



MEMORANDUM OF CONVERSATION

Aaron McCarter
Air Safety Investigator
Eastern Region Aviation

Date: January 15, 2020
Person Contacted: FBO Operator; Mr. Larry Murley
NTSB Accident Number: ERA20FA068

RE: FAA Inspector Spears spoke to the FBO and had a conversation with Larry Murley about the condition of the pilot. A phone call was made by Aaron McCarter (NTSB IIC) to Mr. Murley to discuss the circumstances.

Narrative:

Phone call with Larry Murley, the father of Asher Murley, who was the eyewitness to the pilots preflight and fueling. He confirmed his son was concerned about the pilot. He appeared slow and confused. He confirmed that his son (Asher) went over to the pilot and asked him if he was ok, in which the pilot replied, "Yes, I'm just old." The pilot was breathing hard, moving slow and had little strength.

Mr. Murley stated that he was noticed the credit card machine the pilot was using; the pilot ran his card through it multiple times, because it kept resetting. It resets every 90 seconds unless the pump is running. He said most people with high wing airplanes, get prepared first, by putting the ladder in place before starting to fuel. It looks like, he swiped the credit card and got the pump turned on, but before he could get in place in time, the pump shut off. The pilot would swipe and put 5 or 6 gallons at a time before it shut off again.

He witnessed the pilot taxi out for departure. The pilot lined up for departure on runway 21, but just sat there for 4 or 5 minutes idling. When he applied power and started the takeoff, the engine sounded "strong" and it took off normally.

There was no security camera footage. If he or his son can remember anything else, he will be sure to call or email.

[END]



MEMORANDUM OF CONVERSATION

Aaron McCarter
Air Safety Investigator
Eastern Region Aviation

Date: September 15, 2020
Person Contacted: Mechanic/Mountainside Aviation Inc. Mr. Larry Martin
NTSB Accident Number: ERA20FA068

RE: Phone call with Mr. Martin to discuss his knowledge of the history of the airplane and pilot. This was a call in response to a statement/letter that was sent by Mr. Martin to the FAA.

Narrative:

Discussed his knowledge of the airplane and the pilot (Dekle) he knew him well. The airplane was in rough shape. He performed an annual inspection on the airplane 6 years before the accident. He performed almost of the maintenance on the airplane between 2008 and 2013.

The airplane was airworthy when he was working on it. The pilot stopped coming to him for maintenance after 2013. The pilot had a cavalier attitude about following the regulations. Had a conversation about the pilots medical history and the fact that he did not have a flight review. And the pilot tried to do the minimal amount of work on the airplane that he could get away with. The pilot flew the airplane out of annual.

The pilot had asked him to conduct some maintenance on the airplane a couple of year ago. There were issues with the electrical system and the flap. He didn't want to "touch" the airplane unless the pilot agreed to a comprehensive annual; the airplane was not airworthy, and he did not want to start working on the airplane unless he was able to address all of the issues. The pilot declined and found someone else who was less expensive.

He does not recall anything that stands out with the exhaust system/mufflers aside from performing a replacement of one He checks them per regular annual maintenance procedures to make sure they are intact and not degraded or cracked.

[END]



MEMORANDUM OF CONVERSATION

Aaron McCarter
Air Safety Investigator
Eastern Region Aviation

Date: January 7, 2020
Person Contacted: Daughter of Pilot, Ms. Hicks
NTSB Accident Number: ERA20FA068

RE: Phone call with Ms. Hicks to discuss her father (pilot) and his flying.

Narrative:

He (pilot) was very active. He kept himself busy. His mental state appeared very good. He was in good spirits.

He was likely flying down to Cairo to look for property. His brothers and cousins live in Cairo, and he'd like to be near them. He had purchased a camper in Cairo and was spending more and more time there.

He was looking for some land, large parcels suitable for farming. She can think of no reason why he would be looking at property in Newborn, Georgia (near the accident site)

[END]