



## RECORD OF CONVERSATION

**Mitchell Gallo**  
**Aviation Accident Investigator**  
**Central Region**

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**Date: March 6, 2014**  
**Person Contacted: Arlie Aeschliman**  
**NTSB Accident Number: CEN14LA148**

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### **Narrative:**

During a telephone conversation, Arlie Aeschliman stated that he did not see Mr. Randall Fahrenholtz at the Tribune Municipal Airport on the day of the accident. Mr. Aeschliman said that he left the airport before Mr. Fahrenholtz arrived. Mr. Aeschliman had been watching Mr. Fahrenholtz's flying and said that Mr. Fahrenholtz's flying abilities were not "diminished." Mr. Aeschliman's friend, who was working on his own airplane, was at the airport when Mr. Fahrenholtz was present on the day of the accident. Mr. Aeschliman said that his friend told him that Mr. Fahrenholtz departed on the accident flight about 1720 – 1730 mountain standard time. Mr. Aeschliman said that Mr. Fahrenholtz had an "undiagnosed sickness" that began when he woke up one morning and was "weak and shaky." Mr. Fahrenholtz's daughter is a neurological scientist, and Mr. Fahrenholtz had been "all over" to find something that would help with his illness. Mr. Aeschliman said that he would help Mr. Fahrenholtz with his airplane doing such activities as fueling and washing windows because he was weak. Mr. Aeschliman said that they watched him and his flying abilities. Mr. Aeschliman said that Mr. Fahrenholtz did not have problems with his coordination and that he had a "general weakness" and his walk was "slowed." His speech was "raspy and labored" after he got sick in late September or early October. Mr. Fahrenholtz moved to Tribune, Kansas after his children had moved out of his house. Mr. Aeschliman said that Mr. Fahrenholtz's daughter lives in Houston, Texas, and did not know her name. Mr. Aeschliman said that Mr. Fahrenholtz's illness could not be diagnosed and that he returned from Houston, Texas where he saw medical specialists the day before the accident. Mr. Aeschliman said that he did not believe the accident was the result of Mr. Fahrenholtz's illness and that Mr. Fahrenholtz was attempting a forced landing on a soft field in which the nose wheel dug into the ground and nosed-over the airplane. Mr. Aeschliman said that engine was difficult to restart when it was hot and that Mr. Fahrenholtz may have been unable to restart the engine if it quit due to fuel starvation and he had to switch to the opposite fuel tank, he would have been

unable to restart it. Mr. Aeschliman said that his friend was Wade Bangerter and his phone number is [REDACTED].

Mitchell Gallo  
Air Safety Investigator