



RECORD OF CONVERSATION

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Date: January 21, 2022
Person Contacted: Garrison Leykam
NTSB Accident Number: ERA21FA346

Narrative:

Mr. Garrison Leykam was interviewed by NTSB near the accident site on September 4, 2021. Also present was a Textron Aviation representative who was a party to the NTSB investigation.¹

Following the interview, Mr. Leykam agreed to allow himself to be videotaped describing with a model airplane and his words what he had observed.² He provided a cell phone number of [REDACTED] and an e-mail address of [REDACTED]

At the start of the video, he was holding the model airplane in front of him (figure 1) depicting the attitude the airplane departed the runway, then indicating, “you could notice the change that way and this part (pointing to the tail) was more down that I should (Figure 2), I thought it would be. To the point where it traveled this way (the direction of flight), and there was a motor up I guess about here (Figure 3) (pointing to the right side of the airplane) that looked like that is what struck the pole (pointing in the direction of the impacted pole). And then the shower, the shower of³ sparks just went up that way, and some of it was right there (again pointing to the area of the pole). But, but again it was, it came across, it seemed to leave the runway at an ok but instantly changed toward that (Figure 4) (depicting a nose-up attitude) and then flew like that (maintaining the nose-up pitch attitude depicted in Figure 5). As if, the first thing in my mind is, is ultimately what this pilot going to do is go like that (Figure 6) (depicting the airplane pitching up abruptly to an inverted position. Because the ratio of that (pointing to the tail) to that (pointing to the nose) changed significantly in that short distance. Once it hit the pole, it seemed to be more trying to do that (describing the wings rocking). And it was about where the trees are that I heard the motor ‘gunning’. And almost revving with the clutch down. I, I don’t know how else to, to put it.”

¹ Refer to NTSB Record of Conversations contained in the NTSB Public Docket for the interview digest.

² The video was 1 minute 26 seconds in length.

³ At this point of the conversation the Textron Aviation representative said “sparks”



Figure 1: Still image extracted from Video Recording Depicting Witness Recounting with Airplane Model the Attitude the Airplane departed the Runway.



Figure 2: Still image extracted from Video Recording Depicting Witness Recounting with Airplane Model the Attitude the Airplane Was In After Departing the Runway.



Figure 3: Still image extracted from Video Recording Depicting Witness Recounting with Airplane Model the Attitude and Location of the Right Engine That Impacted the Power Pole.



Figure 4: Still image extracted from Video Recording Depicting Witness Recounting with Airplane Model the Nose-Up Attitude the Airplane was in After Departing the Runway.



Figure 5: Still image extracted from Video Recording Depicting Witness Recounting with Airplane Model How the Flight Proceeded After Departing the Runway.



Figure 6: Still image extracted from Video Recording Depicting Witness Recounting with Airplane Model How He Thought the Airplane went From a Nose-Up Attitude to Inverted Attitude.

The digest was e-mailed to him for review on January 24, 2022, and again on March 11, 2022 asking him to review the document and let me know if you agree. He replied on March 11, 2022, at 1248 EST with, “confirmed.” The FINAL digest was e-mailed to him on March 11, 2022.