

EDGEFIELD COUNTY SHERIFF'S OFFICE
200 RAILROAD STREET
EDGEFIELD, SOUTH CAROLINA 29824

INVESTIGATIVE STATEMENT

PAGE ____ OF ____

CASE# _____

STATEMENT OF: Bernard Loyer
(PRINT FULL NAME)

DOB# _____

ADDRESS: _____

Trenton, SC. 29847

PHONE: _____

CELL # _____

I DO HEREBY SWEAR AND AFFIRM THE BELOW STATEMENT IS TRUE AND CORRECT. I AM GIVING THIS STATEMENT FREELY, VOLUNTARILY, AND WITHOUT FEAR OF THREAT, OFFER OF REWARD, COERCION, OR INTIMIDATION OF ANY KIND.

Sitting in my living room, near runway 6, I heard
The Piper Apache taxi to the end, did his run up
which sound good. Then he throttled up and took
off, I got quieter as he got further away I thought
he had just throttled back, from this point I
didn't hear anything else.

owner of the plane was _____ Rick Showalter

LOCATION: Twin Lakes Airport

DATE: 11-26-2013

TIME: 08:10

SIGNATURE: _____

WITNESS: _____



RECORD OF CONVERSATION

Todd Gunther
Air Safety Investigator
Eastern Region

Date: November 26, 2013
Person Contacted: Allan Swires (Ear Witness)
NTSB Accident Number: ERA14FA049

According to Mr. Swires, he and a friend were inside of a hangar and heard an airplane take off of what they believed was runway 6 which was in front of the hangar. Moments later, there was some chat on the radio but they had not really been paying attention to the radio, and could not tell what the pilot was saying.

About 10 seconds later however, they heard an airplane flying low, from their right to their left when facing the back of the hangar which faced Rachel Avenue. It sounded very close to the back of the hangar, and it sounded like it was running at full (High) power and that it was operating on only one engine.



RECORD OF CONVERSATION

Todd Gunther
Air Safety Investigator
Eastern Region

Date: November 27, 2013
Person Contacted: Louis Ridley (Mechanic)
NTSB Accident Number: ERA14FA049

According to Mr. Ridley, about a week or two prior to the accident, the pilot had called him about having problems with the left fuel selector. The pilot advised him that the left fuel selector was stiff.

Mr. Ridley advised the pilot that the cables can bend and flex and that you can get bowing in the cables and that the fuel selectors probably need to be re-rigged and lubricated.

The pilot's wife then called him after the accident occurred and advised him that her husband had been flying the airplane and had been killed.

Mr. Ridley advised that at this time, he could not remember everything that was discussed in the conversation with the pilot, but he would prepare a written statement and send it to the FAA and NTSB when he had a chance.



RECORD OF CONVERSATION

Todd Gunther
Air Safety Investigator
Eastern Region

Date: December 4, 2013
Person Contacted: Susan Showalter (Spouse)
NTSB Accident Number: ERA14FA049

According to Mrs. Showalter, Her husband was night current, and he had no physical problems that would have affected him.

He had been diagnosed with sleep apnea, but it was not a problem for him since he was sleeping well using a CPAP machine.

He had no history of heart disease or lung problems.

He would take Niacin in prescription form and vitamins and fish oil daily.

He had no real stress and had not done any real flight instruction in a while.



RECORD OF CONVERSATION

Todd Gunther
Air Safety Investigator
Eastern Region

Date: December 4, 2013
Person Contacted: Kensey Butler (Mechanic)
NTSB Accident Number: ERA14FA049

According to Mr. Butler, he believed that in July of 2013 he had performed the last annual on N4016P. He advised that it was "pretty cut and dried." He cleaned, lubed, and inspected it, and it was in pretty good condition.

The pilot had called him about three or four weeks prior to the accident and advised Mr. Butler that when he had switched tanks while flying the airplane home on a trip, that the left engine "stumbled."

He advised the pilot that a cable might have stuck, that he could check it for him, and that it probably needed lubrication. The pilot then told him that he might try to lubricate it. Mr. Butler then advised him once again to call him if he wanted him to look at it but the pilot advised him that he would take the mid-belly pan off of the left side and take a look at it.

The pilot never called him back.



RECORD OF CONVERSATION

Todd Gunther
Air Safety Investigator
Eastern Region

Date: December 9, 2013
Person Contacted: Will Wottowa (Witness)
NTSB Accident Number: ERA14FA049

According to Mr. Wottowa, He lived on the south side of the runway near the rotating beacon.

Mr. Wottowa stated that he has an elevated deck and was watching through a window when the accident occurred.

About 15 minutes prior to takeoff from runway 6, he observed the pilot running the engines for a long period of time and checking all of the lights on the airplane right in front of the hangar where the airplane was kept.

Then during the takeoff, the airplane lifted off about 1,500 feet down the runway from where the airplane started the takeoff run.

After lifting off, the airplane turned abruptly to the left while climbing. When it was just above the height of the trees located on the north side of the field which were approximately 90 feet above ground level, and perpendicular to Rachel Avenue, the airplane appeared to stall. It then struck the trees, and then fell to the ground.

Mr. Wottowa also stated that it appeared to him that the pilot was trying to turn back to the runway when the accident occurred.

1/8/14

Hello John

Per our earlier conversation with you and Todd Clamp, I make the following statement of facts.

Mr. Showalter contacted me approximately 7-14 days prior to the accident and asked me to advise him on a corrective course of action. His problem as he stated it was a stiffness or binding in the (left?) fuel selector. He stated that he had gained access to the selector and noted a flexing in the cable upon tank selection. He asked what would cause this, and were there any adjustments that could be made to the linkage to ease the binding.

I advised Mr. Showalter that there could be a number of reasons for the binding.

1. A clogged, corroded or dirty fuel selector valve.
2. Internal corrosion or friction in the cable.
3. The cable could have come loose somewhere in the Airframe where it is attached along its routing between the valve and the selector handle, thus causing the cable to flex and bind rather than operate normally.

I strongly urged Mr. Showalter to get together with a knowledgeable mechanic with the proper tools and documentation and have the problem thoroughly trouble shot and solved.

The next I knew his wife was calling me to advise of his demise.

Regards

Louis Charles Ridley Jr.

[REDACTED]

Warrenton VA 20187

A&P/IA [REDACTED]

[REDACTED]