

RECORD OF ☐ VISIT ☐ CONFERENCE OR ☒ TELEPHONE CALL		TIME 1100	DATE 08/15/2023
NAME (S) OF PERSON (S) CONTACTED OR IN CONFERENCE AND LOCATION Mr. George Stone		ROUTING	
		SYMBOL	INITIALS
SUBJECT accident involving aircraft N815US			
DIGEST			
I called Mr. George Stone. I asked Mr. Stone how he was feeling after the accident. He stated that he was doing better. But, he was just moved into a rehab facility. I asked him to tell me about the accident. Mr. Stone stated; he was in a bit of a hurry to leave the house. Arrived at the hangar and proceeded to safety wire the propeller on the engine. He had recently changed the angle of the propeller 2 degrees. He pulled the aircraft out of the hangar. This is the point where he does not remember what happened. Mr Stone stated that his son told him that he had ran over a cone next to the runway. But, he was unable to confirm that. Mr. Stone also stated that his son had recorded the takeoff on his phone. Mr. Stone had no memory after that. I asked Mr Stone if he had a valid pilot certificate? Mr. Stone stated "no". I asked Mr Stone if he had a valid medical clearance? He stated "no". Mr. Stone stated [REDACTED] didn't think that he would be able to get a medical clearance. I asked Mr Stone if he had an Airworthiness certificate for the aircraft. He stated "no". Mr. Stone also stated that he remembers applying for the airworthiness certificate. But, they ran into some overheating issues with the aircraft and he didn't follow through with getting the certificate. I asked about logbooks. Mr, Stone stated that he had engine and maintenance logbooks. He agreed that he would send me copies of the aircraft logbooks and his pilot logbook.			
CONCLUSION, ACTION TAKEN, OR REQUIRED			
I wished Mr Stone well, and that I would call him again If I needed more information.			
DATE 10/31/2023	TITLE Aviation Safety Inspector	SIGNATURE BRANDON DAVID BRASFIELD [REDACTED]	

On August 1st at 3R8 around 7:16 pm US815 taxie out to the south end of the of 3R8 and performed a run up.

I was located at the intersection of the run way and taxie way. The run up sounded good. He reported a good run up.

He then made a radio call for departure from 3R8. He added power and began his take off. He was heading to the lake at the end of the runway. About half way down he rotated.

Climbed to tree top high. I noticed a drift to the right but that seems to be normal with the draft from the lake. A few seconds later the right wing dropped. US815 was heading straight down. I was looking at the top of the aircraft. Around 75 feet from the deck it looked as if he was trying to pull out of it. I would guess he hit the deck around 45°. A few others and myself headed to the crash site. Heavy smoke and the sound of the engine running at full power lead us to the site.

I broke the copilot door open and switched off the mags and closed the fuel valve. I then checked for fire and other dangers. Then I gave first aid to my dad. I stayed with him until EMS and fire were on, seen. Before take off we checked fuel levels and did a pre flight. Every thing looked good. [SIC]

Statement received from Matthew Stone via text message. Received 08/22/2023 by cell phone

