



RECORD OF CONVERSATION

Joshua Lindberg
Air Safety Investigator
Central Region

Date: 10/15/15
Person Contacted: William Hoeffner – LYO Airport Manager
NTSB Accident Number: CEN16FA011

Narrative:

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

The airplane owner bought the airplane on October 13, 2015 and stored the airplane at LYO. He interacted with the owner and the pilot at the airport on Saturday when the airplane was brought there. The airplane owner called him on the following Monday and told him he would meet him at the airport on Tuesday at 0800 to learn how to pull the airplane from the hangar and fuel the airplane. The owner had never done either task before.

The owner arrived at the airport about 0800 on Tuesday. They pulled the airplane from the hangar and towed it to the fuel area. They topped off the main fuel tanks with 17.4 gallons of 100LL fuel. He did not know how much fuel was in the AUX tanks. The pilot was not present for the fueling process and was not present while Mr. Hoeffner was there on Tuesday. He only interacted with the pilot one time on the previous Saturday.

He heard from someone that worked for the airplane owner that he had business in Greeley on the day of the accident. He did not know what the owner did for a living. The owner was expected to return about 1800 the same day.

The owner told him that there was only one functioning flight control yoke in the airplane. The other control yoke was disconnected and needed a certain part to be repaired. He did not know which control yoke was installed. He did not look inside the airplane.

End of conversation.



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Central Region**

**Date: 10/14/15
Person Contacted: Crystal Fall – LYO Airport Employee
NTSB Accident Number: CEN16FA011**

Narrative:

In a telephone conversation with Ms. Fall, she stated the following:

She was an employee at the airport and knew information about the accident airplane and its occupants. The owner purchased the airplane on Saturday, October 10, 2015 and rented hangar space at the airport to store the airplane. On the morning of the accident the owner arrived at LYO about 0830 CDT. The airport manager helped the owner pull the airplane out of the hangar and service it with 17.4 gallons of 100LL fuel. The airplane departed about 0900 CDT. The employee understood that the two men were flying to Greeley, CO, for a business. She did not know what the owner did for a living or what his business in Greeley was.

The pilot was going to teach the owner to fly. She was not sure if this was also an instructional flight or not.

She provided a photo of a check from BAS Enterprises, LLC to the pilot, dated 10/9/2015, for the amount of \$300.00.

She provided contact information for the occupants' wives and the airport manager.

End of conversation.



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Date: 10/14/15
Person Contacted: Allison Langston
NTSB Accident Number: CEN16FA011

Narrative:

In a telephone conversation with Mrs. Langston, she stated the following:

She was the wife of the pilot, Mr. Langston. He was flying the airplane owner to Greeley, CO for a meeting. She doubted that it was an instructional flight because they were just supposed to fly to Greeley for the meeting and back. She confirmed that the pilot flew with a black and red GPS antenna that connected to his iPhone and iPad. She identified the devices and provided the passwords for both. She believed she found pilot logbooks and will send them to the IIC to make copies and return.

End of conversation.



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Date: 10/19/15

Person Contacted: Larry Bernard – Previous owner of N394CW

NTSB Accident Number: CEN16FA011

Narrative:

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

- He was the previous owner of the accident airplane. About 3-4 weeks prior to the accident, Mr. Bates and Mr. Langston went to Russell, KS to look at the airplane for sale. Mr. Bates did not have a hangar or insurance lined up yet so he would follow up later. They came to pick up the airplane on October 10, 2015 and flew the airplane back to Lyons.
- At the time of the sale, the main and auxiliary fuel tanks were full of 100LL fuel. The wing tip tanks were empty.
- There was a black binder in the baggage compartment that contained aircraft info and the airworthiness certificate.
- The airplane was originally equipped with a throw over yoke. The throw over yoke was disconnected and on lease from another company. It was in the airplane somewhere. He told them they could still use the “push to talk” button on the throw over yoke if they wanted to. The connected dual control arm was equipped with one yoke on the left side and no yoke on the right.
- He instructed them to fly the airplane at 2,350 rpm and manifold pressure and that would yield around 12 gallons per hour fuel burn. He also told them to begin flying on the left tank for 1:15, switch to right tank for 1:20 then to the aux tanks for 1:15. This would keep the fuel even in the tanks.
- He said that Mr. Langston seemed like a really good pilot and he knew how to handle the airplane very well. He noticed that his takeoffs and landings were very smooth and not jerky at all.
- The most recent annual inspection was completed on or around June 1, 2015.

End of conversation.



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Central Region

Date: 10/19/15
Person Contacted: Bill Gross – Chief Pilot at K-State
NTSB Accident Number: CEN16FA011

Narrative:

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

- Mr. Langston was a student at K-State and was going to graduate from K-State this fall
- He did part time flight instruction at the FBO on the field
- He flew with him a few times and was a good pilot
- He was his professor in a class at K-State
- He talked to Mr. Langston the morning of the accident and he seemed to be in a great mood. He had to drive 50 miles to get to a class at 0700 and was always the first one there

End of conversation.



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Date: 10/19/15
Person Contacted: Jim Tullis – Chief Flight Instructor for Schilling Aviation Services
NTSB Accident Number: CEN16FA011

Narrative:

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

- He did check out flight for anyone who wanted to rent the planes from Schilling
- He flew with Mr. Langston on August 4, 2015 for 1 hour in a PA-28, N1765T
- During the flight they completed stalls, slow flight, emergency procedures, and multiple types of landings
- He was a great pilot and did a fine job
- He endorsed him to fly the PA-28, N1765T
- He thinks Mr. Langston was working at K-State or was a student there.

End of conversation.



RECORD OF CONVERSATION

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Date: 10/20/15
Person Contacted: Brian Smith – Accident pilot’s student in N1765T
NTSB Accident Number: CEN16FA011

Narrative:

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

- He started flying with Mr. Langston on 8/10/15 and their last flight was on 10/1/15.
- They had 35+ flight hours together in a PA-28, N1765T
- He was a great flight instructor and can’t imagine how the accident happened
- He was very always safe and aware while flying
- He also flew 6 hours with his wife, Mrs. Smith but she didn’t like flying
- Their last flight on 10/1/15 was a night cross country
- Mr. Langston had been flying a lot earlier that day but he said he was tired and was ready to fly
- He didn’t think Mr. Langston frequently flew a lot of hours in a single day like he did on 10/1/15

End of conversation.



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Date: 10/14/15
Person Contacted: Angela Bates
NTSB Accident Number: CEN16FA011

Narrative:

In a telephone conversation with Mrs. Bates, she stated the following:

She was the wife of the owner, Mr. Bates. Mr. Langston was going to fly Mr. Bates from Lyons, KS, to Greeley, CO. She stated Mr. Bates bought the airplane Saturday (October 10, 2015) and the airplane was located at Lyons Airport. She identified the pilot's iPhone and iPad and provided a password for both. She was going to look for airplane logbooks to send to the IIC.

Her husband was not a pilot and had not started taking lessons yet.

End of conversation.