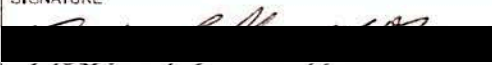


RECORD OF ☐ VISIT ☐ CONFERENCE OR ☒ TELEPHONE CALL	TIME 0900	DATE 07 Jul 2017										
NAME (S) OF PERSON (S) CONTACTED OR IN CONFERENCE AND LOCATION	ROUTING <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <th style="width: 50%;">SYMBOL</th> <th style="width: 50%;">INITIALS</th> </tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> </table>		SYMBOL	INITIALS								
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Contacted George "Edwin" Hawes Jr. student pilot # [REDACTED] Passenger of John's												
In Conference Dustin Ellingson and David Laycock												
SUBJECT Mr Hawes account of 4023T accident on Jun 28th 2017												
DIGEST Mr. Hares stated that they had never flown together before. They met at Stag Park and Mr. Kaylor followed his checklist. They flew toward wallis. added 20 gallons of fuel 15 to the left and 5 to the right (at 60J) taxied and got food. Experienced some ocean gusts on takeoff. Mr. Kaylor made a U turn back to the airport (60J) and he remained calm, Mr. Hawes noted that they were traveling about 80 at that time. The engine wouldn't rev up even with full fuel. They were traveling about 60 over the trees. then a loud noise as the struck a big tree, then more loud noises and thats all he could recall.												
After being asked if issues occurred during the flight between stag park (pvt airfield) and 60J, Mr Hawes stated that he remembered the EGT was high and loud noises from the nose. He said it sounded like the prop was coming off or the motor mounts were loose. They were flying lean and Mr. Kaylor added a richer fuel mixture which lowered the temp and the noise went away. I asked Mr. Hawes if that is why they removed the engine cowl at 60J and he said yes. He said that they didn't find any issues and he wouldn't have flown in the aircraft if he didn't think it was safe. Inspector David Laycock ask if he would provide a written statement and Mr. Hawes said he would.												
CONCLUSION, ACTION TAKEN, OR REQUIRED												
DATE 07/07/2017	TITLE AST	SIGNATURE 										

RECORD OF ☐ VISIT ☐ CONFERENCE OR ☒ TELEPHONE CALL		TIME 9:00 AM	DATE 07/07/2017												
NAME (S) OF PERSON (S) CONTACTED OR IN CONFERENCE AND LOCATION George "Edwin" Hawes Jr. - student pilot [REDACTED] - Passenger of John		ROUTING <table border="1"> <thead> <tr> <th>SYMBOL</th> <th>INITIALS</th> </tr> </thead> <tbody> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> <tr><td> </td><td> </td></tr> </tbody> </table>		SYMBOL	INITIALS										
SYMBOL	INITIALS														
Kaylor during the aircraft accident of N4023T on 6/28/2017.															
Inspector Dustin Ellingson - IIC of accident															
SUBJECT Verbal statement of events of the day of the accident.															
DIGEST Mr. Hawes confirmed that he was the passenger in the subject flight. He states that he had sustained broken ribs, a broken tooth, and a broken sternum in the accident. He was at home convalescing. Mr. Hawes stated that he had never flown with Mr. Kaylor but he was studying to become a pilot himself. Mr. Hawes stated that they left STAG airfield after a very thorough preflight check and proceeded toward Wallace (Northwest) before turning toward the beach. Their destination was the Odell Williamson Municipal Airport (60J) in Ocean Isle Beach, NC. Mr. Hawes stated that they landed at 60J to get fuel (15 gallons in the left tank and 5 gallons in the right tank) and get something to eat. Mr. Hawes stated that he recalled them flying from Stag to 60J on the left fuel tank and that they departed 60J on the same (left) fuel tank. After departure from 60J, he noticed that Mr. Kaylor was beginning a left turn back toward the airport and that aircraft has stopped gaining altitude. At that time, he noted that the airspeed was 80 and that the engine would not "rev up". As the aircraft descended, Mr. Hawes stated that he thought that the aircraft was going into the trees. At near treetop hight, he noted that the airspeed was 60 and stated to Mr. Kaylor "keep the nose down...don't let it stall out". Mr. Hawes stated that there was a big tree on his side of the plane that he thought they may miss but didn't.															
CONCLUSION, ACTION TAKEN, OR REQUIRED															
DATE 07/07/2017	TITLE Aviation Safety Inspector	SIGNATURE 