

RECORD OF ☐ VISIT ☐ CONFERENCE OR ☒ TELEPHONE CALL		TIME 4:17 PM	DATE 02/28/2021
NAME (S) OF PERSON (S) CONTACTED OR IN CONFERENCE AND LOCATION		ROUTING	
		SYMBOL	INITIALS
Andrew "Andy" Anderson			
SUBJECT N3652C Accident Investigation			
DIGEST At approximately 16:17 on Sunday 02/28/2021, I spoke with Andy for approximately 15 minutes, regarding the accident involving N3652C. I initially called Andy to try and find out if he knew which hangar at the Gainesville airport Dan Delnoce kept N3652C in so that we could try and locate the aircraft maintenance logbooks, or if he had any other ideas of where they might be kept. Andy told me the hangar that Dan had been keeping the aircraft in and the code to get in to the hangar. He said that Dan had another aircraft, a Cherokee, N8998N, that he co-owned with someone and they usually kept that airplane in the hangar but it was currently in NC having work done on it, so he had been keeping N3652C in it.			
Andy said that he was in Daytona Beach and that Dan and the other occupants were flying down to meet him for the weekend. Andy then started talking about his relationship with Dan and how he felt about Dan as a pilot and their flying history together. The majority of the following information from our conversation appeared to be willingly provided to me by Andy without me asking hardly any questions at all. Andy appeared to be very open about providing information and he stated that wanted to help us with the investigation in any way he could.			
CONCLUSION, ACTION TAKEN, OR REQUIRED			
DATE 03/03/2021	TITLE GA OPS Aviation Safety Inspector	SIGNATURE 	

Andy described Dan Delnoce as a very close friend, flying buddy, and business partner. He stated that he had been flying buddies with Dan since the beginning and that they talked about flying just about every day. Andy stated that he considered Dan a very proficient pilot with state of the art electronics/instruments, such as G1000 avionics, but he was not proficient with a traditional "six pack", vacuum instruments, HSI. Andy said Dan was planning on upgrading the aircraft with state of the art electronics/avionics in the near future, along with upgrades to the interior and painting the aircraft. Because he felt that Dan was not a proficient pilot with the older style instruments, he told Dan he should consider the aircraft VFR only until he upgrades the instruments and avionics. Andy labeled Dan a "magenta line pilot" and that he liked to use the autopilot regularly.

Andy stated that he was very upset at Dan for flying in the weather conditions that existed at the time of the accident flight. He further stated that he doesn't believe Dan had ever taken off in such low visibility and ceilings by himself, that the lowest ceilings he had flown in by himself were usually around 3,000'. He said Dan may have taken off in and flown in lower ceilings and visibilities like those at the time of the accident, but it would have been with somebody else. Andy also made the comment, "I wouldn't have wanted to be in the back seat of that airplane for that flight." This statement was made when we were discussing Andy's opinion of Dan's lack of proficiency with the older style instruments and avionics that were in the accident aircraft, as well as the weather at the time of the accident.

I asked Andy about how many flight hours would he estimate he flew with Dan, to which he responded "between 50-100 hours."

I asked Andy about how many total flight hours he thinks Dan had logged, to which he answered, "Dan was about a 450 hour pilot." Andy also stated that Dan had flown about 40 hours in the last few weeks.

Andy mentioned that there was a known fuel leak in the right tank but described it as "a weeping leak." He stated that Dan knew of it too but that it wasn't really a bad leak. I asked if he was aware if it had been documented or fixed and he said he didn't believe so and he's pretty sure it wasn't repaired yet, mostly because Dan had planned on doing some major upgrades to the aircraft, such as the avionics upgrades, interior upgrades and re-paint the aircraft. He said Dan was probably just waiting until he did those too.

Witness Statement

Author: Amanda Howard

[REDACTED]
Oakwood, GA 30566

[REDACTED]

February 26th, 2021 my husband and I were at the Gainesville airport (KGVL) at 17:48. We saw a blue on white Cessna 182 at the end of runway 11, behind the hold short lines. At first glance the aircraft appeared to be in the grass but upon moving positions we saw the airplane was just to the left of taxi centerline. At that time there were no lights on the airplane, not even the beacon. I asked my husband to see if he could see if the propeller was stopped or if in fact the engine was running. We both agreed that the engine was running. I checked the weather at that time and it was reporting 5sm and OVC004 and rain had just started at the surface. Upon leaving the airport at 17:55 I asked my husband to stop so I could check the weather again. The weather report said 08009kt 4sm BR OVC004. Typically at KGVL, instrument departures and approaches are done on runway 5 or 23. The winds were below 10 knots, departing from runway 5 could have been an option. Depending on route of flight I suspected they chose runway 11 for a reason. We left the airport at 17:58. The pilot had been at the end of the runway prior to our arrival, so we did not hear an engine runup during our time there. The 10 minute window we were there left enough time for the pilot to call ATC on the ground and get a clearance and depart. I figured they may have been waiting longer for conditions to improve slightly before take off.

I had questioned the flight because of runway choice and the fact that there were no lights on the aircraft. I did not radio the pilot to confirm he was alright, because Champion Aviation was staffed and they have a radio on to talk to inbound flights. I also assumed, since we are a training airport, that there may have been either a CFII onboard or a well seasoned pilot who had flown into the soup.

[REDACTED]

[REDACTED]

Amanda Howard

Hall County Sheriff's Office

IDENT #: [REDACTED] OFFENSE: [REDACTED] VICTIM: [REDACTED] INCIDENT DATE: 2/26/21	Reporting Officer's Investigative Report	INCIDENT STATUS: ☐ UNFOUNDED ☐ CLEARLY APPARENT ☐ PERPETRATIVE ☐ WEAPON RECEIPT ONLY DATE: _____ ☐ DEATH OF OFFENDER ☐ PROSECUTION CONTINUED ☐ EXTRADITION DECLINED ☐ REFUSED TO SIGN STATE ☐ JUVENILE INDICATED ☐ NOT APPLICABLE
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William Timothy Roberts (Billy)

was in the passenger seat of my wife's car
 stopped at the red light corner of
 Memorial Park and Atlanta Hwy. We were
 heading towards Cowwood. While at the light
 I noticed a plane flying towards
 I was lower than the tree line it was heading
 towards straight up clipping the
 tail then did a nose dive crossing
 Memorial Park Rd. we rushed over to
 the plane crash calling 911 for the
 news time I ran to the scene where
 I saw a man in the front and a woman
 behind him within minutes of our call to
 911 the entire rescue and police crew were
 here

Billy Roberts

REPORTING OFFICER	BADGE #	DATE	CONTINUED ON BACK ☐
APPROVING SUPERVISOR	BADGE #	DATE	

Witness Statement

Author: Timothy Howard

[REDACTED]

Oakwood, GA 30566

[REDACTED]

February 26, 2021 my wife and I were at the Gainesville airport at Lanier Aircraft Maintenance. We arrived at 17:48, I ran inside for a few minutes and left my wife and son in the car. I saw a blue and white high wing airplane sitting at the end of runway 11 with the engine running and no lights at all on. It was still sitting there with the engine running and no lights on when we were leaving at 17:58. The weather had been really foggy and low clouds all day at the airport and I personally thought it was pretty bad weather to fly in. I'm not a pilot but my wife told me the clouds were only at 400 feet. I thought it was odd that the plane had been sitting there before we arrived and it was still sitting there as we were leaving. Seemed like a long time.

[REDACTED]

Timothy Howard