



NATIONAL TRANSPORTATION SAFETY BOARD

Central Region – Arlington, Texas

RECORD OF CONVERSATION

Who: Dr. Orvilee E. Brown

When: October 31, 2014

RE: CEN15FA034, Wichita, KS

Dr. Brown said he was a retired dentist and a certificated pilot with over 2,500 flight hours. He said he was sitting in his car at the post office on W. Harry Drive, when he saw the airplane. Dr. Brown said the airplane was in a steep left turn (about 40 degrees) over Airport Road about 50-70 feet above the ground. He said it seemed like the airplane “wasn’t flying or stopped flying” because it was unable to climb and was not moving very fast.. The airplane then “stalled” and impacted the Flight Safety International building. Dr. Bown could not hear the airplane and did not look at the engines. However, he did recall that the flaps were down “about 20 degrees.”

Leah D. Yeager
Sr. Air Safety Investigator
National Transportation Safety Board



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RECORD OF CONVERSATION

Who: Wendy Castillo

When: October 31, 2014

RE: CEN15FA034, Wichita, KS

Ms. Castillo is employed as an inspector for Honeywell (2249 S. Grove Street, Wichita, KS). She was sitting outside the Honeywell building in the employee break area, which is on the north side of the building, when she first saw the accident airplane. Ms. Castillo stated the airplane was flying very low and slow and was in a left turn over the hangars along the west side of runway 1R (she identified the area she observed the airplane as the hangars just north of Hangar 10 located at 1780 Airport road on a map). She said the airplane then leveled out on a westerly heading and she thought it was going to land in a field behind the post office located just to the east of where she was sitting. Ms. Castillo said the airplane then entered another left turn before it made a “sudden” left bank and descended into the Flight Safety Building. She said it was windy and she never heard the sound of the airplane’s engines or the sound of the impact. Ms. Castillo could not recall if the engine propellers were turning or if the landing gear was extended.

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Sr. Air Safety Investigator
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RECORD OF CONVERSATION

Who: Eric Cushman

When: October 31, 2014

RE: CEN15FA034, Wichita, KS

Mr. Cushman is a Cessna 208-Caravan Program Manager at Textron Aviation and was in his office (Building C14, Hoover Road) located on the east side of runway 1R/19L at Mid-Continent Airport. Mr. Cushman's office looks directly out to the runway and there is a clear view of the hangars located on the west side of the runway. Mr. Cushman stated that he was on the phone talking to an individual who was inside the Flight Safety Building regarding upcoming training activities, when he saw the airplane on its takeoff roll (left to right) on runway 1R. He then looked down for a few seconds and when he looked back up, the airplane was airborne and drifting to the left (west) toward a set of Quonset hangars located to the south of Signature Aviation on the west side of the runway. Mr. Cushman said the airplane was very low and he was concerned it was not going to clear the hangars. He then saw the airplane make a left turn over the Quonset hangars and that is when things "got violent." Mr. Cushman said the airplane pitched up then made a sharp left bank (about 90 degrees left wing down) and he could see the entire top of the airplane. The airplane then nosed over and disappeared behind the hangars. Mr. Cushman then heard the sound of the impact over the speaker phone, and the person on the other end asked, "What was that??" Mr. Cushman told him that a King Air had just struck the building that he was in. The person on the other line said he had to "go" and the call ended. Mr. Cushman said he could not hear the airplane during its short flight and could not recall how it was configured before it impacted the building.

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RECORD OF CONVERSATION

Who: Cheryl Karr

When: November 1, 2014

RE: CEN15FA034, Wichita, KS

Ms. Karr had just flown into Mid-Continent and was standing outside of the baggage claim area waiting for a ride, when she looked to the north and saw the airplane. She said it was flying very low just above the horizon. The wings were level, but were rocking back and forth before the left wing drop 90-degrees to the ground. At that point, she could see the entire top of the wing. The airplane then rolled level and the wings once again began to rock back and forth. Ms. Karr thought the wind was knocking the airplane around. She then observed the nose of the airplane pull up before it entered a descending, "sharp" left-hand turn. Ms. Karr thought he was performing a low altitude maneuver and was going to land on the west runway, when the nose suddenly dropped and the airplane struck the corner of the building.

Ms. Karr said she never heard the airplane due to the construction going on across from where she was standing and does not recall anything about the engines or propellers. She did not see any smoke or debris trailing the airplane.

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Sr. Air Safety Investigator
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RECORD OF CONVERSATION

Who: Michael Metz

When: October 31, 2014

RE: CEN15FA034, Wichita, KS

Mr. Metz is employed as a maintenance technician for the Post Office. He was replacing a filter on the roof of the post office's vehicle maintenance facility located on W. Harry Drive. Mr. Metz said he was facing the south when he heard and saw the airplane. He immediately identified the airplane as a Beech turbo-prop and the left engine propeller was not turning as fast as the right engine propeller. There was too much noise on the roof so he was unable to hear the airplane's engines. Mr. Metz said the airplane was about 100 feet above the ground and flying slow, about 50 miles per hour. The nose of the airplane was pitched up about 15 degrees and was in a left turn toward the west. The airplane then leveled out and struck the Flight Safety International building in level flight as "if he was going to land on the roof." Mr. Metz said there was no smoke or debris trailing the airplane prior to impact. Once the airplane struck the building it immediately went "up in flames."

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Sr. Air Safety Investigator
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RECORD OF CONVERSATION

Who: Jason Perkins

When: November 1, 2014

RE: CEN15FA034, Wichita, KS

Mr. Perkins is employed by Textron Aviation as a Beech 200A structure mechanic. He said he has extensive knowledge of the airplane and has been a mechanic for 18+ years. He is currently working on his private pilot certificate and has about 45-50 total flight hours. His office is located at Hangar 7 on Airport Road, Wichita, KS.

Mr. Perkins said on the morning of the accident, he used a company golf cart to travel south down the outer taxiway of runway 1R/19L to the Hawker Beechcraft Service (HBS) hangar to get some cherry rivets. As he approached HBS, he noticed the accident airplane on the HBS tarmac facing the north-east. Both engines were operating between idle and full power. Mr. Perkins stopped short of the turn-in for HBS to let the airplane taxi to the runway, but the airplane never moved. After waiting about 20 seconds, Mr. Perkins decided to take a right turn and drive in front of the HBS hangar so he would avoid getting in the way of the airplane. He then went into HBS and left about 5 minutes later. Mr. Perkins said the airplane was no longer on the tarmac and he began to drive the golf cart back to Hangar 7. When he reached an area of construction on the taxiway, Mr. Perkins heard the sound of twin engine airplane coming from behind him. At the same time the construction crew on the taxiway dropped their shovels and pointed up to the airplane. Mr. Perkins then looked over his left shoulder and saw the airplane that was sitting on the tarmac at HBS, was now airborne and flying low (about 150 feet above the ground) and in a left bank turn (15-20 degree left-wing down) toward the west. The landing gear was "down and locked", the flaps were fully extended, and the rudder was neutral. Mr. Perkins said the right engine was operating at full power; however, he was unable to see the left engine. He never heard any power change in either engine. The airplane then rolled level and disappeared behind a set of Quonset hangars located to the south of HBS. Mr. Perkins then heard the sound of an impact. Mr. Perkins also stated that he never thought the airplane was in trouble and was just maneuvering to get over to the west runway.

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Sr. Air Safety Investigator

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RECORD OF CONVERSATION

Who: Bobby Wiley, Jr

When: October 31, 2014

RE: CEN15FA034, Wichita, KS

Mr. Wiley is employed by Honeywell (2249 S. Grove Street, Wichita, KS), as a security specialist. He said he was outside on the north side of the Honeywell building helping another security guard when he first saw the airplane. It was around 0943. The airplane was taking off of runway 1R and was in a climb. While in the climb, Mr. Wiley heard the airplane's left engine have a reduction in power. Mr. Wiley said he grew up next to McConnell Air Force Base and was very familiar with the sounds made by different aircraft and he knew the sound of a turbo-prop engine when power was reduced. Mr. Wiley said the airplane then immediately began to turn to the left and was at an altitude about 100 feet above the ground. The airplane appeared to be unable to climb. Mr. Wiley said the airplane then leveled out for a second before it made a sharp left turn and impacted the Flight Safety Building.

Mr. Riley said there was no smoke or debris trailing the airplane or the left engine. He did not recall anything about the right engine or if the landing gear was extended.

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Sr. Air Safety Investigator
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RECORD OF CONVERSATION

Who: Cal B. Twitty

When: October 31, 2014

RE: CEN15FA034, Wichita, KS

Mr. Twitty stated that he was standing by his car around that was located in the south parking lot of the Flight Safety International (FSI) complex when he first observed the airplane. According to his iphone, the time was 0949. Mr. Twitty said the airplane was moving from his right to left, on a heading of 240 degrees and was in a “gradual” descending left hand turn (about 5 to 8 degrees of left bank and about 7 degrees nose down). The airplane’s landing gear was extended and both propellers were turning, but he could not determine at what power setting. Mr. Twitty initially thought the airplane was going to land on the west runway; however, the airplane continued to roll into a steeper bank (about 18 to 20 degrees) and the nose pitched further down (about 12-20 degrees) and the left engine struck the northeast corner of the FSI simulator building just below the roof line. The outboard section of the left wing then struck the building and separated, which caused the airplane to roll further left about 70 degrees. The nose of the airplane then struck the roof of the building and the airplane slid for about 20-30 feet before the tail section came over the top of the airplane followed by a large explosion. Mr. Twitty described the sound of the impact as a “10,000 pound aluminum can being crushed.”

Mr. Twitty holds an airline transport pilot (ATP) rating and has accrued about 7,500 flight hours. He is also a certified airframe and powerplant mechanic and inspector. Mr. Twitty is type rated in several aircraft and reported about 200 hours in a Beech King Air 200 and about 2,000 to 3,000 hours in a Beech King Air 300.

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