

From: [REDACTED]
To: [REDACTED]
Cc: [REDACTED]
Subject: FW: Statement
Date: Tuesday, July 11, 2017 7:54:05 AM

Passengers statement below.

From: Edwin Hawes [REDACTED]
Sent: Monday, July 10, 2017 10:31 PM
To: Ellingson, Dustin (FAA)
Subject: Re: Statement

7/10/17

George Edwin Hawes Jr.

[REDACTED]
Rose Hill NC 28458
[REDACTED]

It was the afternoon of 6.28.17 around 2:00PM and J.W. Kaylor called and said it was a beautiful afternoon and asked if I would like to fly with him to Ocean Isle / Williamson Airport to get a hot dog and a view of the ocean. I accepted and he said we would leave Stag Park Air Port around 4:00-4:30. Upon arrival at the air strip, I waited for him to arrive a few minutes and as I waited I wondered what kind of pilot he was, being that I have never flown with him. He arrived and immediately started preparing the plane for flight. He removed his wing covers, pitot cover, wheel cover ect. until he started his walk around which he checked the rudder, elevator, aileron connections ect. He checked the tires by kicking, he did his walk around the outside and checked the oil level, fuel level in the tanks as well as the fuel check with glass bowl in both wings and the carb. He made a comment that the left wing had the most fuel and he was going to pull from the left wing. We entered the aircraft and he started his before flight checks from a nice book that he has assembled himself, it looked like, which contained various types of flight information. He was very thorough when he did his checks which it looked like it was a Sporty's check sheet of some kind.

He then fired the engine and it started right up like on the 3rd revolution. He then let the engine warm a few minutes while checking oil pressure ect. The last thing he did was bring the RPM's up to a minimum of 2000 and checked both mags. and the carb. heat, which with all checks the RPM's never fell under a 100 RPM drop. At this time, I felt that he had been very thorough. We started to the strip and he radio to let others know he was going to take off. The strip itself was bumpy, in my opinion, but it lifted right off and away we went. We headed out and onto a North-West direction towards Henderson Field (ACZ) to clear our self somewhat from the ILM Airport radar. As we approached the Henderson Field we turned to a South West direction heading to our destination Williamson Airport. Seems like we were around the 3000' MSL level and J.W. pulled the lean knob a

little and pointed to his EGT gage that he seemed to think a lot of. We continue for a short while, JW was also tracking the flight path on his phone GPS? I guess what it was and everything was fine. This flight path from Henderson Field area was around 45-50 NM to our destination. There is a 1954' AGL tower which is a little over half way. Somewhere before we got to the tower J.W. pushed the lean out knob back in. I looked at the EGT gage a couple times during its duration and never noticed much of a change until just before he pushed the lean knob back in. The EGT seemed a little high and at the very time he pushed the lean knob back in the engine picked up a vibration to me. It seemed to me a very noticeable vibration. At first J.W. did not seem alarmed but then he put his hand on the dash and made a comment about it as it worsened. I don't remember the comment. I was concerned. I don't know if it was a miss fire, loose prop or what but was concerned at this point. He then added power to the throttle and brought the RPM's into the low to mid 2000's and the engine appeared to run very well with no vibration. We continued with the engine running well and had a safe landing at Williamson (Ocean Isle). Upon arrival we taxied to the fuel pump and pumped 15 gal. into the left wing which we were running on and then pumped 5 gal. into the right wing. J.W. made a comment about pulling or switching over to the right tank but I don't think he ever did. The airport manager was leaving at this time and talked to J.W. while he was pumping the fuel. When we were done with re-fueling the plane, J.W. asked if I wanted to taxi over the the hot dog stand with him. I told J.W. that I was going to walk to the hot dog shack and I proceeded. As I arrived to the hot dog building J. W. taxied over and I helped him tie the plane down when it was in place. This hot dog stand had been converted into a pizza / sub shop on the nearest end and what appeared to be a bar on the other end. We entered the pizza / sub shop and I ordered a order of onion rings and a water or sprite ect. , don't remember exactly what I drank but was not alcohol. J.W. ordered a sub and a drank a Gatorade (blue) the best that I remember. We both used the restroom, received our order and preceded outside and sat on the porch to enjoy or snack. There was another guy there who said he was out of the military and was a military pilot and had a pilots license at one time. He and J.W. had a conversation about different types of aircraft including J.W.'s. When done with the snack we walked to the aircraft and untied it. J.W. was concerned about the vibration so he removed both cowel panels with the left being removed first and we both looked for rubbing wires or something that would cause a vibration including shaking the engine for a loose motor mount. J.W. also checked the oil level and we both shook the propeller back and forth and everything seemed fine. At this point J.W. did a walk around and we then entered the aircraft. Again J.W. did a great job going through his check list. We taxied out to the taxi-way and waited for an approaching aircraft to land which it did and pulled up to the fuel pump. It was a very noticeable solid silver aircraft but not a large one. We taxied down to the end of the runway which was the end of the runway that is on the highway end. J.W. brought the engine up just over 2000 RPM's and did the mag. and carb. heat checks with neither dropping more than 100 RPM's, If I had to say they did not drop over 50 RPM's. J.W. continued with the radio and we were on the way. The aircraft seemed to power up down the runway fine taking off and out over the end of the runway. We were off the ground good, I don't know 500' to 700' I guess and It kind of bogged like some kind of air disturbance from the ocean. J.W. actually made a comment about some air from the ocean. At this time I was looking down and thought to myself that at this point in flight we should be higher than we were and noticed air speed around 80 About this time J.W. started a U-turn back towards the airport, I knew something was wrong but he said nothing and I did not say anything for a short amount of time. I don't know who spoke first but he said to be on the look out for the air strip. I looked and we were at 200' MSL and descending, air speed was around 70 or so at this time. I

looked and J.W. reached for the throttle and pushed it in but it was already in the dashboard wide open. The engine was in a bog and would not RPM. It was under 2000 RPM's, 1600-1800 RPM's the best that I recall. We were not high above ground and you could not see past the woods line. We continued to descend and I noticed the air speed around 60 and right at the tree tops and the plane started to waver and I told him to get the nose down so it did not stall. At this time we started hitting the tree tops and the aircraft continued in a straight forward pattern and there was this larger looking pine which we were headed for. I knew this was not going to be good. I don't know if we hit it head on or not, then bam, it slammed me forward into my chest and I thought that it hit harder than what I thought it would. There were 2-4 more hits from some direction which I cannot account for then the aircraft stopped on its roof which I was aware of. I was thinking I have to get out of here. J.W. then said Ed are you alright? We have to get out of here. I then smelt gas fumes and knew I had to get out. I headed for J.W. side being disoriented and he corrected me and told me the other side (my side). I was headed in the direction and he reached behind me and unlatched the door. I crawled out and walked to the edge of the woods line in the back yard where I laid until rescue arrived which was not very long at all. J.W. came out and said Ed, you ok? And spoke to I guess the home owner and said call an ambo. The guy replied that he had already called 911. The guy made some comment about the plane engine missing or backfiring but I did not sense that at all?

During the phone conversation with you guys you asked me about J.W. checking the fuel after we pumped in the 20 gal. I did not see him check it, however, I don't know if he did it while I was walking to the pizza / sub shop before he taxied over or while I was not paying attention.

I hope this will help with your investigation. Sorry for the run-on story but I was typing as I recalled it happening.

Let me know if I can be of any more help.

Edwin

From: "dustin ellingson" [REDACTED]
To: "Edwin hawes" [REDACTED]
Cc: "David Laycock" [REDACTED], "Timothy L Haley"
[REDACTED], "corey paczkowski" [REDACTED]
Sent: Friday, July 7, 2017 10:37:59 AM
Subject: Statement

Good Morning,

Please email your written statement to my email address.

V/R,

Dustin Ellingson

Greensboro FSDO, EA-39

[REDACTED]
[REDACTED]