

From: [REDACTED]
To: [Brazy Doug](#)
Subject: FW: Details of my flight in N3805T on August 24, 2017
Date: Tuesday, September 5, 2017 1:19:24 PM

Here is the statement from the second pilot

v/r

Paul D. Meyer
Principal Maintenance Inspector
FAA, Charlotte FSDO, EA -68
[REDACTED]
[REDACTED]

From: winston martin [REDACTED]
Sent: Tuesday, September 05, 2017 10:10 AM
To: Meyer, Paul (FAA) [REDACTED]
Subject: Fw: Details of my flight in N3805T on August 24, 2017

"What ever you do, do it well"
John Wolmer

From: winston martin
Sent: Thursday, August 31, 2017 10:49 PM
To: [REDACTED]
Subject: Details of my flight in N3805T on August 24, 2017

Good Day Mr Meyer,

Below are the details as best I can recall them while I embarked on a cross country flight in the afternoon of August 24, 2017.

This was a VFR flight from KEQY to KCRE. After checking the weather I did my preflight inspection, got fuel and left. The flight to KCRE was for the most part uneventful. As with all my long cross country I had requested flight following.

Before leaving KCRE, I again checked the weather and it was VFR conditions. While on the ground, I again requested flight following and FL 4500. On my departure I was told by Myrtle Beach Departure to climb to or below 3000 to avoid traffic and fly heading 360.

I was then cleared to climb at my own discretion. I remained at or around 2000ft to avoid clouds. I was advised by the departure that there was a cell about 12 miles out and about 10 miles wide and asked if I had weather available onboard or if I wanted a vector. I asked to be

vectored and was told to change my heading to 330, then 300 then 280 then 270. I was later handed over to Florence approach and was advised that Florence was made aware of my destination and that I was being vectored for weather. I checked my flight path via foreflight which showed I was being vectored about 35 miles off my original course. While passing what was now a thunder storm, there was a lot of turbulence. I kept flying west until I was well clear, then headed towards KEQY. At this time my flight level was between 2200ft and 2500ft. it was not until it was fully clear that I climbed up to 3500ft and continued to KEQY. Things had settled down and I made a call to Florence approach just to confirm I was still with the approach. It was confirmed and I was later handed over to Charlotte approach. About 10 miles from KEQY I asked that my radar services be terminated and proceeded to land at KEQY, taxi to the ramp and tied down the airplane for the evening.

Kind Regards,

Winston Martin

"What ever you do, do it well"
John Wolmer