



NATIONAL TRANSPORTATION SAFETY BOARD

Eastern Region – Ashburn, Virginia

RECORD OF CONVERSATION

When: August 1, 2018

Who: William Avery, witness

RE: ERA18FA206, C-GRRS

Mr. Avery stated that he was a commercial pilot and was standing in front of a hangar on the southeast side of runway 3/21 at the Greenville Airport when he first observed the airplane approaching the airport from the west. It was “low” and about 500-600 ft above the ground. Instead of landing, the airplane continued to fly over the center of the airport. Mr. Avery said the airplane flew directly over him as it made a left turn toward the north and parallel to runway 3/21. The airplane maintained a constant altitude and was not gliding.

Mr. Avery said that both engines were producing power and both propellers were turning; however, he could not estimate an engine speed. He could not recall if the gear or flaps were extended but recalled the belly of the airplane was painted black. When the airplane passed the approach end of runway 21, it began a “shallow” left turn and was flying “really slow.” The bank angle continued to increase to a point where he could see the entire top of the airplane. The airplane then pitched up and it appeared to momentarily “stop” in the air right before the left wing “stalled” and the nose pitched down toward the ground. Mr. Avery did not hear the engines increase power prior to the impact. He also said that he did not believe the pilot was trying to land on Runway 21 because he was positioned way too close to the runway.

Leah D. Read, Sr. ASI



NATIONAL TRANSPORTATION SAFETY BOARD

Eastern Region – Ashburn, Virginia

RECORD OF CONVERSATION

When: August 1, 2018

Who: Michael Theriault, witness

RE: ERA18FA206, C-GRRS

Mr. Theriault stated that he was not a pilot but has been around aviation his entire life. His home abutted the airport property and he was very familiar with how airplanes operate in and out of the Greenville airport. Mr. Theriault said he was working construction on the airport and was standing on the airport's apron near the terminal building between runway 21 and 14 when he first observed the airplane approaching the airport from the south. The airplane was headed directly toward where he was standing. Mr. Theriault said the airplane was "low" about 400 ft above the ground. It flew over the center of the airport and made what appeared to be a left downwind entry for runway 21. There was no smoke trailing the airplane and the landing gear was retracted. Mr. Theriault said both propellers were turning but he could not tell how fast they were turning or if one was turning faster than the other. He was standing next to active construction equipment which prevented him from fully hearing the engines. When the airplane reached the approach end of runway 21, it began a "shallow" left turn. The nose of the airplane was "high", and it was "going so slow." He said, "It was like it almost stopped in the air" right before the left wing suddenly dropped and the nose of the airplane dove toward the ground. The airplane disappeared behind an embankment. The witness saw a debris cloud and knew the airplane had crashed. He immediately responded to the scene.

Leah D. Read, Sr. ASI