plane"

MJ: "I know but most R I believe is glass"

MA: "False, none of ours at Lewis are and we have about 20 lol"
"Where are you?"
"Cause can't you check him out?"

MJ: "I could if I wasn't on a 5 day trip"

MA: "Oh"

MJ: "309-319-0324"
"Ryne Klintworth" (line guy)
"Shoot him a call and get it figured out. Has to be ASAP tonight haha Synergy should pay you from what I'm gathering"

MA: "What Andy say? We doing it in Synergy plane?"

MJ: "Yes 157"

MA: "Okay well he didn't answer" (line guy)

MJ: "Okay text him and I will too"

MA: "I just did"

MJ: "Cool"

Mitch tries calling me, but I am on the phone already

MA: (texts while on phone with someone else) "he (line guy) said he didn't have time"

Mitch tries calling again, but I am still on the phone with someone else

Finally get off the phone and I call Mitch. We come up with a plan, since line guy can't fly Thursday evening, I offer to fly Saturday surveying but can't fly Friday due to my school schedule and Friday weather doesn't look flyable anyways, end phone call

MJ: "They're not pilots so just say how weather isn't going to be good tomorrow so plan on sat"

MA: "Lol okay"

MJ: "[REDACTED]" (Survey guy)
"His name is Matthew"

MA: "Perfect I'll call him in a minute"
"Guy just landed at bmi he will call me soon"
"Tomorrow isn't even going to be flyable after looking at TAF so works out"

plan: I will fly sat with the company then fly with line guy Saturday afternoon so he can finish up rest of the survey

I reach out to the line guy about Saturday

MA: "He (line guy) can't fly sat afternoon"
"So I can't get him checked out"

MJ: "Well fuck me. What the hell just fly sat and ill work on it"

MA: "Okay sat is gonna be the only flyable day too just heads up"

MJ: "I know, but can you check Ryne (line guy) out at some point tomorrow?"
"Maybe in the sim get comfortable with shit then just stay in pattern maybe? Play it by ear"

MA: "I can try if he has time and weather works I can see. Sims are shit for maneuvers and stuff he wants to do maneuvers"

MJ: "I'll call you later"
"About to roll out on 22L at ord"
"About Ryne" (line guy)

MA: "Just spoke with the guy (Survey guy Matt). Meeting 7am sat at Synergy. He stopped into Synergy tonight and spoke with Sadie"

MJ: "Very nice"

MA: "He said he tried getting ahold of you"

MJ: "I was flying"

MA: "That's what I told him"
"That's why he stopped at Synergy then"
"Are they paying me or is Synergy"

MJ: "Synergy"

MA: "What's your plan for other days with them?"
"I fly Sunday up till 10:30 I just have to be somewhere by 11"

MJ: "You'll fly Sunday too then haha"

MA: "But I don't know how long they need Sunday"

MJ: "Figure it out tomorrow"

MA: "You better come up with plan B if they need flying past 10:30, tho weather suppose to go to shit Sunday after 12"
"I don't like working under you again"

MJ: "So tell them that"

MA: "Yess boss sooo helpful"

MJ: "Be a problem solver not a problem for me"

Friday morning February 28th

Matt (survey guy) emailed me an NDA and maps of area we would be flying over and told me the two guys I would be flying weigh 190-200lbs. Sent NDA to my mom to review. She is a lawyer.

Saturday Morning February 29th

Met Kevin and Matt at Synergy. Signed the NDA and handed it to them. My mom had reviewed it and explained my obligations to me.

Sadie, CSR, asked for my address so she could send me a check.

Discussed plan, preflighted, and fueled. Left Synergy to head to the north
Finished everything to the north.

Touched base with Mitch via phone to discuss how it went and further plan.

Matt made a comment how he would love to keep the same pilot for all the days since day one went so well.

I let him know I can only fly until 10:30ish, he said that is okay.

So we set to plan to meet at Synergy Sunday

Saturday night Feb 29th

MA: "Whats your take on wind shear" (I asked cause I saw it in the forecast)
"Do I send it tomorrow?"

MJ: "Send it"

MA: "Trying to kill me"
"He (Kevin) puked today how is he going to handle wind"
End of conversation

Matt sent me an updated plan via email Saturday night

Sunday March 1st

Met at Synergy briefed the guys on being windy today so it was likely to be bumpy.

We were all on the same page about safety, if too windy we would come back.

Preflighted, fueled and left to do plan to the south. Got everything done on the plan but one area to the way south.

Got back, discussed due to my school schedule I can't finish them but Mitch will be back later in the week to fly with them for their last flight.

They agreed to the plan and were planning for the last day to revisit some of the nests we already went over and the last area to the south

MA: "text that matt guy so they know plan"

Spoke with Mitch via phone he agrees to finish them Wed when he was back. Survey company is scheduled to leave Friday.

Monday March 2nd

Monday night spoke with Mitch via phone.

His scheduled changed and he is already back home. He is going to fly with the survey company tomorrow (Tuesday) they sent him the plan and NDA.



RECORD OF CONVERSATION

Michael J. Hodges
Air Safety Investigator
Central Regional Office
Office of Aviation Safety
National Transportation Safety Board

Date: 04/15/2010
Person Contacted: Stephanie Janssen (Mother of the Accident Pilot,
Mitchell Janssen)
NTSB Case Number: CEN20FA110

Narrative:

The following is a synopsis of the information provided by Stephanie Janssen in a telephone conversation regarding CEN20FA110 and the accident pilot Mitchell Janssen.

- For the three days prior to the accident, she did not see or talk with Mitchell.
- Mitchell's overall lifestyle was very fit and active. Mitchell was a college athlete.
- Mitchell would occasionally use caffeine.
- Mitchell did not drink coffee.
- Mitchell did not utilize tobacco.
- Mitchell would occasionally use alcohol.
- Mitchell was a regular water drinker throughout the day.
- Mitchell did not utilize any medications or substances. Mitchell did use a hair-balding supplement by Keeps.
- It was unknown if Mitchell took naps.
- Mitchell primarily slept at his home residence.
- Mitchell had no issues with falling or staying asleep.
- Mitchell had no sleep disorders or health issues, diagnosed or undiagnosed, that made it difficult to fall and stay asleep.
- It was unknown how many hours Mitchell needed of sleep to feel awake and alert throughout the day.
- Mitchell had no issues with stress or emotional issues.
- Mitchell never expressed any concerns with flying.