



RECORD OF CONVERSATION

Timothy W. Monville
Sr. Air Safety Investigator
Eastern Region

Date: March 22, 2023
Person Contacted: Rudy Newsome
NTSB Accident Number: ERA21FA225

Narrative:

Mr. Newsome, whose sister and brother-in-law were on-board the airplane was interviewed at South Oaks Aerodrome (05N), Winterville, North Carolina on May 23, 2021 at 1525 EDT. He provided an e-mail address of [REDACTED]

He indicated that earlier that day they flew from 05N to Cape Fear Regional Jetport/Howie Franklin Field Airport (SUT), Oak Island, NC, to visit with relatives. The accident flight was returning to 05N and was believed to have departed SUT between 1610 and 1630 EDT. While en route to 05N during the accident flight, his sister [REDACTED] texted Michael Emory and advised they were 15 minutes from landing (Figure 1)¹.

On March 22, 2023, at 1223 EST, Mr. Newsome was contacted by phone at [REDACTED]. He was asked to confirm his relationship with the occupants. He indicated it was his sister and Alan Stancill was his brother-in-law. The purpose of the flight earlier that day to SUT was to visit with his sister's son and grandchildren.

The digest was reviewed with him and he agreed with the content. The digest was e-mailed to him on March 22, 2023.

¹ The text message specified they were, "12 minutes from landing in Ayden."

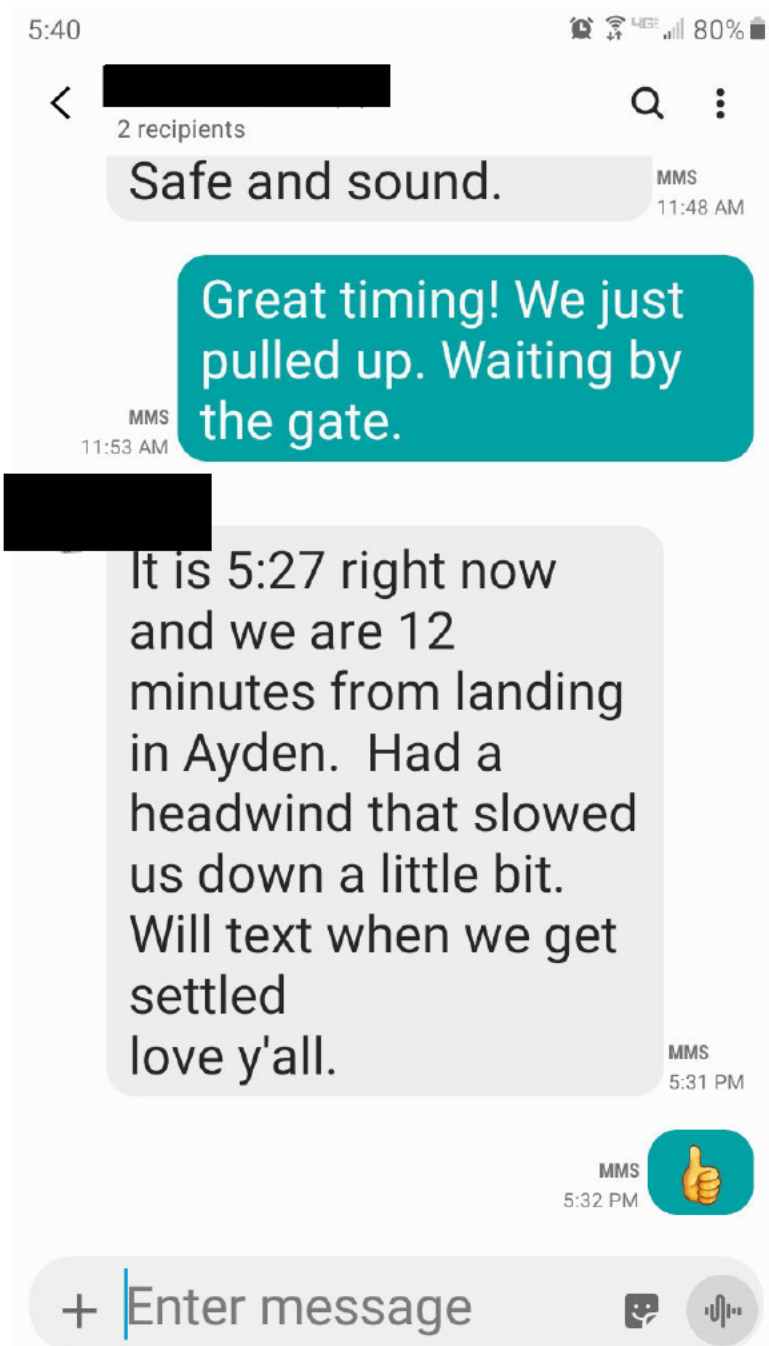


Figure 1: Screenshot of Text Message from Susan Stancill to Michael Emory.



RECORD OF CONVERSATION

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Date: May 27, 2021
Person Contacted: George Tamvakis
NTSB Accident Number: ERA21FA225

Narrative:

Mr. Tamvakis was interviewed at his home on May 23, 2021, at 1619 EDT. Also present were NTSB Medical Officer Dr. Kayagil and FAA inspector Clinton Festa. Mr. Tamvakis home address was [REDACTED] Winterville, North Carolina [REDACTED]. He provided a cell phone of [REDACTED] and an e-mail address of [REDACTED]. He had lived in the house since 2010.

At the beginning of the interview, he was advised that the NTSB is a federal agency mandated by Congress to investigate aircraft accidents, and NTSB has no authority to take any action against any individual. He was also informed that the purpose of an NTSB investigation is for safety only, and any person NTSB talks with has the right to representation; he agreed to the interview without representation.

He indicated that he holds a private pilot certificate and has about 1,000 hours total flight time. He started flying Part 103 (ultralight) aircraft, and has also flown Cessna 150, 152, 172, 182 airplanes as well as Piper J3, J5 airplane. In addition, he has flown a Boeing Stearman (A75). His total flight time is split between taildragger (500-600 hours) and tricycle gear airplanes. He had known the accident pilot since 1997 or 1998. The accident pilot also had flown Part 103 aircraft, and he lived nearby. Mr. Tamvakis had previously lived in a development north of South Oaks Aerodrome (05N), Winterville, North Carolina, and while he lived there a runway was built. Mr. Stancill flew from that airstrip from about 1998 to 2006, but he was not sure how long, and eventually Mr. Charles Lewis built 05N. He (Mr. Tamvakis) had previously flown the accident airplane.

Prior to the accident, he was inside his house at the Island in his kitchen. He and his wife were getting ready to leave for a function and about 1 minute after getting off his couch, he looked out of his small window and he heard a noise and saw the airplane. He noted it was banking and

trying to climb. He said to himself oh my god, and then heard a snapping sound like a breaking limb then heard and felt the ground contact. He went onto his porch and about 10 seconds after impact he saw fire. His wife (Rose) called 911 using their home phone instead of her cellular phone because she wanted the call center to know their location, and he ran across the yard. A neighbor (John Mozingo) came out of his house and noted he felt and heard the impact and saw the fire but was not sure what had happened. George informed him of the airplane accident. Another individual (an Ayden, NC Volunteer fireman) who had been driving nearby turned onto Prop Drive and George told him what he observed. George tried to get to the wreckage, but the fire was raging. The fire flared up and when he was at the corner of the woods, he heard an explosion which he attributed to be from the airframe ballistic parachute system components discharging because of the fire. He could see spreading ash, fire, and smoke. The fire department arrived within 15 to 20 minutes. He reported that he did hear the pilot add full power.

He was asked the following questions from NTSB-Monville:

What do you think caused the pilot to make a heard left turn?

He thought that was because the pilot was trying to climb over houses and the airplane stalled. He indicated that the turn at the end of the flight was sudden and thought that we should inspect the runway for any marks made by the airplane.

How often had the pilot flown out of that airstrip?

Many times

Please describe the bank angle that he saw?

The pilot was trying to climb and banked about 15° to 20° to the left and was trying to avoid houses. He thinks the pilot hit a limb or tree trunk at the top.

Did he see any flaps extended?

He could not tell

How long did he see the airplane for?

A few seconds

Did you see any smoke trailing the airplane?

No.

Does he have any security videos at his house that may have captured the accident sequence?

No. But Jerry Campbell may have video. He also lives near the departure end of runway 25 north of the runway. His phone is [REDACTED]

Was there any aircraft on the runway at the time?

No. After the accident somebody did fly though.

Describe the weather conditions?

It was clear similar to the weather on May 23rd.

NTSB Questions Continued –

Were there any cars on the runway at the time?

No

Describe the wind at the time?

It was very low. The smoke from the postcrash fire was going vertical and was not drifting.

Could he describe the pilot's health?

He did not know him well enough to describe his health. Mr. Lewis who owns and operates 05N may have more knowledge of his health. His phone is [REDACTED] At the time of the accident, he was in Boone, NC.

Do you know how many hours the pilot has?

No

Do you know how long he has owned the airplane?

A couple years. He bought it from Mr. Lewis who prior to that let the accident pilot fly it occasionally.

FAA Questions –

With the approximately 1,800 ft long runway, what would a local pilot tell another pilot who wanted to fly into 05N?

Have short field experience and ask him or her what type of airplane they would be flying into 05N.

Was it a common practice to land runway 25?

No, it depended on the wind

What do local pilots think about the drop off past the departure end of runway 25?

No.

Has he ever noted any issues with the runway condition such as ruts, bumps, etc?

No. The runway drains well even after a strong rain. Even after a hurricane, the runway drained within 2 to 3 days.

NTSB Questions From Dr. Kayagil

None.

NTSB Additional Questions - Monville

Are there any soft spots on the runway now?

No.

NTSB Additional Questions - Monville

Did anybody see the airplane at the approach end of runway 25?

No, not to his knowledge. The Mozingo's and Glenda Wilkins were home at the time of the accident.

Could he explain the pilot's skill level?

Not really. The last few years he saw him flying the accident airplane¹. He would say that when he did see the accident pilot fly, he would on several instances be "a little hot" on final approach, but he would generally land within the first 1/3 of the runway. There had been other people who had flown with him and his certified flight instructor (CFI) Mr. Charles Lewis may have details about his flying. Another friend of the pilot was Rob Bulon. He reported that the pilot had departed 05N earlier that day about 0930 to visit with his grandchildren.

Did he have any questions for NTSB?

No.

NTSB Additional Questions - Monville

Did he recall the departure at 0930 from 05N?

The airplane departed from runway 25, and made a normal climb, adding that it, "climbed real well" to 300 ft above ground level before the end of the runway. The engine sounded, "normal/good."

Are there any questions that have not been asked?

Rose (his wife) called 911 within 1 minute of the accident using [REDACTED] She was on the phone where there was the first explosion.

Did he have any pictures of the airplane?

There are pictures on Facebook. Mr. Stancill processed wild game and did taxidermy.

The digest was e-mailed to him for review on May 27, 2021. He replied on August 3, 2021, at 1252 EDT with, "I am fine with the narrative of our conversation, I am really not sure how long Mr. Stancil had flown out of our runway between 1998- 2006. Thanks[,] George Tamvakis." The corrected digest was e-mailed to him on August 3, 2021.

¹ According to FAA records, the pilot purchased the airplane on September 20, 2018.



RECORD OF CONVERSATION

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Eastern Region

Date: May 27, 2021
Person Contacted: Charles Lewis
NTSB Accident Number: ERA21FA225

Narrative:

Mr. Charles Lewis was met at the South Oaks Aerodrome (05N) on May 23, 2021 at 1758 EDT. He provided a cell phone of [REDACTED] and an e-mail address of [REDACTED]

He indicated that the pilot's wife was not an avid flyer, and as such, he did not feel the pilot would have performed a touch-and-go landing. Further, he discourages touch-and-go landings at 05N. He was asked about the pilot's health and he reported he was heavy, but did not smoke or drink. He guessed there must have been something "medically wrong" with the pilot. At the time of the accident he was in Boone, North Carolina.

The digest was e-mailed to him for review on May 27, 2021. He replied the same day at 1309 EDT with comments that were incorporated into the narrative. The corrected digest was e-mailed to him on May 28, 2021.



RECORD OF CONVERSATION

Timothy W. Monville
Sr. Air Safety Investigator
Eastern Region

Date: March 22, 2023
Person Contacted: Marvin Santos
NTSB Accident Number: ERA21FA225

Narrative:

Mr. Marvin Santos contacted NTSB by phone on May 24, 2021 at 1454 EDT. He called from [REDACTED]. He provided an e-mail address of [REDACTED].

He indicated that he is the son-in-law to Alan Stancill, as he is married to Alan's daughter Brooke Stancill Santos. Her cell phone is [REDACTED].

The text message from Susan Stancill during the accident flight was to Michael Emory, who was her biological son. His phone is [REDACTED].

Mr. Stancill was the stepfather to Steven and Michael Emory, who were biological sons of Susan Stancill.

Mr Stancill has the following biological members:

[REDACTED]

Mrs. Stancill as the following biological members:

[REDACTED]

The digest was reviewed with him and he agreed with the content. The digest was e-mailed to him on March 22, 2023.