



MEMORANDUM OF RECORD

Luke Schiada
Senior Air Safety Investigator
Eastern Region Aviation

August 2014

Subject: ERA14FA377, N7968Z, Cessna 150C, Senoia, Georgia

Name: Tanya Ensell

Ms. Ensell was the wife of the pilot and co-owner of the accident airplane. She was interviewed at the accident site on August 10, 2014, and via telephone on August 18, 2014. During our conversations, she stated:

- The airplane was based at the Falcon Field Airport (FFC). She and the pilot also owned a home in a residential fly-in community at the Shellman Bluff Airport (1GA0).
- The pilot and the passenger, who was her brother, intended to fly to 1GA0 to attend a homeowner's association meeting for the property they owned at 1GA0. The meeting was scheduled to begin at 0800.
- They purchased the airplane about 4 or 5 years ago. No one else besides the pilot flew the airplane that she was aware of, other than about 3 hours that she flew with an instructor, after it was first purchased. She believed the flights logged in the pilot's logbook would be an accurate representation of the total time the airplane would have been flown since the last annual inspection.
- She was not certain what time the pilot went to sleep the evening prior to the accident.
- She estimated that the pilot woke up around 0500-0510, on the morning of the accident.
- The pilot did not express any concerns regarding the weather conditions at any time prior to the flight. They noted poor weather conditions the evening prior to the flight, which resulted in the cancellation of a commercial flight that his sister was scheduled to depart on from Atlanta.
- The pilot checked the weather conditions the night before the accident and while at the airport via his iPad. She specifically recalled the pilot driving closer to the FBO at FFC to get a better signal on the iPad to check the weather.
- In the past, the pilot would also call to listen to the automated recording of current weather conditions at FFC; however, she was not certain if he did or did not call prior to the accident flight.
- She did not believe the pilot utilized any subscription based weather or flight planning providers.

- She was not aware of any specific websites the pilot would have utilized to check weather conditions other than "perhaps a Google search?"
- The pilot arrived at the airport around 0540 or slightly before.
- She was not aware that her brother had a student pilot's certificate. She was not surprised and noted that her brother had built an ultra-light airplane several years ago. She further stated that to best of her knowledge, he did not fly or receive any flight training.
- The pilot was seated in the left seat and her brother was seated in the right seat.
- She will look for the airplane's airframe logbook and contact the NTSB if found.
- She has been in contact with the insurance company representative and will coordinate with him to retrieve personal effects.



MEMORANDUM OF RECORD

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August 14, 2014

Subject: ERA14FA377, N7968Z, Cessna 150C, Senoia, Georgia

Name: Harold Myers

Mr. Myers was the Deputy at the Fayette County Marshall's Office, who located the wreckage of the subject airplane. During our conversation, he stated:

- He located the airplane at approximately 1905 EDT. After spotting a piece of aluminum, while driving on a gravel road next to power lines.
- While dispatch provided possible locations of the accident site based on cell phone tower pings, he searched the area where the airplane was found based on a "hunch."
- The airplane was located approximately in the middle of two cell phone towers.
- The weather at the time the airplane was found was "very overcast."

Statement concerning N7968Z

My name is Scott Kirby. I am an Operations Manager for the FAA located at the Atlanta Large TRACON [REDACTED] Peachtree City. I have been an Air Traffic Controller since 1986 and have held CTO's at ATL, RDU, MCN, LAL along with temporary towers at 4A7 and TGE. I am also an active SEL MEL Commercial Instrument pilot with over 2900 hours of flight time. I have been based at KFFC for nearly 20 years currently flying a J3, Rearwin, AC500B, BE58 and a BE9L.

On the morning of August 9 2014 I arrived at the TRACON at approximately 5:45 am. When I got out of my car I heard an aircraft departing KFFC and soon saw the lights of an aircraft that had departed runway 13. From the engine sound I could tell it was a low powered single engine aircraft. I observed the aircraft level off at a low altitude (estimate 100-200 agl) and continue on what appeared to be runway heading. I watched the aircraft until I lost sight. I would have expected the aircraft to climb into the overcast had it been on an IFR flight plan.

The weather that morning was not good. Visibility was somewhat restricted due to some patchy areas of fog or mist. I could tell from the lights in our parking lot that the ceiling was low (I would estimate 300-400). The sky was very dark with no ambient light except for the parking lot lights.

I was surprised to see a light plane departing and appearing to attempt to stay below the overcast while in the dark with such low ceilings and visibility. Under the observed conditions I believe it would have been very easy for a VFR rated pilot to either become disoriented or inadvertently enter IMC.

I did not learn until later that evening that my friend and coworker Al Ensell had departed KFFC early that morning and he was missing.

Scott Kirby

Operations Manager, A80

Atlanta Large TRACON
[REDACTED]

Schiada Luke

From: Steven.L.Davidson [REDACTED]
Sent: Wednesday, August 13, 2014 3:48 PM
To: Schiada Luke
Subject: FW: Statement of observation

From: [REDACTED]
Sent: Wednesday, August 13, 2014 2:02 PM
To: Davidson, Steven L (FAA)
Subject: Re: Statement of observation

Steven

On Aug 9th I went to FFC to work on my airplane. The gate didn't work so I entered the airport through the SE gate. I had to drive on the taxiway to get to my hangar when I encountered an older 150 or 172 with his engine running. The aircraft was stopped on the taxiway heading 310. The cockpit light was on but I only observed the pilot. I went to the hangar and called up the ATIS, the time from my phone was 56 am. The wx was 500 overcast with mist. I then assumed the aircraft was probably doing an engine run or some kind of mx. I was surprised when I heard the plane takeoff. I went outside the hangar but never saw him.

I am an airline pilot and an old fighter pilot with over 15000 hours and would have never taken off in those conditions. I also investigated numerous accidents in the Air Force and I have some ideas why this accident happened.. If you are interested please call me at [REDACTED]

Tim Bailly

Schiada Luke

From: Keown, Thomas [REDACTED]
Sent: Thursday, August 14, 2014 8:40 AM
To: Schiada Luke
Cc: Ronald.C.Romund [REDACTED]
Subject: Witness Statement

Luke,

Good morning. I live at [REDACTED], Senoia, GA. I usually walk every morning. On the past Saturday I started my walk around 6 a.m. As soon as I opened the garage door I heard an aircraft fly low. I hurried out and I saw a plane flying lower than usual. It was hard to see because it was very humid and it was rather foggy. The plane flew over my next door neighbor's house and I watched it fly over the neighbor's house located at the corner of Brechin Drive and Densmorr Ridge Drive. Shortly after I heard a thud. At the time I was very sleepy and it did not register that it could have been the plane crashing. I did not put everything together until I saw a news report about the crash. Early in the morning everything is always so quiet you can hear road noise and sometimes a car crash. I feel badly I did not report the crash. Please call with any questions. My cell phone [REDACTED]

Thanks,

Tommy Keown
[REDACTED]