

Record of Interview

Name: Karen Gulley, witness
Address: [REDACTED] Monroeville, AL
Phone: [REDACTED]
Date: 7/3/2014 5:30 pm
Description: Witness to aircraft accident , N5923P NTSB # ERA14LA325

Ms. Gulley, age estimated at 55 years old, was walking from the backyard to the front yard when the plane passed over her head at about 20 or 25 feet. Her husband, who suffers from dementia according to local first responders at the accident scene, was also in the yard. Ms. Gulley stated that the aircraft passed over her head, went right under the electric wires which come from the road to the house, hit the tree with its left wing, and crashed just across the road. She heard a faint whirling noise as it passed overhead but it was not much of a sound and she did not hear the engine running. The plane initially caught her attention because it passed right over her head and was making a whirring sound.

Ms. Gulley stated that when she saw the airplane as it was passing over head, "it came in sideways, turning to the right, hit the tree with its left wing. The wing kept rolling right and the airplane hit the road. It was already flipped over when it hit the ditch." Once the airplane hit the ground, she immediately called 911. She then saw two people crawl from the wreckage. They sat down on the shoulder of the road and told her to call 911. She told them she had already called and that they were on the way.

From the point in the yard Ms Gulley indicated she was standing when she saw the airplane, she was approximately 50 feet from the pine tree that the airplane struck. She was not wearing any glasses or sunglasses at the time. She does not need glasses. It was not particularly windy but it was warm. Ms. Gulley has no experience in airplanes.

[REDACTED]

Nina A. McBride
Aviation Safety Inspector, OPS
AL/NW Florida FSDO, SO-09

Record of Interview

Name: Dusty Hanks, lineman at the Monroeville Airport
Address:
Phone: [REDACTED]
Date of Interview: 7/3/2014 6:00 pm
Description: Witness to aircraft accident , N5923P NTSB # ERA14LA325

Mr. Hanks was inside the FBO and heard the airplane, N5923P, call on UNICOM for an airport advisory. Mr. Hanks gave the airplane an advisory. N5923P reported that he was making an RNAV 3 instrument approach to the airport. A few minutes later he heard an aircraft making a normal climbout on runway 3 and the engine sounded strong. Within 5 seconds he heard the engine sputter. Then he did not hear anything. He never saw the aircraft because he was inside the FBO. Then the phone rang and ATL ARTCC called to ask if a Comanche had landed because he never cancelled IFR. Mr. Hanks told them no, the Comanche was not on the ground but that the last contact he had with him was to give him an airport advisory.

Mr. Hanks is a private pilot and is working on his instrument rating. He is in his early 20s and works as a lineman/office person at the FBO.

Dusty Hanks then told me that Mr. Hank Bryan may be a witness to talk to because Mr. Bryan had been at his hangar on the other side of the airport and said that he had seen the airplane before it went down. Mr. Hanks gave instructions on how to get to Mr. Bryan's hangar.

[REDACTED]
Nina A. McBride
Aviation Safety Inspector, OPS
AL/NW Florida FSDO, SO-09

Record of Interview

Name: Hank Bryan, witness

Address:

Phone: [REDACTED]

Date of Interview: 7/3/2014 6:15 pm

Description: Witness to aircraft accident , N5923P NTSB # ERA14LA325

Mr. Bryan was outside his hangar which is located on the east side of runway 3 at the Monroeville (KMVC) airport. He was standing on the runway side (west side) of the hangar. He saw the airplane as it was climbing off of runway 3. It was pretty high when he saw it, probably about 400 feet in the air. He heard it sputter when it was about 500 - 600 feet AGL. It was already turning to the right. He ran around to the east side of the hangar and saw the airplane go out of site behind some tall trees. He thought he heard the engine "hit again, almost like another sputter." He then caught sight of the airplane again as it continued a turn to the right. The airplane was pretty low and headed downwind at this point. The airplane passed a tall church steeple and was lower than the top of the steeple. The airplane seemed to be moving pretty quickly. He could not hear the engine at all at this point. He saw it go below the trees and was making a left turn at that point.

Mr. Bryan is a private pilot and has accumulated about 1100 hours since 1969. He has flown mostly small general aviation airplanes and now owns a Champ. Mr. Bryam appeared to be in his 60s.

[REDACTED]

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Aviation Safety Inspector, OPS
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