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During an in-person interview with Mr. Forman at Hickory Regional Airport Tower the following information was provided: Mr. Forman stated that he was not the controller on duty at the time of the accident but he had a chance to review the "tapes". Mr. Forman summarized the account for me as follows:

N4648V and been cleared for taxi and takeoff to the south. During the takeoff the controller noticed that the aircraft had stopped and he radioed the aircraft to see if he was ok or needed assistance, the pilot Responded with "I'm ok I got it running again". The aircraft then took off. 3 to 4 minutes after takeoff the pilot called back and reported that he was having engine problems and that he was going to return to the airfield. The controller gave him the altimeter setting and winds and cleared him for any runway. The controller had visual contact with the plane and noted that he was very low and was afraid he was going to hit a water tower. The controller also stated that he picked up the phone to call 911 and when he turned back around he did not see the aircraft. The controller attempted to contact the aircraft several times after he lost sight of it with no response. The last transmission from the pilot was that "I am not going to make it back" Mr. Forman said the pilot's demeanor at the time of last transmission was very calm

During a telephone interview with Mr. Clark the following information was provided: Mr. Clark stated that he was standing on the "terminal ramp" with Glenn Vicke, Line Service Technician, when they saw N4648V taxiing out on Taxiway A. He stated that the aircraft was in front of the Fire Station when they noticed the engine quit. Mr. Clark stated that it took "a little bit" for the engine to restart. He said the engine sounded normal after it restarted and he did not notice the aircraft take off. Mr. Clark said that the pilot did not buy fuel from the FBO and that a line service technician, Curt Patton, observed the pilot fueling the accident aircraft on Friday using an "old" metal can.

The Pilot also owned and operated a Twin Comanche out of Hickory Regional. Mr Clark was unsure what type of fuel was used in that plane

Mr. Clark also stated that there was no surveillance video coverage of Taxiway A

During an in-person interview with Mr. Vicke at Hickory Regional Airport the following information was provided: Mr. Vicke stated that he was standing on the "terminal ramp" with David Clark, Operations Manager(Hickory Regional Airport Ops Manager ?) when N4648V was taxiing out. He stated that the engine quit and the aircraft coasted to a stop. He said the engine restarted and the pilot continued Taxing and then took off.

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During an in-person interview with Ms. Stockley the follow information was provided: Mrs Stockley was sitting on her front porch when she heard an aircraft flying overhead very low, she did not see the aircraft, only heard it. She stated the engine was sputtering and cutting on and off. A few seconds after hearing the sputtering engine she heard a very loud impact noise. Ms Stockley lives approximately 1/10th of a mile from accident scene



MEMORANDUM FOR RECORD

Brian C. Rayner
Senior Air Safety Investigator
Eastern Region Aviation

October 3, 2016

Subject: ERA17FA001 Hickory, NC
Name: Kurt Patton – Line Service Technician

Mr. Patton was a line service technician at the Hickory Regional Airport (HKY). He was interviewed at his place of work, and the following is a summary of the interview.

According to Mr. Patton, while arriving for work at the airport he witnessed the pilot/owner of the accident airplane servicing the airplane with fuel from 5-gallon cans and added, “he may have had other cans as well.”

When asked if he had ever serviced the accident airplane for the pilot/owner, Mr. Patton said, “I’ve never seen him buy fuel here.”