

# Stephen Jones



Lawrenceville, GA 30044 • Phone: [REDACTED]

E-Mail: [REDACTED]

Date: February 17, 2017

Mr. Edmundo Rolon  
FAA Inspector

Mr Rolon:

At your request, I offer the following statement. On or about January 7, 2017, Shannon Ewing and I purchased a 1973 Beech C23 Sundowner Serial Number 1441 from Gerald and Nicolena Kirby of Picayune, MS. Upon initial inspection of log books, we found a recent annual inspection date October of 2016 and an engine overhaul in 1998 and approximately 600+ hours of use since that engine overhaul.

On January 8<sup>th</sup>, 2017, Hank Ewing, Shannon Ewing, and I flew the aircraft back to Atlanta. The aircraft was hangered at KWDR in A-7 owned by Air Battle. I have personally flown the aircraft approximately 11.1 hours since purchase with approximately 6 of those hours dual received with Hank Ewing as instructor. Since purchase, the aircraft has performed well without any known mechanical defect that would have compromised safety in flight. The last time the aircraft was operated prior to the incident of February 16, 2017 was February 4, 2017 on a local solo flight that lasted approximately 1.6 hours. I currently hold a Private Pilot Certificate [REDACTED] in good standing. Shannon Ewing was in the initial stages as a student pilot and according to Shannon Ewing, had a current medical and Hank Ewing was providing instruction in flight.

To help provide a timeline of the incident on February 16, 2017, I first communicated with Shannon Ewing via text message at 8:11am as they had arrived at the airport and needed the gate code to enter. Later in the afternoon at 1:12pm, I had a six minute conversation with Shannon Ewing who recapped his training and maneuvers during the day. Shannon and Hank were reportedly going to the avionics shop at WDR to discuss placing a push to talk device on the copilot yoke. Shannon did not communicate any intentions of going back up for additional flight. To my knowledge, the last fueling occurred on February 4, 2017 by me. I pumped approximately 40 gallons of fuel and flew approximately 1.3 hours. To my knowledge no additional fuel was added since. Upon check of our joint account, there is no debit for fuel purchase since February 4, 2017.

The transfer of registration is in progress with the Federal Aviation Administration and the copy of our temporary certification was onboard the aircraft as of February 16, 2017. This is the end of my formal statement. Please let me know if I can be of further service.

Sincerely,

  
Stephen A. Jones



## **RECORD OF CONVERSATION**

**Todd Gunther**  
**Air Safety Investigator**  
**Eastern Region**

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**Date: February 18, 2017**  
**Person Contacted: Donna Laycock**  
**NTSB Accident Number: ERA17FA106**

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According to Ms. Laycock, While she was driving on highway 82 driving towards Statham, she observed a white airplane with stripes down its side. The airplane was "very low."

The airplane went by "fast" and then tilted to the right.

## Gunther Todd

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**From:** lynn laycock <[REDACTED]>  
**Sent:** Saturday, February 18, 2017 11:30 AM  
**To:** Gunther Todd  
**Subject:** Plane in Winder, GA

On 2/16/17, while traveling on Hwy 82 from Winder towards Statham, as I drove up a hill, I saw a white, new plane fly over the road in front of me. The plane seemed to be flying low and fast. It was all white except to red stripes near the cockpit. I do not remember any other color on the plane. I did not see any landing gear. It had a rounder tail going up in the air.

The plane was traveling fast, just after it went over the road it started going nose down but not at a steep angle then leveled out and then I saw it tilt to the right about 1/4 or less, then I lost sight of it due to trees. I thought I saw a small puff of gray to the outside edge of the tree line when I looked back. I looked back just past the trees to the inside of the tree line and thought I saw a runway but no plane.

I did not hear anything, not even the plane as it was going over the road. I probably had radio on but loud.

I hesitated but drove on thinking I saw someone doing tricks in a plane. I checked to see if the truck behind me stopped but it didn't.

There was a crimson truck behind me at the time and I think another vehicle travelled past me in the other side but do not remember it to tell what it was or if.

I drove on that road near the airport before Giles Road around 2:00 PM, I had also been on the same road at the same place around 11:00AM that day. I believe I saw the plane around 2:00PM, not earlier in the morning. I have checked my travel log for the day and the times are within 10 minutes. I am here to help if I can.

Donna Laycock

**From:** Phil Lagen <[REDACTED]>  
**Sent:** Saturday, February 18, 2017 6:08 PM  
**To:** [REDACTED]  
**Subject:** Flying into Winder on 2-16-2017

I text My wife at 2:13 telling her I was on the ground at the hanger, hanger would be about ten mins. after landing until shut down. When I was about 5 or 6 miles north I called 123.00 telling I was inbound, shortly there after I heard (I thought the pilot said Cherokee) a pilot broadcast that they were departing R/W 31. I kept looking for the departure but never saw it. I landed R/W 31 crossed R/W 5/23 to the ramp. I can tell you that there was only one aircraft other than me to broadcast while I was on 123.00. I started monitoring 123.00 about Ten miles north. I don't know how to sign this with my signature, but will save this email and swear this was typed by me, Philip A Lagen and that it is correct as best as I remember. Should anyone have any questions you are welcome to contact me at [REDACTED]. My address is [REDACTED], Cumming, GA 30041. I hope this helps with a time line.

Philip A Lagen  
Sent from my iPad



## **RECORD OF CONVERSATION**

**Todd Gunther**  
**Air Safety Investigator**  
**Eastern Region**

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**Date: February 27, 2017**  
**Person Contacted: Donna Laycock**  
**NTSB Accident Number: ERA17FA106**

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According to Ms. Laycock, The airplane that she observed passed from her left to her right.

She realized that the "small puff of gray" she observed was the trees moving when the airplane "hit" them.

She went back to where she "saw it happen" and realized that what she thought was a runway, was actually a road.



## **RECORD OF CONVERSATION**

**Todd Gunther**  
**Air Safety Investigator**  
**Eastern Region**

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**Date: December 14, 2018**  
**Person Contacted: Stephen Jones (Airplane Co-Owner)**  
**NTSB Accident Number: ERA17FA106**

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According to Mr. Jones, after purchasing the airplane, he, the student pilot, and the flight instructor, flew the airplane from Picayune Mississippi, to Winder, Georgia with stops in Hattiesburg, Mississippi, and Selma, Alabama.

He had personally flown the airplane about 11 hours since the purchase, with about 6 of those hours as dual received with the flight instructor. The airplane had always performed well without any known mechanical defect that would have compromised safety in flight.

During these flights, they had luggage, airplane records, and manuals, onboard. The last time that the airplane had been operated prior to the day of the accident had been on February 4, 2017, when he took it on a local solo flight that had lasted 1.6 hours.

The airplane had last been refueled when he added 40 gallons of fuel to the tanks on February 4, 2017.

Except for the local solo flight, all the other times he had operated the airplane, he had two to three other people onboard.