



MEMORANDUM FOR RECORD

Heidi Kemner
Air Safety Investigator
Eastern Region Aviation

March 9, 2017

Subject: ERA17FA123
Who: Witness – Gerald Gamble

In a conversation with Mr. Gamble, he stated the following:

- He was on a walking trail the morning of the accident.
- He saw N30BJ leave. He was doing steep turns and maneuvers.
- Then, when the airplane was coming north, he saw it fly over back into the pattern, which was about 40 minutes later.
- The airplane “sounded like it was running perfectly.”
- Then, he heard a “boom, boom.”
- Mr. Gamble was a pilot as well.



MEMORANDUM FOR RECORD

Heidi Kemner
Air Safety Investigator
Eastern Region Aviation

March 9, 2017

Subject: ERA17FA123
Who: Witness – Mike Jordan – Pilot's Son

In a conversation with Mr. Jordan, he stated the following:

- His dad always “slipped” the airplane into the airport so that he could see in front of him since it was a tailwheel airplane.
- He was a little further to the right of the flight path compared to where he normally approached the runway.
- When asked if the pilot had any medical concerns, he responded that the pilot did not have any medical issues.
- He took a hyperthyroidism medication and a cholesterol medication, but not because he had high cholesterol, because the cholesterol particles were so large.
- Otherwise, he was in “really good shape.”
- The pilot usually got fuel from his home base airport. If he did that day, the airport would know about it.

In another telephone conversation with Mr. Jordan, he stated the following:

- If it was a strong wind, the pilot would land on runway 27 instead of runway 9. He landed on runway 9 about 90 percent of the time.
- The pilot never used an application to check the winds. If he thought it was too windy, he wouldn't fly that day.
- If there were strong wind gusts, he wouldn't have flown that day.



MEMORANDUM FOR RECORD

Heidi Kemner
Air Safety Investigator
Eastern Region Aviation

March 10, 2017

Subject: ERA17FA123
Who: Witness – Michelle Little

In a conversation with Ms. Little, she stated the following:

- She saw the airplane as it was descending.
- It was descending at an angle, with a slight nose down. She made a crab-angle type motion with her hand as she was talking.
- She heard 2 loud noises like when an 18-wheeler jack knifes.
- There was a little bit of wind that day, but nothing to gusty.



MEMORANDUM FOR RECORD

Heidi Kemner
Air Safety Investigator
Eastern Region Aviation

March 10, 2017

Subject: ERA17FA123
Who: Witness – Werner Porgelon

In a conversation with Mr. Porgelon, he stated the following:

- Mr. Porgelon lives nearby.
- He heard the airplane “engine rev up”
- Then he heard nothing and then “two bangs.”
- The airplanes usually landing with a tailwind at that airport since it’s a sloped runway. They usually land on runway 9.

North Carolina
State Highway Patrol

VOLUNTARY STATEMENT



☐ Driver Statement ☒ Witness Statement

Date of Collision/Incident: 3-8-17

Time of Collision/Incident: 3:35 ☐ A.M. ☒ P.M.

Name: Mariah White DOB: _____

Address: _____ City: Apex State: NC Zip: 27502 Phone Numbers:

(Home) _____ (Work) _____; (Cell) _____

Initial Traveling Speed Prior to the Collision/Incident: _____ MPH

Begin statement here to include events that occurred before, during, and after the collision/incident:

Approaching to land
Plane rolled inverted
Crashed into field

Fact Owner
Brian White

NOTE: I hereby certify that the information provided by me in this statement is a true and accurate representation of the facts as known to me.

Signature: _____

Date: 3-8-17

North Carolina
State Highway Patrol

VOLUNTARY STATEMENT

☐ Driver Statement ☒ Witness Statement

Date of Collision/Incident: _____

Time of Collision/Incident: 4:00 ☐ A.M. ☒ P.M.

Name: SAMUEL TOOTHMAN DOB: 1-2-40
Address: [REDACTED] City: APEX State: NC Zip: 27523 Phone Numbers:
(Home) [REDACTED] (Work) (); (Cell) ()

Initial Traveling Speed Prior to the Collision/Incident: _____ MPH

Begin statement here to include events that occurred before, during, and after the collision/incident:

Riding in golf cart at intersection of
Thorn Hollow and Wild Cherry - When he
went over us - the engine was running
fine - no missing or roughness of the
engine.

NOTE: I hereby certify that the information provided by me in this statement is a true and accurate representation of the facts as known to me.

Signature: [REDACTED]

Date: 3/8/2017



Nate Johnson

56.1K Tweets



Tweets

Media

Likes



Nate Johnson Retweeted



Ren Babcock Jr. @RenjaminFrankln · 1d



@nsj My rule was anything over 10kts tailwind use 27. Here is an approach to 9 youtu.be/slXmtVjLxJI?t=...



Nate Johnson Retweeted



Ren Babcock Jr. @RenjaminFrankln · 1d



@nsj 9 is favored due to runway slope. I would use 27 in those winds. RDU ATIS only source of wind info - does not update frequently as awos



Nate Johnson Retweeted



Ren Babcock Jr. @RenjaminFrankln · 1d



@nsj Used to fly a cub at cox all the time. Looks like a crash on approach to the favored runway, 9. Great airport w nice people



Home



Explore



Notifications



Messages



Me