

Memorandum of Conversation

Date: 31 October 2019
Time: 1015 central daylight time
Conversation Including: Troy Rodimel
Conversation Regarding: CEN20FA001, N700AQ
Duration of Call: 50 Minutes



Summary & Factual Information from Conversation:

Mr. Rodimel reported that he previously flew for Mr. Mike Wymann, one of the co-owners of the accident airplane (N700AQ). Mr. Rodimel stated that Mr. Wymann (president of WDG Construction Group, Inc) was not a pilot. Mr. Rodimel said that he initially flew a Cirrus for Mr. Wymann but they later upgraded to the larger Socata TBM 700 (N700AQ) in 2018. Mr. Rodimel flew for Mr. Wymann between July 2018 and November/December 2018 when he took another flying job in a Falcon 40 business jet.

Mr. Rodimel stated that Mr. Beavins (accident pilot) held "dry shares" of the accident airplane; however, Mr. Rodimel believed that Mr. Beavins was in the process of selling his dry shares back to the original co-owners. The airplane insurance company had required 25 hours in make/model to list Mr. Beavins as a pilot on the policy. Mr. Rodimel was approved by the insurance company to act as a mentor pilot to Mr. Beavins; however, Mr. Rodimel only recalled one trip in 2018 that he flew with Mr. Beavins in the Socata TBM 700 (N700AQ).

Mr. Rodimel stated that his involvement with the accident flight consisted of his "making introductions" between Mr. Neil Sego (The Engineering Collaborative) and Mr. Beavins (the pilot). Mr. Rodimel stated that he was an acquaintance of Mr. Sego and had acted as a go-between to coordinate the roundtrip flight from Indianapolis to Lansing. Mr. Beavins told Mr. Rodimel that he would charge \$[REDACTED]/hour for the airplane and \$[REDACTED]/day for him to be the pilot for the roundtrip flight. Mr. Rodimel acknowledged that he emailed Mr. Sego with the proposed cost of the flight (\$[REDACTED]) in the days before the flight. Mr. Rodimel also acknowledged that Mr. Beavins had flown Mr. Sego and employees of The Engineering Collaborative on a previous flight in 2018. Mr. Rodimel believed that Mr. Beavins had charged the same rates for the previous flight in 2018. Mr. Rodimel acknowledged that Mr. Beavins did not possess a commercial pilot certificate for the previous flight in 2018.

Mr. Rodimel stated that he did not know of any formal business arrangement between The Engineering Collaborative and Mr. Beavins; however, Mr. Rodimel believed that The Engineering Collaborative was considering purchasing a dry lease in the accident airplane.

Mr. Rodimel stated that he was at the departure airport and was likely the last person to have seen Mr. Beavins and the passengers before the flight. Mr. Rodimel stated that he saw Mr. Beavins and Mr. John Lowe (passenger) have a private discussion before they boarded the airplane; however, Mr. Rodimel did not know what the topic of the conversation had been.

The remainder of the telephone conversation between NTSB Investigator Fox and Mr. Rodimel concerned the on-going accident investigation and the NTSB preliminary report.

--- End of interview summary ---

I can attest that the above summary and factual information was taken on the above stated day, and is correct to the best of my knowledge:

Signed: _ Andrew Todd Fox _

Dated: _ 31 October 2019 _

Andrew Todd Fox

National Transportation Safety Board

Air Safety Investigator