



## RECORD OF CONVERSATION

**Jennifer Rodi**  
**Air Safety Investigator**  
**Central Region**

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**Person Contacted: Andrew Servas**  
**NTSB Accident Number: CEN17FA270**

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### **Narrative:**

During the conversation, Mr. McElwain stated the following:

Mr. McElwain hired Mr. Lench to perform in the airshow; part of the Amelia Earhart Festival. He hired him through [Dacy Airshows](#). After the airshow, the pilots were invited to a fireworks party. During the party, Ms. Root asked Mr. Lench what it would take to get a ride in the airplane and he said to just ask. They agreed to go for a ride the next day before he departed.

The morning of the accident Ms. Root was out flying agricultural flights. Mr. Lench showed up about 1000 and the two left for the flight shortly thereafter.

A photograph provided to Mr. McElwain, by Ms. Root via text message, was timestamped at 1004 and showed her sitting in the back seat of the airplane.

Mr. McElwain was not at the airport when the flight left and did not observe any of the airplane fueling or preflight activities. He understood it to be a fun flight with no intension of Ms. Root manipulating the flight controls.



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**Person Contacted: Rhonda McCracken**  
**NTSB Accident Number: CEN17FA270**

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### **Narrative:**

During the conversation, Ms. McCracken stated the following:

Ms. McCracken was at home in Atchison, on the back patio; she was on the telephone. She lives about one mile from the airport. She heard a different sounding airplane than what she had heard in the past. She went to look and observed a silver airplane climb straight up and then descend straight down like it was going to do a stunt or half turn. She remarked that it was not a smooth movement. The airplane "looked different - not controlled." She did not hear the motor of the airplane after it disappeared. She did not see it come back up. The airplane appeared to be flying near crops or a field west of her location.

She estimated the time was about 1015.



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**Person Contacted: Andrew Servas**  
**NTSB Accident Number: CEN17FA270**

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### **Narrative:**

During the conversation, Mr. Servas stated the following:

Mr. Servas was at his shop, about 2.5 to 3 miles south of the airport. He observed the accident airplane flying about 4 to 5 miles south of his location at an altitude between 2,000 and 3,000 ft. He watched the airplane for 5 to 7 minutes before going back to work. He stated that during the time he watched the airplane it sounded normal and “looked good.” He had seen the airplane the day before, at the airshow, and stated that there was no difference between the airshow and the accident flight.

He did not see the impact.



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**Person Contacted: James Kesinger**  
**NTSB Accident Number: CEN17FA270**

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### **Narrative:**

During the conversation, Mr. Kesinger stated the following:

Mr. Kesinger was outside on his patio, located on the southeast corner of the house, working. He stated that Bethany, the passenger on board the airplane, flies over his land on a routine basis. She was a local agricultural pilot. He heard an airplane flying low and initially thought it was her. He looked and observed the airplane about 25 to 30 feet above the telephone poles. He remarked that the engine sounded healthy.

The airplane flew between trees and pitched straight up, at which time he saw vapor coming off both wing tips. The vapor stopped as the airplane rolled off. He stated that the airplane "rolled off to the left, the nose came down through the horizon, and the tail of the airplane shot up." The airplane impacted the ground in a near vertical attitude.

He estimated that the airplane climbed to about 100 feet in the air before it came back down. He stated that the time was after 1000 and he placed the 911 telephone call at 1019.